

APPENDIX 1.1:

APPROVED TRAFFIC STUDY SCOPING AGREEMENT

This Page Intentionally Left Blank

Donson Liu

From: nazir.lalani1@gmail.com on behalf of Nazir Lalani [nazirlalani1@gmail.com]
Sent: Wednesday, June 11, 2014 2:55 PM
To: Donson Liu
Subject: Sensitivity Analysis

I talked Ed and we are going to waive the sensitivity analysis.

Donson Liu

From: nazir.lalani1@gmail.com on behalf of Nazir Lalani [nazirlalani1@gmail.com]
Sent: Monday, June 09, 2014 2:15 PM
To: Donson Liu
Subject: Re: FW: JN:09228 Washington Park SP Trip Distribution and Counts

The revised trip distribution is approved for use by Urban Crossroads for this project. The timing sheets and all the other timing information for the four intersections that were requested by Haseeb have been sent to him. What we are not willing to do is to send him the offsets for the 30 other intersections that are in the coordinated systems some of which are in Indian Wells and Palm Desert. We would have to send him 180 offsets. We are not looking for new coordination timing for these corridors. Just the level of service. The links for the design drawings will be sent shortly that will provide him the phasing for the four intersections. Just as an fyi, we have NEVER sent this kind of detailed information for any traffic impact study done in La Quinta since 2003.

Thanks.

Nazir

On Mon, Jun 9, 2014 at 11:10 AM, Donson Liu <dliu@urbanxroads.com> wrote:

From: nazir.lalani1@gmail.com [mailto:nazir.lalani1@gmail.com] **On Behalf Of** Nazir Lalani
Sent: Thursday, June 05, 2014 5:24 PM
To: Donson Liu
Subject: Re: JN:09228 Washington Park SP Trip Distribution and Counts

Okay. thanks.

On Thu, Jun 5, 2014 at 5:23 PM, Donson Liu <dliu@urbanxroads.com> wrote:

Hi Nazir,

Thank you for the input, we have revised the trip distribution according to your comments. I have attached the revised trip distribution for your review. If the revisions are in line with what you and Ed had in mind, please let us know so we may proceed.

Thanks again for the prompt review,

Donson

From: nazir.lalani1@gmail.com [mailto:nazir.lalani1@gmail.com] **On Behalf Of** Nazir Lalani
Sent: Thursday, June 05, 2014 4:54 PM
To: Donson Liu
Subject: Re: JN:09228 Washington Park SP Trip Distribution and Counts

I discussed these with Ed Wimmer and we feel that the distribution should be revised as follows:

10% going straight across Hwy 111 to the Kohl's shopping center looks too high. We think 5% would be more appropriate. The other 5% should be added to the 21% going west on Hwy 111.

14% going straight across Avenue 47 to Caleo Bay seems too high. We think 5% would be more appropriate with the other 9% going to west on Avenue 47 to Washington Street.

Thanks.

Nazir

On Wed, Jun 4, 2014 at 5:59 PM, Donson Liu <dliu@urbanxroads.com> wrote:

Hi Nazir,

Per our telephone discussion earlier, here is the revised trip distribution based on the turning movements at the driveways and study intersections shown in the count data. I have also attached the supporting count data sheets that we discussed earlier. The trip distribution at the driveways have been developed based on an average of the outbound and inbound totals observed during each of the peak hours at the 3 site driveways (Washington/Driveway 1, La Quinta/Highway 111 and La Quinta/Avenue 47). Then we used the turning volumes (for the applicable turning movements) at the adjacent intersections to determine the distribution off-site.

Please let us know if there are any adjustments we should make to this distribution.

Thanks,

Donson Liu, E.I.T.
Assistant Transportation Engineer



IRVINE | CARLSBAD | RIVERSIDE
41 Corporate Park, Suite 300
Irvine, CA 92606

ph: [949 660-1994 x248](tel:9496601994)
www.urbanxroads.com

EXHIBIT 3: PROJECT TRIP DISTRIBUTION



LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- ← = OUTBOUND
- = INBOUND

Donson Liu

From: nazir.lalani1@gmail.com on behalf of Nazir Lalani [nazirlalani1@gmail.com]
Sent: Monday, June 02, 2014 9:00 AM
To: Haseeb Qureshi
Cc: Nazir Lalani Email; Ed Wimmer; Charlene Hwang So; Donson Liu; CMS Administrator
Subject: Re: JN:9228 RE: General Plan EIR Traffic Impact Analysis

2% should be okay. Sorry for the late reply but I only work at City Hall Monday to Wednesday.

On Thu, May 29, 2014 at 3:18 PM, Haseeb Qureshi <hqureshi@urbanxroads.com> wrote:

Hi Nazir/Ed,

As a follow-up on the Washington Park Traffic Study, can you please provide us with the requested signal timing worksheets for the following intersections as outlined in our traffic scoping agreement:

- Washington Street / Channel Drive
- Washington Street / Simon Drive
- Washington Street / Avenue 47
- Adams Street / Avenue 47/Auto Centre Drive

Also, you had sent me the attached GP EIR Traffic study with the note below to use this when developing our cumulative analysis, our assumption is you want us to interpolate from the General Plan Buildout volumes to get the cumulative volumes for the opening year condition. If you would like for us to interpolate, is there a certain growth percentage per year you want us to maintain? (e.g., 2%) Please confirm.

Thank you,

Haseeb Qureshi
Senior Associate



41 Corporate Park, Suite 300
Irvine, CA 92606
direct: [\(949\) 336-5987](tel:(949)336-5987)

office: [\(949\) 660-1994 x217](tel:(949)660-1994x217)

www.urbanxroads.com

From: nazir.lalani1@gmail.com [<mailto:nazir.lalani1@gmail.com>] **On Behalf Of** Nazir Lalani
Sent: Monday, April 21, 2014 12:55 PM
To: Haseeb Qureshi
Cc: Ed Wimmer
Subject: General Plan EIR Traffic Impact Analysis

I have attached the traffic impact analysis from the La Quinta General Plan Update EIR. You will need this for the cumulative analysis for the Washington Park Traffic Impact Study.

Thanks.

Nazir Lalani

Donson Liu

From: Haseeb Qureshi
Sent: Thursday, May 29, 2014 10:29 AM
To: Donson Liu
Subject: FW: FW: Washington Park

From: Ed Wimmer [mailto:ewimmer@la-quinta.org]
Sent: Wednesday, April 30, 2014 4:13 PM
To: Haseeb Qureshi
Cc: Tim Jonasson; Les Johnson; Nazir Lalani Email; gsanchez@gsanchezgroup.com; Jack Tarr
Subject: RE: FW: Washington Park

Hi Haseeb,

Thank you for sending us this final City approved scope of work. We look forward to reviewing the study as soon as it is submitted.

Thanks,
Ed

From: Haseeb Qureshi [mailto:hqureshi@urbanxroads.com]
Sent: Wednesday, April 30, 2014 3:59 PM
To: Ed Wimmer; Jack Tarr; gsanchez@gsanchezgroup.com
Cc: Tim Jonasson; Les Johnson; Nazir Lalani Email
Subject: RE: FW: Washington Park

Hi Ed – here is the revised scope with the sight distance item called out under the “On-Site Circulation” section of the scope.

Regards,

Haseeb Qureshi
Senior Associate
Urban Crossroads, Inc.
Irvine, CA 92606
ph: 949.660.1994 x217

From: Ed Wimmer [mailto:ewimmer@la-quinta.org]
Sent: Wednesday, April 30, 2014 3:51 PM
To: Jack Tarr; gsanchez@gsanchezgroup.com
Cc: Tim Jonasson; Les Johnson; nazirlalani1@gmail.com; Haseeb Qureshi
Subject: FW: FW: Washington Park

Fyi: City has approved the scope for the Washington park Traffic Study. We’ve asked Haseeb to add the Target sign analysis described below and send us the final approved version.

From: Haseeb Qureshi [mailto:hqureshi@urbanxroads.com]
Sent: Wednesday, April 30, 2014 2:50 PM
To: Nazir Lalani Email

Cc: Ed Wimmer; Charlene Hwang So; Donson Liu
Subject: RE: FW: Washington Park

Thanks Nazir – we will make this note and be sure this is addressed.

Regards,

Haseeb Qureshi
Senior Associate
Urban Crossroads, Inc.
Irvine, CA 92606
ph: 949.660.1994 x217

From: nazir.lalani1@gmail.com [<mailto:nazir.lalani1@gmail.com>] **On Behalf Of** Nazir Lalani
Sent: Wednesday, April 30, 2014 2:45 PM
To: Haseeb Qureshi
Cc: Ed Wimmer
Subject: Re: FW: Washington Park

Please note that as part of the On Site circulation analysis, the sight distance restriction caused by the existing Target monument sign on the northwest corner of Avenue 47 and La Quinta Center Drive needs to be addressed. **With this addition, your scope is approved.**

Please note that the La Quinta Center Drive and Hwy 111 intersection was restriped this week to provide one through/right lane and one left-turn lane on the La Quinta Center Drive approaches along with left-turn phases.

Thanks.

Nazir

From: Haseeb Qureshi [<mailto:hqureshi@urbanxroads.com>]
Sent: Monday, April 28, 2014 12:09 PM
To: Ed Wimmer
Cc: Tim Jonasson; Nazir Lalani Email; gsanchez@gsanchezgroup.com
Subject: RE: Washington Park

Hi Ed – attached you will find the revised trip generation comparison letter and revised traffic scoping agreement package that incorporates the City's comments.

Please confirm that the scope is acceptable with the changes incorporated.

Regards,

Haseeb Qureshi

Senior Associate

Urban Crossroads, Inc.

Irvine, CA 92606

ph: [949.660.1994](tel:949.660.1994) x217

From: Ed Wimmer [<mailto:ewimmer@la-quinta.org>]
Sent: Thursday, April 24, 2014 2:21 PM
To: Haseeb Qureshi
Cc: Tim Jonasson; Nazir Lalani Email; gsanchez@gsanchezgroup.com
Subject: RE: Washington Park

Hi Haseeb,

I was able to confirm the answers below with Nazir:

Please call if there are questions.

Thanks,

Ed

From: Haseeb Qureshi [<mailto:hqureshi@urbanxroads.com>]
Sent: Thursday, April 24, 2014 12:06 PM
To: Ed Wimmer
Cc: Tim Jonasson; Nazir Lalani Email; gsanchez@gsanchezgroup.com
Subject: RE: Washington Park

Hi Ed,

Just a couple questions for you/the City:

1. For the “weekend” conditions, is the expectation that we will count and analyze both Saturday and Sunday, or just Saturday or Sunday? - Just Saturday please.
2. For the three “weekend” peak periods, does the City want the evaluation based on all three periods or just evaluation of the highest of the three time periods? - Highest of the three time periods please.
3. For fair share of any cost improvements, does the City want % contributions or actual dollar values? If dollar values are requested, what is the cost basis for the improvements? It is our understanding that the County does not have any cost information. - Fair share percentage only

Haseeb Qureshi

Senior Associate

Urban Crossroads, Inc.

Irvine, CA 92606

ph: [949.660.1994](tel:949.660.1994) x217

From: Ed Wimmer [<mailto:ewimmer@la-quinta.org>]
Sent: Wednesday, April 23, 2014 5:05 PM
To: Haseeb Qureshi
Cc: Tim Jonasson; nazirlalani1@gmail.com; gsanchez@gsanchezgroup.com
Subject: FW: Washington Park

Hi Haseeb,

For clarity, we hope the attached is the clearest version of the City comments.

Please call if there are questions.

Thanks,

Ed

From: nazir.lalani1@gmail.com [mailto:nazir.lalani1@gmail.com] **On Behalf Of** Nazir Lalani
Sent: Wednesday, April 23, 2014 3:39 PM
To: Ed Wimmer
Subject: Fwd: Washington Park

Fyi. I hope this will clear up the mix up of different versions of my summary that I prepared on Monday and then updated yesterday morning based on Tim's original comments.

----- Forwarded message -----

From: **Nazir Lalani** <nazirlalani1@gmail.com>
Date: Wed, Apr 23, 2014 at 3:37 PM
Subject: Re: Washington Park
To: Tim Jonasson <tjonasson@la-quinta.org>

Tim, this is what I put on the T drive yesterday after reading your email when I first sent it out for review. I have now added the Simon Segment based on your latest review. If it looks good to you, then please send it on. The one that was attached to your email was missing information about weekend peaks etc.

On Wed, Apr 23, 2014 at 2:48 PM, Tim Jonasson <tjonasson@la-quinta.org> wrote:

Haseeb – Thanks for that clarification. Attached are Nazir’s comments to incorporate into your trip generation evaluation and scoping agreement letters from 4/17/14. Let us know if you have any further questions.

From: Haseeb Qureshi [mailto:hqureshi@urbanxroads.com]
Sent: Wednesday, April 23, 2014 2:33 PM
To: Les Johnson; Tim Jonasson
Subject: RE: Washington Park

Les/Tim – I went back and looked at the trip gen letter and the scope and you are correct – we will remove the internal capture from both – this was in here because originally the applicant was proposing to use the “restaurant” trip rates – which you would typically take the internal capture reduction for. Since the use is now shopping center we will remove this.

Also – we will adjust the text to refer to “shopping center” in lieu of “commercial retail” since there is no rate for commercial retail and that is just an industry term to refer to shopping center. Hope that helps, look forward to Nazir’s additional comments and we will revise both letters accordingly.

Regards,

Haseeb Qureshi

Senior Associate

Urban Crossroads, Inc.

Irvine, CA 92606

ph: [949.660.1994 x217](tel:949.660.1994)

ATTACHMENT 4
CITY OF LA QUINTA

DATE 4/30/2014

TRAFFIC IMPACTS ANALYSIS SCOPE
Work to be done per Engineering Bulletin 06-13

Project Name: Washington Park Specific Plan Adjacent Tract 2
Project Location: NE corner of Washington Street and Avenue 47
Project Description: 2,087 seat multiplex cinema and 27,373 square feet of commercial retail

	Developer	Traffic Engineer
Name	BR2, LLC C/O: Jack Tarr Development Co.	Urban Crossroads, Inc.
Address	30240 Rancho Viejo Road, Suite B	41 Corporate Park, Suite 300
	San Juan Capistrano, CA 92675	Irvine, CA 92606
Contact	Bill Sanchez	Haseeb Qureshi
Phone	760-485-5308	949-660-1994 ext. 217
Email	gsanchez@gsanchezgroup.com	hqureshi@urbanxroads.com

Study Intersection	Study Segments
1. Plaza La Quinta / Hwy. 111	Washington St., N of Highway 111
2. Washington St. / Channel Dr.	Washington St., Hwy. 111 to Driveway 1
3. Washington St. / Hwy. 111	Washington Street, Driveway 1 to Highland Palms Dr./Ave. 47
4. Washington St. / Simon Dr.	Washington Street, Highland Palms Dr./Ave. 47 to Lake La Quinta Dr.
5. Washington St. / Driveway 1	Washington Street, south of Lake La Quinta Dr.
6. Washington St. / Highland Palms Dr./Ave. 47	La Quinta Center Drive, Hwy. 111 to Ave. 47
7. Washington St./ Lake La Quinta Dr.	Caleo Bay, S of Ave. 47
8. Simon Dr. / Hwy. 111	Adams Street, N of Hwy. 111
9. La Quinta Center Dr. / Hwy. 111	Adams Street, Hwy. 111 to Ave. 47
10. La Quinta Center Dr./Caleo Bay / Ave. 47	Adams Street, S of Ave. 47
11. Adams St. / Hwy. 111	Hwy. 111, Plaza La Quinta to Washington St.
12. Adams St. / Ave. 47/Auto Centre Dr.	Hwy. 111, Washington St. and La Quinta Center Dr.
13.	Hwy. 111, La Quinta Center Dr. to Adams St.
14.	Hwy. 111, Adams St. to La Quinta Dr.
15.	Simon Dr., Washington St. to Hwy. 111
16.	Ave. 47, Washington St. to La Quinta Center Dr.
17.	Ave. 47, La Quinta Center Dr. to Adams St.

ITE Land Use Code	ITE Trip Gen. Rate	Unit of Measure	Daily Trips	Pass By%
Multiplex Movie Theater	1.76	Seats	3,673	0%
Shopping Center	42.70	TSF	1,169	0%
TOTAL			4,842	

Time periods to be analyzed:	Year(s) to be analyzed:
<input checked="" type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input checked="" type="checkbox"/> Sat	<u>Existing (2014), E+P, Opening Year Cumulative (2015) without</u>
<input type="checkbox"/> Other _____	<u>Project, Opening Year Cumulative (2015) with Project</u>

Special issues to be addressed:
Statistical Standard Deviation Trip Generation Analysis
Site Access Evaluation
On-Site Circulation

Attachments:

<input checked="" type="checkbox"/>	Site Plan
<input checked="" type="checkbox"/>	Study Intersections/Segments Map
<input checked="" type="checkbox"/>	Distribution Assumption Map
<input checked="" type="checkbox"/>	Cumulative Impacts

City Approval _____ Date _____

City of La Quinta
WORK SCOPE FOR TRAFFIC IMPACT ANALYSIS

PROJECT NAME Washington Park SP Adjacent Tract 2	LOCATION NE corner of Washington Av and Av 47	DATE 4/30/2014
DEVELOPER BR2, LLC C/O: Jack Tarr Development Co	CONSULTANT Urban Crossroads, Inc	CITY DEPARTMENT Public Works
DEVELOPER CONTACT Bill Sanchez	CONSULTANT CONTACT Haseeb Qureshi	CITY CONTACT Ed Wimmer
DEVELOPER PHONE NO. (760) 485-5308	CONSULTANT PHONE NUMBER (949)660-1994 ext 217	CITY PHONE NO. (760)777-7075

STUDY AREA BOUNDARIES	NORTH Washington Park	SOUTH Avenue 47
	EAST La Quinta Center Drive	WEST Washington Street

TYPE OF APPLICATION	ITEMS TO BE ADDRESSED IN THE TRAFFIC ANALYSIS	SITE SPECIFIC IMPACTS	STUDY AREA IMPACTS	RECOMMENDING METHOD
		Yes / No	Yes / No	
CHANGE OF ZONE	LAND USE DESCRIPTION	Yes	No	
TENTATIVE TRACT MAP	TRIP GENERATION (+REDUCTION FACTORS)	Yes	Yes	ITE Trip Generation, 9th Ed.
TENATIVE PARCEL MAP	TRIP DISTRIBUTION/ASSIGNMENT	Yes	Yes	Per count data
S.D.P.	TDM REDUCTIONS	No	No	
SPECIFIC PLAN	PARKING ANALYSIS (+SHARED PARKING)	No	No	
BUILDING PERMIT	SAFETY ANALYSIS	No	No	
MODIFICATION	TRAFFIC SIGNAL WARRANTS	Yes	Yes	
LAND DIVISION	INTERNAL CIRCULATION	No	No	
OTHER	ACCESS DESIGN/AUXILIARY LANES	Yes	No	Dwy ingress/egress queuing

INTERSECTION TO BE ANALYZED	ANALYSIS PERIODS				TRAFFIC VOLUMES (PEAK HOUR)			NOTES
	A.M	NOON	P.M.	OTHER	EXISTING	+PROJ	+CUMUL	
See Attached								

ROADWAY SEGMENTS TO BE ANALYZED	TRAFFIC VOLUMES (ADT)			NOTES
	EXISTING	+PROJ	+CUMUL	
See Attached				

ATTACHMENTS	YES	NO	
Intersection+Roadways	X		

CITY APPROVED _____

DATE _____

**ATTACHMENT TO CITY OF LA QUINTA WORK SCOPE FOR TRAFFIC IMPACT ANALYSIS FORM
INTERSECTIONS AND ROADWAY SEGMENTS TO BE ANALYZED**

	INTERSECTION TO BE ANALYZED	ANALYSIS PERIODS				TRAFFIC VOLUMES (PEAK HOUR)		
		A.M.	Noon	P.M.	Other	Existing	+PROJ	+CUMUL
1.	Plaza La Quinta / Hwy. 111	x		x	Wknd Pk	x	x	x
2.	Washington St. / Channel Dr.	x		x	Wknd Pk	x	x	x
3.	Washington St. / Hwy. 111	x		x	Wknd Pk	x	x	x
4.	Washington St. / Simon Dr.	x		x	Wknd Pk	x	x	x
5.	Washington St. / Driveway 1	x		x	Wknd Pk	x	x	x
6.	Washington St. / Highland Palms Dr./Ave. 47	x		x	Wknd Pk	x	x	x
7.	Washington St./ Lake La Quinta Dr.	x		x	Wknd Pk	x	x	x
8.	Simon Dr. / Hwy. 111	x		x	Wknd Pk	x	x	x
9.	La Quinta Center Dr. / Hwy. 111	x		x	Wknd Pk	x	x	x
10.	La Quinta Center Dr./Caleo Bay / Ave. 47	x		x	Wknd Pk	x	x	x
11.	Adams St. / Hwy. 111	x		x	Wknd Pk	x	x	x
12.	Adams St. / Ave. 47/Auto Centre Dr.	x		x	Wknd Pk	x	x	x

	ROADWAY SEGMENTS TO BE ANALYZED	TRAFFIC VOLUMES (ADT)		
		Existing	+PROJ	+CUMUL
1.	Washington St., N of Highway 111	x	x	x
2.	Washington St., Hwy. 111 to Driveway 1	x	x	x
3.	Washington Street, Driveway 1 to Highland Palms Dr./Ave. 47	x	x	x
4.	Washington Street, Highland Palms Dr./Ave. 47 to Lake La Quinta Dr.	x	x	x
5.	Washington Street, south of Lake La Quinta Dr.	x	x	x
6.	La Quinta Center Drive, Hwy. 111 to Ave. 47	x	x	x
7.	Caleo Bay, S of Ave. 47	x	x	x
8.	Adams Street, N of Hwy. 111	x	x	x
9.	Adams Street, Hwy. 111 to Ave. 47	x	x	x
10.	Adams Street, S of Ave. 47	x	x	x
11.	Hwy. 111, Plaza La Quinta to Washington St.	x	x	x
12.	Hwy. 111, Washington St. and La Quinta Center Dr.	x	x	x
13.	Hwy. 111, La Quinta Center Dr. to Adams St.	x	x	x
14.	Hwy. 111, Adams St. to La Quinta Dr.	x	x	x
15.	Simon Dr., Washington St. to Hwy. 111	x	x	x
16.	Ave. 47, Washington St. to La Quinta Center Dr.	x	x	x
17.	Ave. 47, La Quinta Center Dr. to Adams St.	x	x	x

April 30, 2014

Mr. Ed Wimmer
City of La Quinta
78-405 Calle Tampico
La Quinta, CA 92253

**SUBJECT: REVISED SCOPING AGREEMENT FOR THE WASHINGTON PARK SPECIFIC PLAN ADJACENT
TRACT 2 TRAFFIC IMPACT ANALYSIS**

Dear Mr. Ed Wimmer:

The firm of Urban Crossroads, Inc. is pleased to submit this revised scoping agreement for the proposed Washington Park Specific Plan Adjacent Tract 2 (“Project”), which is located on the northeast corner of Washington Street and 47th Street in the City of La Quinta. The Project is proposed to consist of a 2,087 seat multiplex cinema and 27,373 square feet of shopping center use. It should be noted that the Project is currently one of two undeveloped tracts within the existing Washington Park Specific Plan (referred to as “Specific Plan”), which was previously analyzed for traffic impacts in the City of La Quinta Target Development Traffic Impact Analysis (Urban Crossroads, August 2002, referred to as “Traffic Study”).

Our goal is to obtain comments from City of La Quinta staff, to ensure that the traffic study fully addresses the potential impacts of the proposed Project. The remainder of this letter describes the proposed analysis methodology, Project trip generation, trip distribution, and Project traffic assignment/project trips on the surrounding roadway network, which have been used to establish the proposed study area and analysis locations. The following scoping assumptions have been prepared in accordance with the City of La Quinta Traffic Study Guidelines (engineering Bulletin #06-13, revised June 29, 2012).

Exhibit 1 depicts the location of the proposed Project in relation to the existing roadway network. The preliminary site plan for the proposed Project is shown on Exhibit 2. It is anticipated that the project will be built and occupied by Year 2015. Access to the Project site will be provided to both Washington Street and Avenue 47 via the following driveways:

- Washington Street via Driveway 1 (right-in/right-out/left-in access only)
- Avenue 47 via La Quinta Center Drive (full access)

TRIP GENERATION

In accordance with the City of La Quinta’s Engineering Bulletin #06-13, the project trip generation rates to be used for the traffic impact analysis will be based on the Institute of Transportation Engineers (ITE)

Trip Generation manual, 9th Edition (2012). Trip generation estimates for the Project have been determined by utilizing the published rates for the peak hour of the generator rather than for the peak hour of adjacent street traffic, where possible. Average trip generation rates have been utilized for the shopping center component as opposed to application of the regression equations for the shopping center portion of the Project due to its size and nature. As the shopping center portion of the Project is much smaller than the average shopping centers surveyed in Trip Generation and represents a small portion of the existing Washington Park Shopping Center as opposed to a standalone land use, utilization of the regression equation based trip generation rates, as advised by Engineering Bulletin #06-13, would significantly overstate the trip generation for the shopping center component of the Project. Trip generation rates are presented on Table 1.

As shown on Table 1, the proposed Project is anticipated to generate a net total of approximately 4,842 trip-ends per day on a typical weekday with 151 vehicles per hour (VPH) during the weekday AM peak hour, 707 VPH during the weekday PM peak hour and 758 VPH during the Saturday mid-day peak hour.

TRIP DISTRIBUTION

As directed by City staff, the proposed Project trip distribution patterns will be based on the CVAG counts taken in February/March of 2013 and the peak hour turning movement count data at the intersection of La Quinta Center Drive/Caleo Bay and Avenue 47 that will be taken for this work effort. It is requested that the City provide the CVAG count data conducted in February/March of 2013.

STUDY AREA

The traffic impact study area was defined in conformance with the requirements of Engineering Bulletin #06-13. Based on this criterion, anticipated trip generation and trip distribution, the following intersections will be evaluated:

ID	Intersection Location	Jurisdiction
1	Plaza La Quinta / Highway 111	City of La Quinta
2	Washington Street / Channel Drive	City of La Quinta
3	Washington Street / Highway 111	City of La Quinta
4	Washington Street / Simon Drive	City of La Quinta
5	Washington Street / Driveway 1	City of La Quinta
6	Washington Street / Highland Palms Drive/Avenue 47	City of La Quinta

ID	Intersection Location	Jurisdiction
7	Washington Street / Lake La Quinta Drive	City of La Quinta
8	Simon Drive / Highway 111	City of La Quinta
9	La Quinta Center Drive / Highway 111	City of La Quinta
10	La Quinta Center Drive/Caleo Bay / Avenue 47	City of La Quinta
11	Adams Street / Highway 111	City of La Quinta
12	Adams Street / Avenue 47/Auto Centre Drive	City of La Quinta

Exhibit 1 presents the study area intersection analysis locations.

In accordance with Engineering Bulletin #06-13, the following roadway segments will be evaluated:

ID	Roadway Segment	Jurisdiction
1	Washington Street, north of Highway 111	City of La Quinta
2	Washington Street, between Highway 111 and Driveway 1	City of La Quinta
3	Washington Street, between Driveway 1 and Highland Palms Drive/Avenue 47	City of La Quinta
4	Washington Street, between Highland Palms Drive/Avenue 47 and Lake La Quinta Drive	City of La Quinta
5	Washington Street, south of Lake La Quinta Drive	City of La Quinta
6	La Quinta Center Drive, between Highway 111 and Avenue 47	City of La Quinta
7	Caleo Bay, south of Avenue 47	City of La Quinta
8	Adams Street, north of Highway 111	City of La Quinta
9	Adams Street, between Highway 111 and Avenue 47	City of La Quinta
10	Adams Street, south of Avenue 47	City of La Quinta
11	Highway 111, between Plaza La Quinta and Washington Street	City of La Quinta
12	Highway 111, between Washington Street and La Quinta Center Drive	City of La Quinta
13	Highway 111, between La Quinta Center Drive and Adams Street	City of La Quinta
14	Highway 111, between Adams Street and La Quinta Drive	City of La Quinta
15	Simon Drive, between Washington Street and Highway 111	City of La Quinta
16	Avenue 47, between Washington Street and La Quinta Center Drive	City of La Quinta

ID	Roadway Segment	Jurisdiction
17	Avenue 47, between La Quinta Center Drive and Adams Street	City of La Quinta

AMBIENT GROWTH ASSUMPTIONS

An ambient growth rate of 1% per year is proposed for the study area intersections.

SEASONAL VARIATION

Traffic counts conducted during the off-season (April or May) will be increased by 5% or 10%, respectively, to account for seasonal population variations.

TRAFFIC COUNTS

Traffic count data counted during the AM peak period of 6:30 AM to 8:30 AM, PM peak period of 2:30 PM to 5:30 PM, and weekend peak hour will be utilized for the purposes of this analysis.

As directed by City staff, the highest weekend peak period will be determined through 24-hour count surveys along Highway 111 in the vicinity of the proposed Project on a typical Saturday in an effort to determine the Saturday peak period.

ANALYSIS SCENARIOS

Consistent with Engineering Bulletin #06-13, the following analysis scenarios are proposed for this traffic study:

- Existing (2014) Conditions
- Existing plus Project Conditions
- Opening Year Cumulative (2015) without Project Conditions
- Opening Year Cumulative (2015) with Project Conditions

In accordance with Engineering Bulletin #06-13, improvements fully funded by the City of La Quinta's Capital Improvement Program (CIP) will be assumed to be in place for Existing plus Project conditions. Improvements fully funded by the City's CIP, the Development Impact Fee Program (DIF) and the Transportation Uniform Mitigation Fee Program (TUMF) are assumed to be in place for Opening Year Cumulative (2015) conditions.

LEVEL OF SERVICE (LOS) CRITERIA

Per Engineering Bulletin #06-13, the following LOS criteria will be utilized for study area intersections:

Intersection Type	LOS Criteria
Signalized Intersection	LOS "D" or better
All-way Stop Controlled Intersection	LOS "D" or better for all critical movements
Cross-Street Stop Controlled Intersection	LOS "E" or better for the side street

The City of La Quinta has established LOS "D" as the minimum level of service for its street segments.

PREFERRED ANALYSIS METHODOLOGY

The study area intersections will be analyzed using the Highway Capacity Manual (HCM) 2010 methodology. The parameters provided in Attachment 2 of Engineering Bulletin #06-13 will be utilized for the purposes of this analysis, unless directed otherwise.

CUMULATIVE DEVELOPMENT PROJECTS

It is also requested that the City of La Quinta Planning Department provide information regarding other cumulative projects such as Hobby Lobby, Inn and Out Restaurant, Canyon Ridge Housing Project and St. Francis Church access changes (e.g., trip distributions, trip generation, project info, etc.).

The intersection improvements recommended for Opening Year Cumulative (2015) with Project traffic conditions will be consistent with those recommended in the traffic analysis prepared for the General Plan Update EIR. The General Plan Update EIR will be provided by the City of La Quinta.

SPECIAL ISSUES

In conformance with Engineering Bulletin #06-13, the following issues will also be addressed as part of the TIA:

- Statistical Standard Deviation Trip Generation Analysis: The statistical standard deviation trip generation analysis will review all site access intersection and adjacent arterial intersections based on a trip generation rate increase of 1 statistical standard deviation (1 sigma) in an effort to identify site adjacent marginal traffic issues.
- Site Access Evaluation: Auxiliary lanes at Project access points will be evaluated. Specifically, the need for deceleration lanes will be assessed at the Project driveways of Washington Street at Driveway 1 and La Quinta Center Drive at Highway 111. The southbound left turn pocket

length at the intersection of Washington Street and Driveway 1 will be calculated using the appropriate nomographs provided in Attachment 1 of Engineering Bulletin #06-13. The turn pocket lengths at La Quinta Center Drive at Highway 111 will be determined through peak hour traffic simulations developed using Synchro and SimTraffic software in an effort to identify the required storage capacity for turn lanes at this location. Recommendations regarding site access and internal circulation features to accommodate both peak hour traffic volumes will be included in the traffic study.

- On-Site Circulation: On site circulation will be evaluated as part of the traffic impact study analysis and will address parking, truck access and circulation, pedestrian and bicycle access including connectivity to off-site facilities and bicycle parking, access to transit facilities, and sight distance at intersections (at La Quinta Center Drive and Avenue 47). Specifically, potential sight distance restrictions caused by the existing Target monument sign on the northwest corner of La Quinta Center Drive and Avenue 47 will be evaluated and addressed.
- Fair Share Calculations: Pursuant to City request, the Project's fair share percentage at impacted intersections will be calculated.

OPEN ITEMS

It is requested that the City of La Quinta provide signal timing sheets for the following intersections:

- Washington Street / Channel Drive
- Washington Street / Simon Drive
- Washington Street / Avenue 47
- Adams Street / Avenue 47/Auto Centre Drive

If you have any questions, please contact me directly at (949) 660-1994, extension 217.

Respectfully submitted,

URBAN CROSSROADS, INC.



Haseeb Qureshi
Senior Associate



Charlene So, PE
Senior Transportation Engineer



Donson Liu, EIT
Assistant Transportation Engineer

EXHIBIT 2: PRELIMINARY SITE PLAN

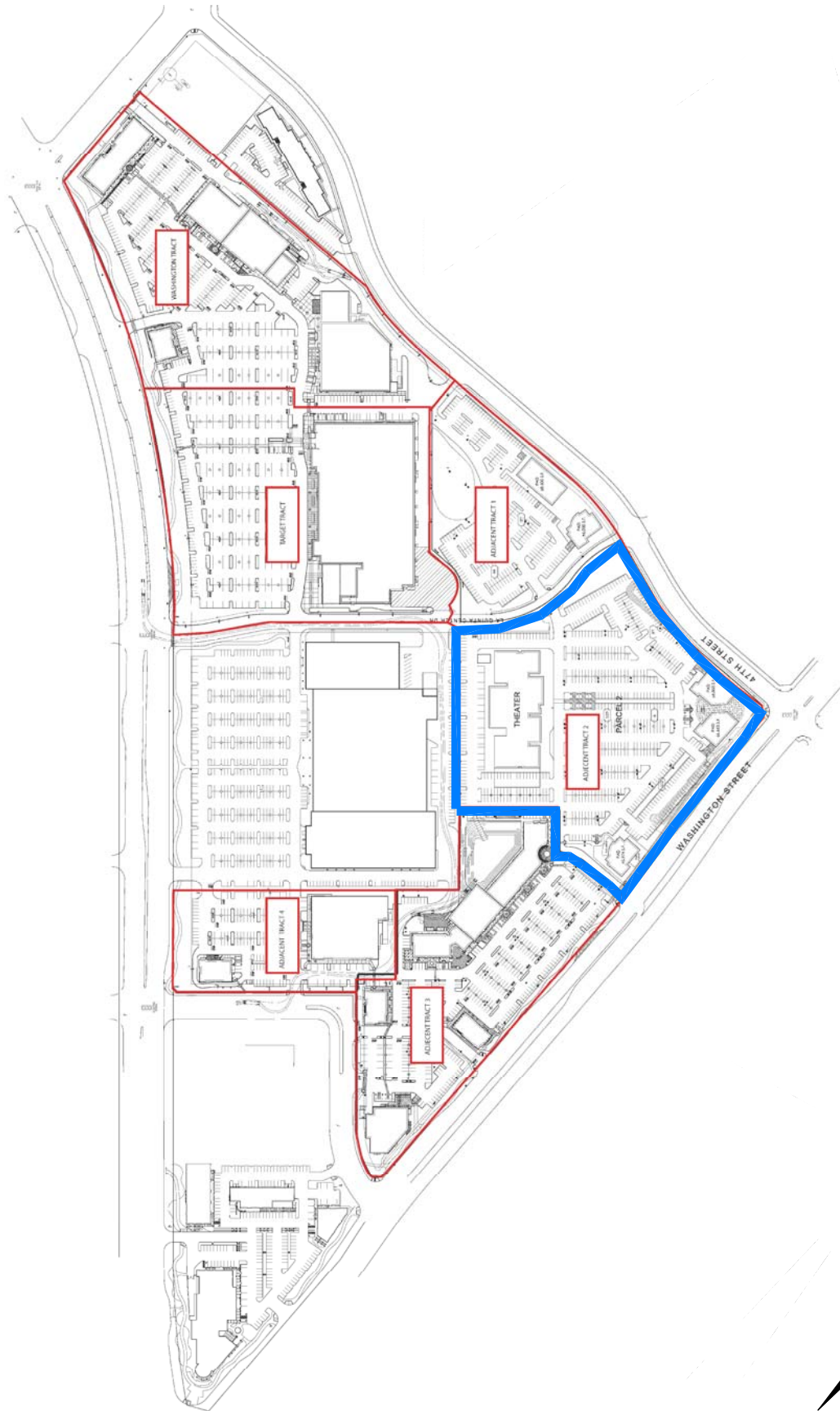
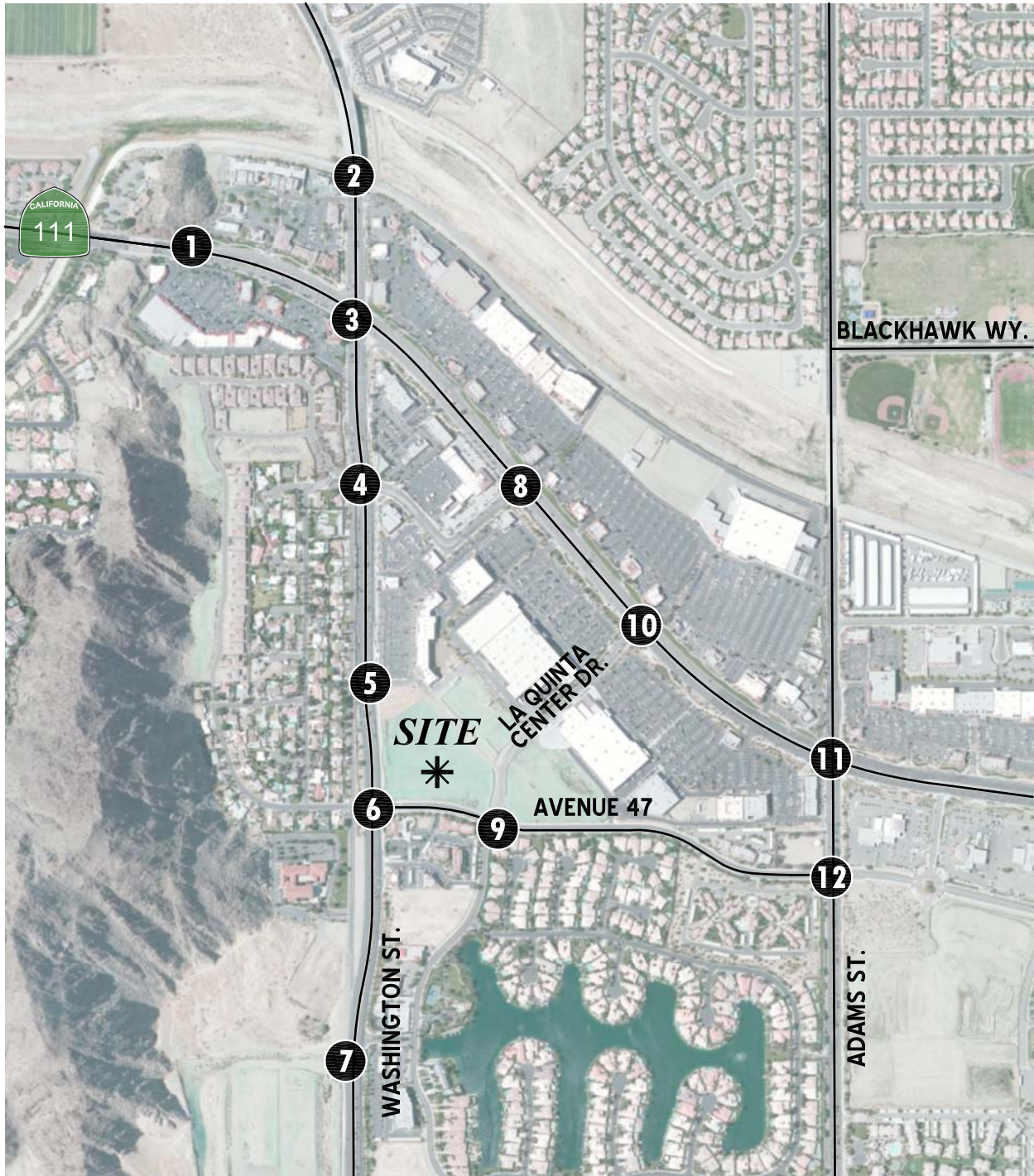


EXHIBIT 1: LOCATION MAP



LEGEND:

0 = EXISTING INTERSECTION ANALYSIS LOCATION



Table 1
Trip Generation Summary

Trip Generation Rates

Land Use	ITE LU Code	Units ⁴	AM Peak Hour		PM Peak Hour		Daily		Weekend Peak Hour		
			Inbound	Outbound	Inbound	Outbound	Total	Total	Inbound	Outbound	Total
Multiplex Movie Theater ^{1,2}	445/443	Seats	0.03	0.03	0.17	0.12	0.29	1.76	0.16	0.14	0.30
Shopping Center ^{1,3}	820	TSF	0.60	0.36	1.78	1.93	3.71	42.70	2.51	2.31	4.82

Project Trip Generation Summary

Land Use	Quantity	Units	AM Peak Hour		PM Peak Hour		Daily		Weekend Peak Hour		
			Inbound	Outbound	Inbound	Outbound	Total	Total	Inbound	Outbound	Total
Multiplex Movie Theater	2087	Seats	63	63	357	248	605	3,673	326	301	626
Shopping Center	27,373	TSF	16	10	49	53	102	1,169	69	63	132
Total			79	73	406	301	707	4,842	394	364	758

¹ Trip Generation Source: ITE (Institute of Transportation Engineers) *Trip Generation*, 9th Edition, 2012.

² ITE Land Use 443 Movie Theater without Matinee Weekday AM Peak Hour of generator and daily rates were utilized as ITE Land Use 445 Multiplex Movie Theater did not have a corresponding trip generation rate.

³ Trip generation rates for the AM and PM peak hour of adjacent street traffic were utilized as AM and PM peak hour trip generation rates of the generator for ITE Land Use 820: Shopping Center are not shown in *Trip Generation*. Saturday peak hour of the generator rates were utilized as they are provided in *Trip Generation*. In addition, the average AM, PM, Saturday peak hour and weekday ADT rates as opposed to regression equation based rates were utilized due to the small size of the proposed use in relation to the average shopping centers surveyed in *Trip Generation*. In addition, as the proposed land use would represent a small portion of the existing Washington Park Shopping Center, utilization of the regression equation would significantly overstate the trip generation of this component of the Project.

⁴ TSF = Thousand Square Feet



This Page Intentionally Left Blank

APPENDIX 3.1:
EXISTING TRAFFIC COUNTS – MAY 2014

This Page Intentionally Left Blank

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Channel Drive Southbound						Channel Drive Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total		
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR						
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total					
06:30 AM	2	24	0	22	15	6	177	8	0	191	1	0	0	0	1	60	1	0	61	15	277	292	
06:45 AM	2	20	0	18	12	2	180	8	0	190	4	0	1	0	5	85	3	0	89	12	304	316	
Total	4	44	0	40	27	8	357	16	0	381	5	0	1	0	6	145	4	0	150	27	581	608	
07:00 AM	3	24	0	21	14	1	206	8	0	215	2	1	2	1	5	82	5	0	92	15	336	351	
07:15 AM	2	17	0	14	9	5	268	11	0	284	8	3	4	1	15	119	9	0	133	10	449	459	
07:30 AM	0	23	0	23	18	9	359	7	0	375	2	0	7	4	9	3	146	6	0	155	22	562	584
07:45 AM	3	23	0	20	14	4	364	10	0	378	12	2	3	3	17	6	156	4	1	166	18	584	602
Total	8	87	1	78	55	19	1197	36	0	1252	24	6	16	9	46	19	503	24	1	546	65	1931	1996
08:00 AM	7	26	0	19	6	5	263	15	0	283	4	2	4	3	10	3	155	5	0	163	9	482	491
08:15 AM	8	24	0	14	7	5	264	4	0	273	7	1	1	1	9	11	167	11	0	189	8	495	503
Grand Total	27	181	3	151	95	37	2081	71	0	2189	40	9	22	13	71	34	970	44	1	1048	109	3489	3598
Approch %	14.9	1.7	83.4	1.7	95.1	3.2	95.1	3.2	62.7	56.3	12.7	31	0.6	2	3.2	92.6	4.2		30		3	97	
Total %	0.8	5.2	4.3	0.8	1.1	1.1	59.6	2	62.7	1.1	0.3	0.6	0.6	2	1	27.8	1.3		30		3	97	
Passenger Vehicles	26	3	131	100	86.8	89.5	88.8	91.5	0	96.2	97.5	88.9	86.4	84.6	91.7	100	95.8	93.2	100	100.5	0	0	3433
% Large 2 Axle Vehicles	96.3	100	86.8	89.5	88.8	97.3	96.3	91.5	0	96.2	97.5	88.9	86.4	84.6	91.7	100	95.8	93.2	100	95.8	0	0	95.4
% Large 2 Axle Trucks	3.7	0	13.2	10.5	11.2	2.7	2.9	8.5	0	3.1	2.5	11.1	9.1	7.7	6	0	3.8	4.5	0	3.7	0	0	3.9
% 3 Axle Vehicles	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% 3 Axle Trucks	0	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	12	0	12	0	0	0	1	2	0	4	1	5	5	0	0	0	19
% 4+ Axle Trucks	0	0	0	0	0	0	0.6	0	0.5	0	0	0	4.5	7.7	2.4	0	0.4	2.3	0	0.5	0	0	0.5

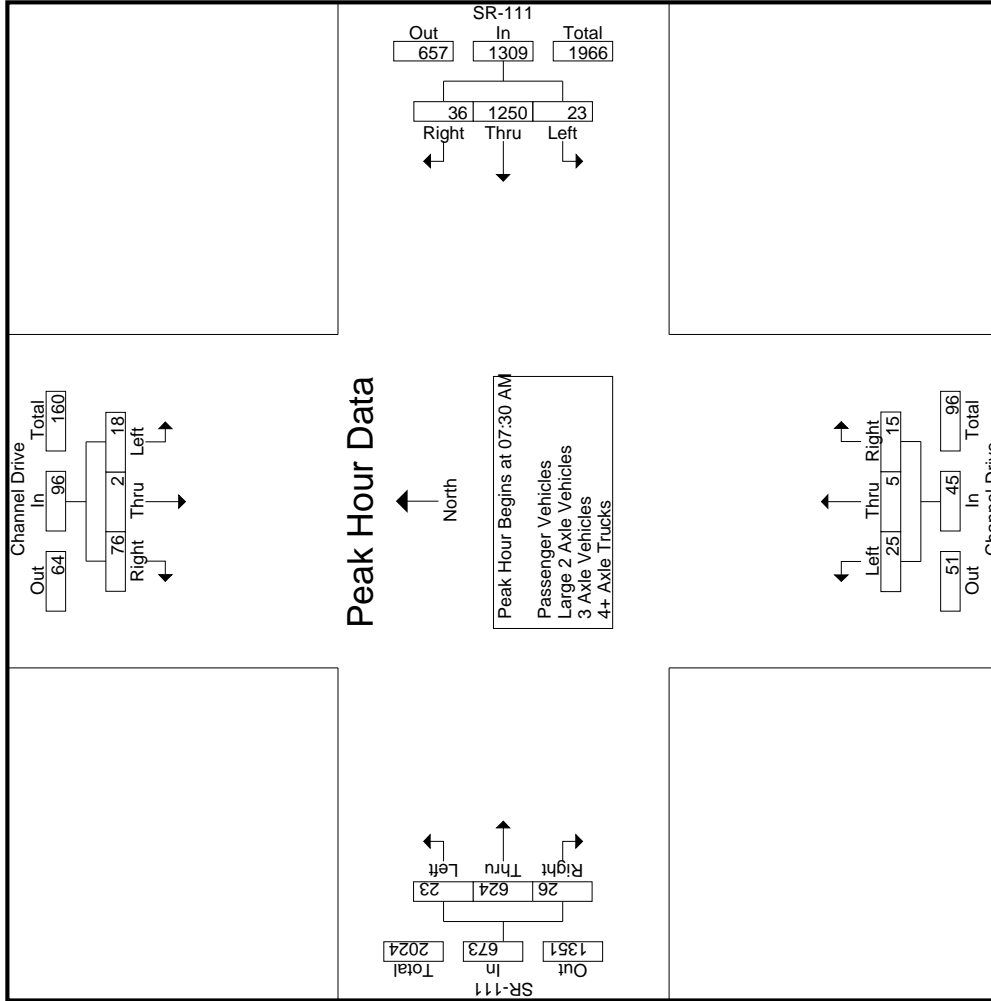
Start Time	Channel Drive Southbound						Channel Drive Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR				
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total			
07:30 AM	0	23	0	0	0	9	359	7	23	7	2	0	7	3	146	6	155	562			
07:45 AM	3	20	0	0	23	4	364	10	23	3	12	2	3	6	156	4	166	584			
08:00 AM	7	19	0	0	26	5	263	15	26	4	4	2	4	3	155	5	163	482			
08:15 AM	8	14	2	2	14	5	264	4	24	4	7	1	1	11	167	11	189	495			
Total Volume	18	76	2	2	96	23	1250	36	96	15	25	5	15	23	624	26	673	2123			
% App. Total	18.8	2.1	79.2	2.1	79.2	1.8	95.5	2.8	11.1	33.3	55.6	11.1	33.3	3.4	92.7	3.9	890	.909			
PHF	.563	.250	.826	.250	.826	.639	.859	.600	.923	.625	.521	.625	.536	.662	.934	.591	.890	.909			

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:15 AM			07:15 AM			07:30 AM				
+0 mins.	0	0	23	5	268	11	284	8	3	4	3	146	6	155
+15 mins.	3	0	20	9	359	7	375	2	0	7	6	156	4	166
+30 mins.	7	0	19	4	364	10	378	12	2	3	3	155	5	163
+45 mins.	8	2	14	5	263	15	283	4	2	4	11	167	11	189
Total Volume	18	2	76	23	1254	43	1320	26	7	18	23	624	26	673
% App. Total	18.8	2.1	79.2	1.7	95	3.3	873	51	13.7	35.3	3.4	92.7	3.9	
PHF	.563	.250	.826	.639	.861	.717	.873	.542	.583	.643	.523	.934	.591	.890

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

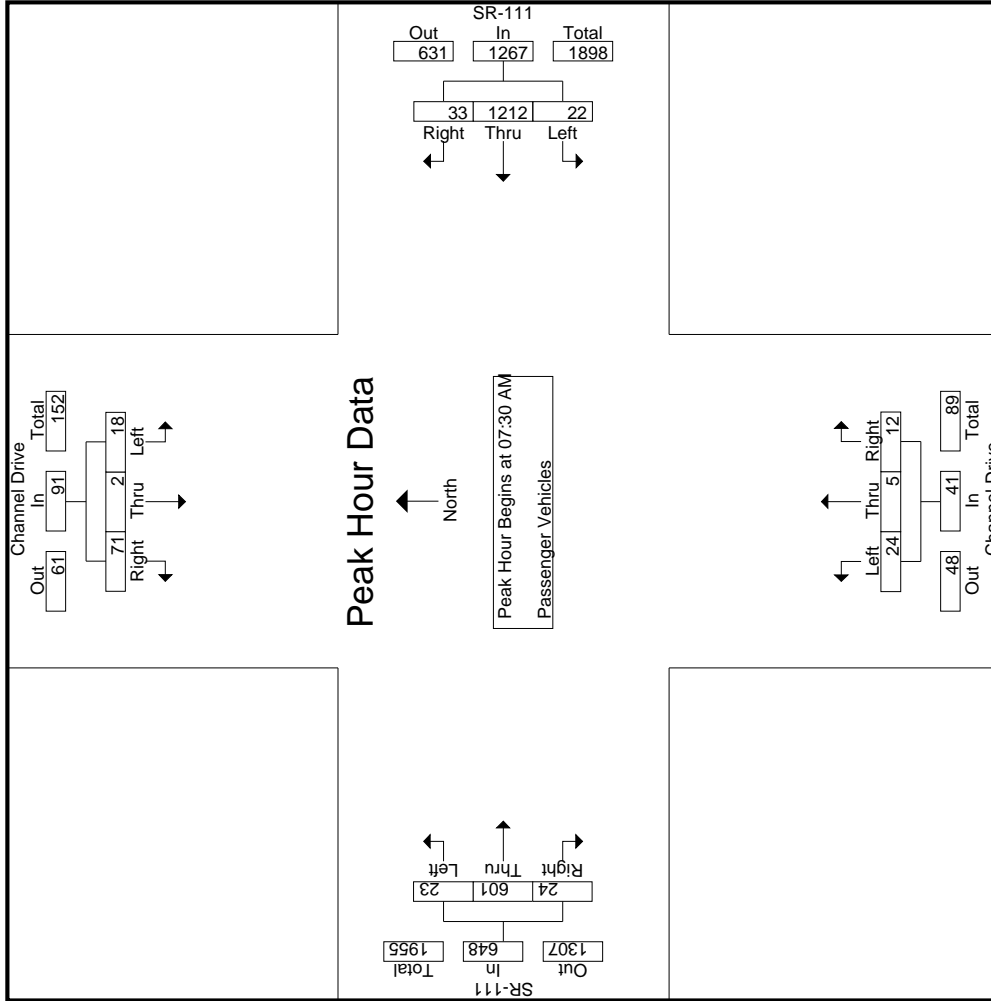
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
	06:30 AM	2	0	16	13	18	180	6	168	6	0	180	1	0	0	0	1	60	272	0	59	1	0	60	13
06:45 AM	2	0	14	9	16	181	2	171	8	0	181	4	0	1	0	5	83	294	1	79	3	0	83	9	285
Total	4	0	30	22	34	361	8	339	14	0	361	5	0	1	0	6	143	566	1	138	4	0	143	22	544
07:00 AM	3	0	18	13	21	204	1	195	8	0	204	2	1	2	1	5	88	332	5	78	5	0	88	14	318
07:15 AM	1	1	12	8	14	274	5	259	10	0	274	8	2	4	1	14	125	436	5	112	8	0	125	9	427
07:30 AM	0	0	20	16	20	365	9	350	6	0	365	2	0	6	4	8	149	562	3	141	5	0	149	20	542
07:45 AM	3	0	19	13	22	369	4	355	10	0	369	12	2	2	2	16	162	569	6	153	3	0	162	9	465
Total	7	1	69	50	77	1212	19	1159	34	0	1212	24	5	14	8	43	524	1915	19	484	21	1	524	59	1856
08:00 AM	7	0	19	6	26	271	5	253	13	0	271	3	2	4	3	9	159	474	3	151	5	0	159	9	465
08:15 AM	8	2	13	7	23	262	4	254	4	0	262	7	1	0	0	8	178	478	11	156	11	0	178	7	471
Grand Total	26	3	131	85	160	2106	36	2005	65	0	2106	39	8	19	11	66	1004	3433	34	929	41	1	1004	97	3336
Approach %	16.2	1.9	81.9			59.1	12.1	28.8			59.1	3.4	92.5	4.1		30.1			3.4	92.5	4.1		30.1	2.8	97.2
Total %	0.8	0.1	3.9		4.8	63.1	1.2	0.2	0.6		63.1	1.2	0.2	0.6	2				1	27.8	1.2		30.1	2.8	97.2

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total		
	07:30 AM	0	0	0	0	20	20	9	350	6	0	356	2	0	0	0	6	141	542	3	141	5	0	149	5	542
07:45 AM	3	0	19	8	22	355	4	355	10	0	369	12	2	2	2	2	153	569	6	153	3	0	162	3	569	
08:00 AM	7	0	19	13	26	253	5	253	13	0	271	7	1	0	0	8	178	478	11	156	11	0	178	7	471	
08:15 AM	8	2	13	7	23	262	4	254	4	0	262	7	1	0	0	8	178	478	11	156	11	0	178	7	471	
Total Volume	18	2	71	28	91	1212	22	1212	33	0	1267	24	5	12	41	601	2047	23	601	24	1	648	24	2047		
% App. Total	19.8	2.2	78		78	95.7	1.7	95.7	2.6		95.7	58.5	12.2	29.3	3.7				3.5	92.7	3.7		92.7	3.7	92.7	
PHF	.563	.250	.888		.875	.854	.611	.854	.635		.858	.500	.625	.500	.641	.523	.545	.910	.899	.523	.545	.910		.545	.910	.899

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:30 AM			07:30 AM				
+0 mins.	0	0	20	9	350	6	365	2	0	6	3	141	5	149
+15 mins.	3	0	19	4	355	10	369	12	2	2	6	153	3	162
+30 mins.	7	0	19	5	253	13	271	3	2	4	3	151	5	159
+45 mins.	8	2	13	4	254	4	262	7	1	0	11	156	11	178
Total Volume	18	2	71	22	1212	33	1267	24	5	12	23	601	24	648
% App. Total	19.8	2.2	78	1.7	95.7	2.6	100	58.5	12.2	29.3	3.5	92.7	3.7	100
PHF	.563	.250	.888	.611	.854	.635	.858	.500	.625	.500	.523	.963	.545	.910

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total						
	06:30 AM	0	0	6	2	6	0	0	7	2	0	9	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
06:45 AM	0	0	4	3	4	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0
Total	0	0	10	5	10	0	0	14	2	0	16	0	0	0	0	0	0	0	0	0	4	0	4	5	0	0	0	0	0	0
07:00 AM	0	0	3	1	3	0	0	10	0	0	10	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	0	0	0
07:15 AM	1	0	2	1	3	0	0	7	1	0	8	0	0	1	0	0	1	0	0	7	0	0	7	1	0	0	0	0	0	0
07:30 AM	0	0	3	2	3	0	0	7	1	0	8	0	0	0	1	0	1	0	0	5	1	0	6	2	0	0	0	0	0	0
07:45 AM	0	0	1	1	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	0	0	0	0
Total	1	0	9	5	10	0	0	31	2	0	33	0	0	1	1	0	2	0	0	19	2	0	21	5	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	6	2	0	8	1	0	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	1	0	1	9	0	0	10	0	0	0	1	1	1	0	0	11	0	0	11	1	0	0	0	0	0	0
Grand Total	1	0	20	10	21	0	1	60	6	0	67	1	1	1	2	1	4	0	0	37	2	0	39	11	0	0	0	0	0	0
Approch %	4.8	0	95.2				1.5	89.6	9			25	25	50				0	94.9	5.1		29.8	7.7	0	0	0	0	0	0	
Total %	0.8	0	15.3				0.8	45.8	4.6		51.1	0.8	0.8	1.5		3.1		0	28.2	1.5		29.8	7.7	0	0	0	0	0	0	

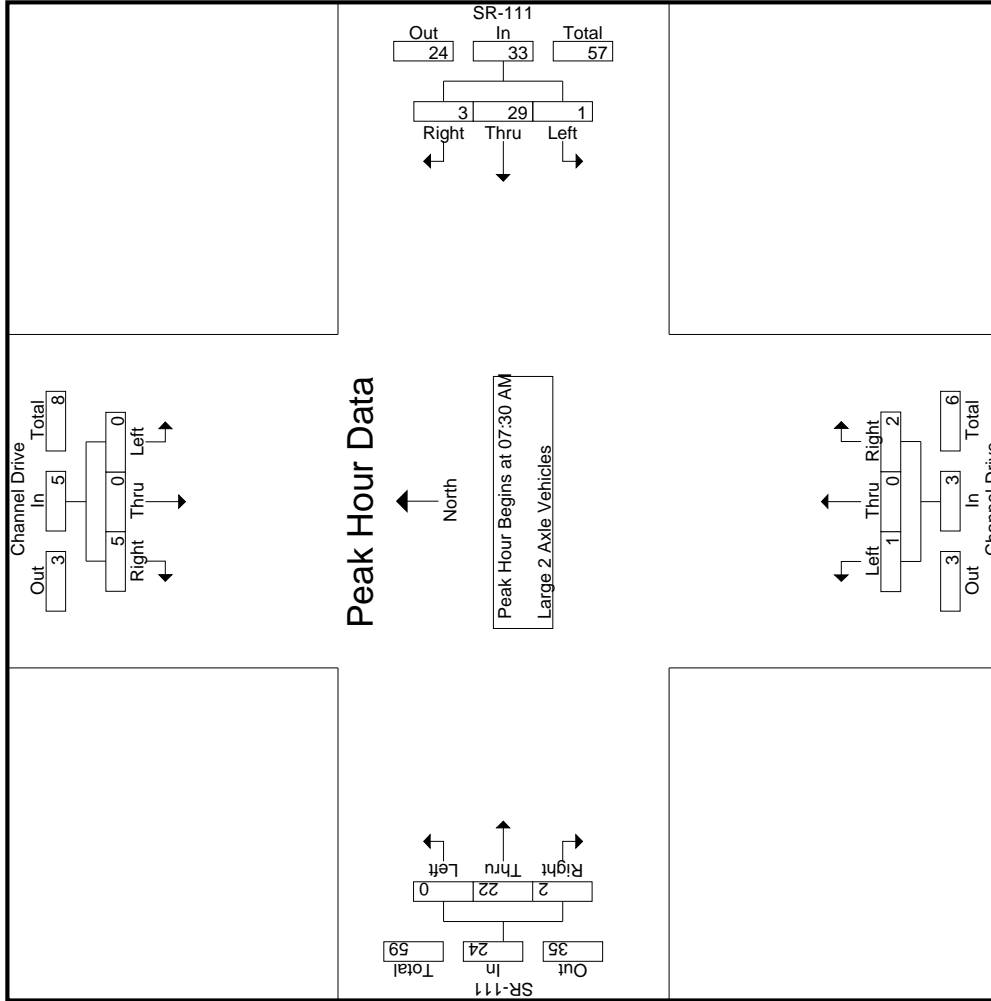
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound												
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total							
	07:30 AM	0	0	0	0	0	0	0	7	1	0	8	1	0	0	0	0	1	0	0	5	1	0	6	1	0	0	0	0	0	0
07:45 AM	0	0	1	1	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	
08:15 AM	0	0	1	1	1	0	1	9	0	0	10	0	0	0	1	1	1	0	0	11	0	0	11	1	0	0	0	0	0	0	
Total Volume	0	0	5	5	5	0	3	29	3	0	33	1	1	0	2	0	3	0	0	22	2	0	24	2	0	0	0	0	0	0	
% App. Total	0	0	100				3	87.9	9.1		91.1	33.3	0	66.7	8.3		0	91.7	8.3	0	50	50		50	50	0	0	0	0	0	0
PHF	.000	.000	.417				.250	.806	.375		.825	.250	.000	.500	.545		.000	.750	.545	.000	.500	.500		.707	.707	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM			07:30 AM			07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	3	0	7	1	8	0	0	1	0	5	1	6	
+15 mins.	0	0	1	7	7	0	7	0	0	0	0	3	1	4	
+30 mins.	0	0	0	6	6	2	8	1	0	0	0	3	0	3	
+45 mins.	0	0	1	9	9	0	10	0	0	1	0	11	0	11	
Total Volume	0	0	5	29	29	3	33	1	0	2	0	22	2	24	
% App. Total	0	0	100	87.9	87.9	9.1	33.3	0	0	66.7	0	91.7	8.3	24	
PHF	.000	.000	.417	.250	.806	.375	.825	.250	.000	.500	.000	.500	.500	.545	

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Approch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	0	0	0	0	0	100	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100

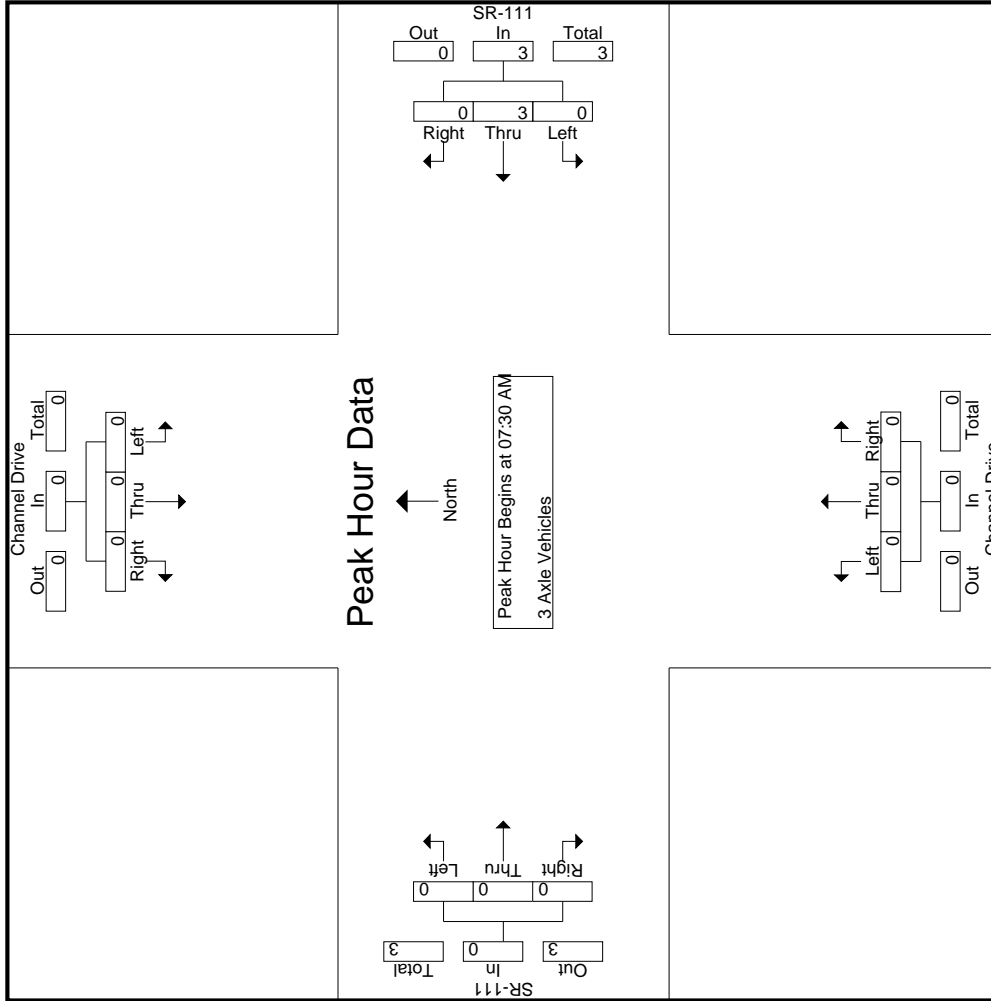
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0	0	0	0	100	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:30 AM			07:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

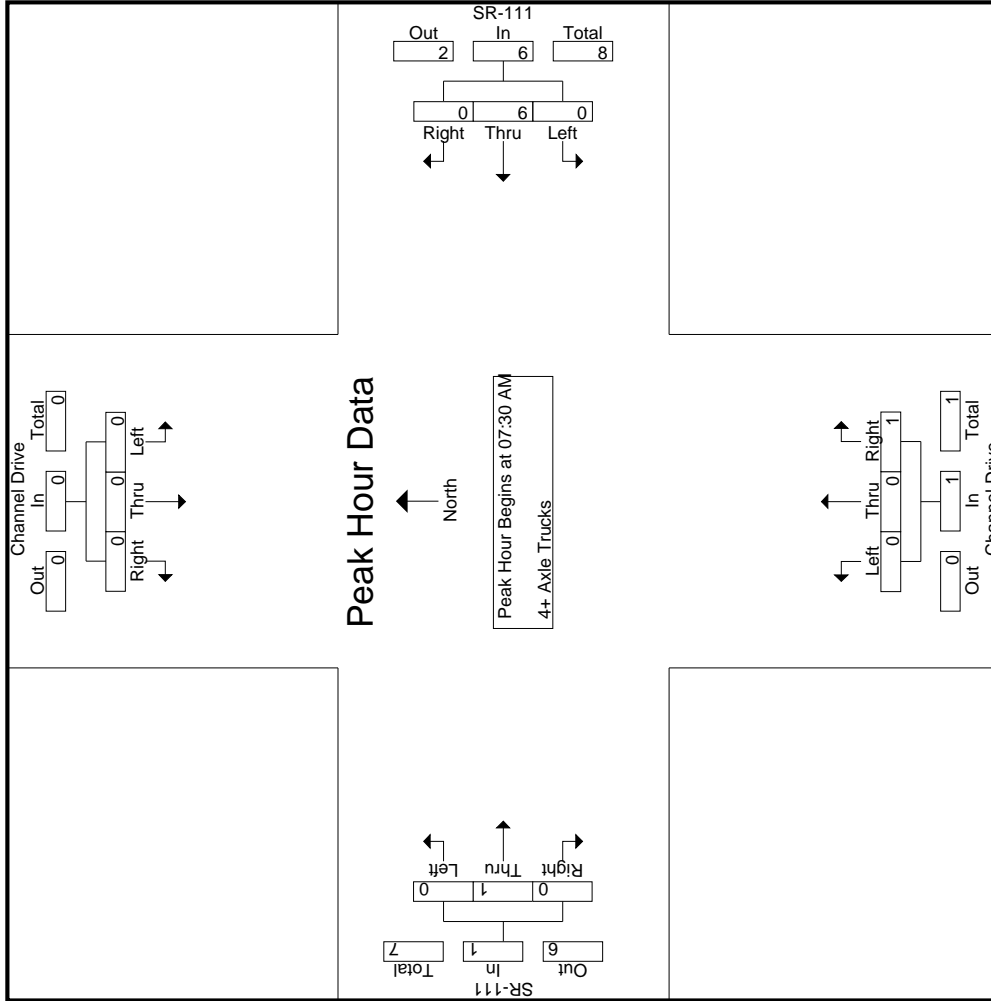
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound												
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
06:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
06:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	4	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	6	6
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	12	12
Approch %	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	100	100
Total %	0	0	0	0	0	0	0	66.7	0	0	0	66.7	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	66.7	0	0	66.7	66.7

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound												
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	6	6
% App. Total	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.667	

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQACH111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:30 AM			07:30 AM				
+0 mins.	0	0	0	0	2	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	6	0	0	0	1	0	1	0	0	1
% App. Total	0	0	0	0	100	0	0	0	100	0	100	0	0	0
PHF	.000	.000	.000	.000	.750	.000	.000	.000	.250	.000	.250	.000	.000	.250

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
02:30 PM	7	2	17	13	26	7	243	10	0	260	18	2	2	0	22	11	299	14	2	324	15	632	647	
02:45 PM	11	3	14	8	28	13	232	2	0	247	13	3	11	6	27	15	277	12	0	304	14	606	620	
Total	18	5	31	21	54	20	475	12	0	507	31	5	13	6	49	26	576	26	2	628	29	1238	1267	
03:00 PM	7	1	12	10	20	8	217	9	0	234	9	0	12	6	21	11	325	14	1	350	17	625	642	
03:15 PM	14	2	16	13	32	7	215	4	0	226	13	2	2	1	17	12	373	17	0	402	14	677	691	
03:30 PM	13	2	13	8	28	4	252	7	0	263	10	6	14	10	30	12	285	18	4	315	22	636	658	
03:45 PM	12	1	15	10	28	9	231	6	0	246	11	4	12	4	27	15	320	16	3	351	17	652	669	
Total	46	6	56	41	108	28	915	26	0	969	43	12	40	21	95	50	1303	65	8	1418	70	2590	2660	
04:00 PM	7	1	15	11	23	6	229	6	0	241	16	1	9	5	26	11	250	11	0	272	16	562	578	
04:15 PM	9	1	18	16	28	10	205	3	0	218	13	4	12	8	29	11	297	16	2	324	26	599	625	
04:30 PM	7	2	16	12	25	4	250	4	0	258	9	5	11	4	25	9	279	16	0	304	16	612	628	
04:45 PM	13	0	12	10	25	7	192	7	0	206	8	2	15	7	25	13	301	10	0	324	17	580	597	
Total	36	4	61	49	101	27	876	20	0	923	46	12	47	24	105	44	1127	53	2	1224	75	2353	2428	
05:00 PM	11	1	10	5	22	7	237	4	0	248	10	5	9	1	24	11	353	18	1	382	7	676	683	
05:15 PM	15	2	9	7	26	5	227	11	0	243	8	1	13	8	22	20	360	19	1	399	16	690	706	
Grand Total	126	18	167	123	311	87	2730	73	0	2890	138	35	122	60	295	151	3719	181	14	4051	197	7547	7744	
Approach %	40.5	5.8	53.7			3	94.5	2.5		38.3	46.8	11.9	41.4		3.9	3.7	91.8	4.5		53.7	2.5	97.5		
Total %	1.7	0.2	2.2		4.1	1.2	36.2	1		2832	138	35	120		353	150	3630	181		3975	0	0	7585	
Passenger Vehicles	123	18	163		425	86	2675	71		98	100	100	98.4	100	99.4	99.3	97.6	100	100	97.8	0	0	97.9	
% Passenger Vehicles	97.6	100	97.6	98.4	97.9	98.9	98.9	98	97.3	0	100	100	98.4	100	99.4	99.3	97.6	100	100	97.8	0	0	97.9	
Large 2 Axle Vehicles	3	0	4		9	1	52	2		55	0	0	2		2	1	81	0		82	0	0	148	
% Large 2 Axle Vehicles	2.4	0	2.4	1.6	2.1	1.1	1.9	2.7	0	1.9	0	0	1.6	0	0.6	0.7	2.2	0	0	2	0	0	1.9	
3 Axle Vehicles	0	0	0		0	0	3	0		3	0	0	0		0	0	1	0		1	0	0	4	
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1	
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	7	0		7	0	0	7	
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0.1	

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

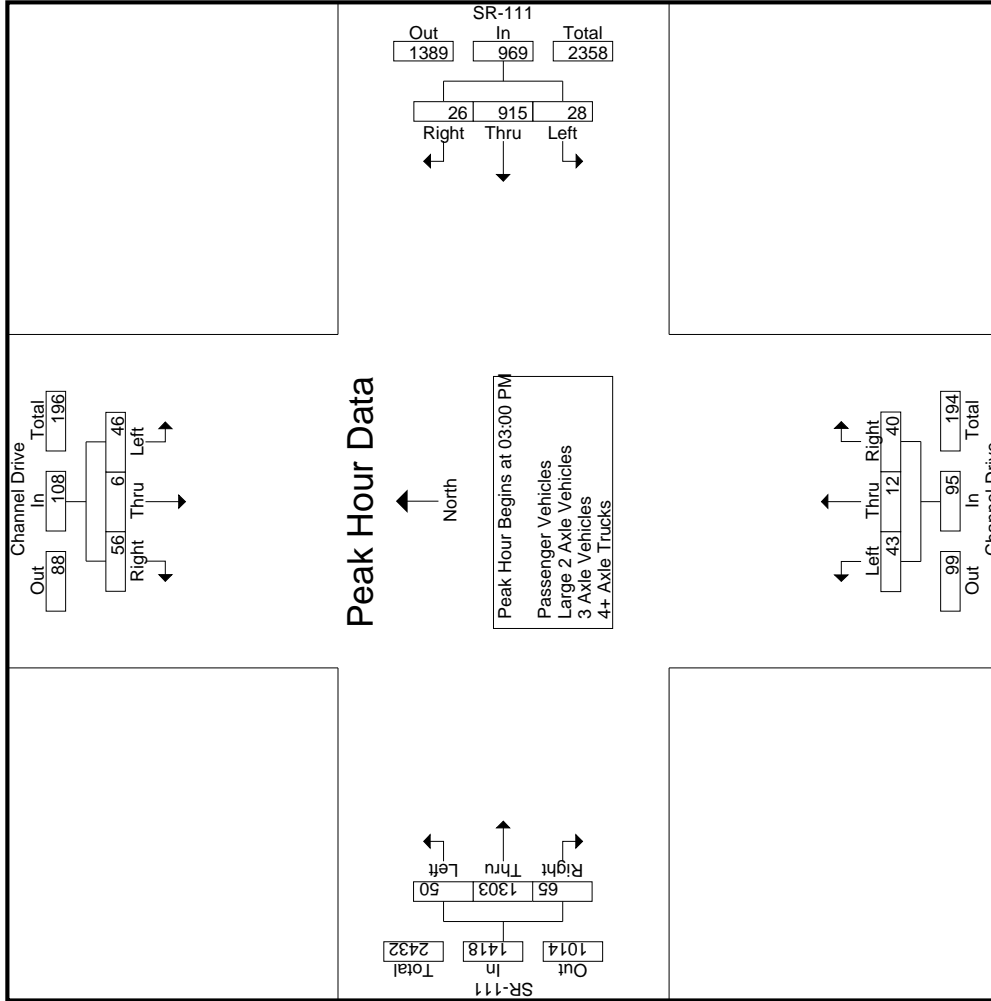
File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 03:00 PM																
03:00 PM	7	1	12	20	8	217	9	234	9	0	12	21	11	325	14	350
03:15 PM	14	2	16	32	7	215	4	226	13	2	2	17	12	373	17	402
03:30 PM	13	2	13	28	4	252	7	263	10	6	14	30	12	285	18	315
03:45 PM	12	1	15	28	9	231	6	246	11	4	12	27	15	320	16	351
Total Volume	46	6	56	108	28	915	26	969	43	12	40	95	50	1303	65	1418
% App. Total	42.6	5.6	51.9	2.7	2.9	94.4	2.7	45.3	45.3	12.6	42.1	3.5	3.5	91.9	4.6	95.6
PHF	.821	.750	.875	.844	.778	.908	.722	.921	.827	.500	.714	.792	.833	.873	.903	.882

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3



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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

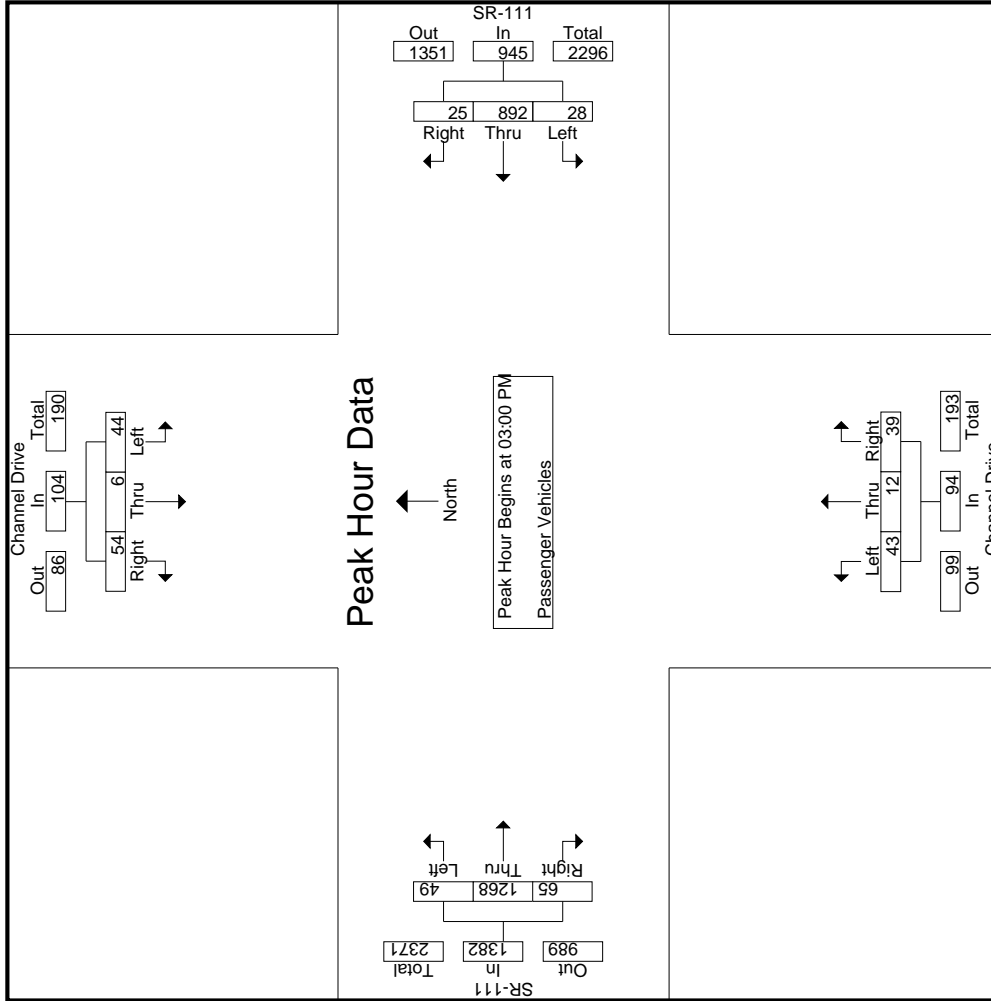
File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 4

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:15 PM				03:15 PM				03:30 PM				03:00 PM			
+0 mins.	14	2	16	32	7	215	4	226	10	6	14	30	11	325	14	350
+15 mins.	13	2	13	28	4	252	7	263	11	4	12	27	12	373	17	402
+30 mins.	12	1	15	28	9	231	6	246	16	1	9	26	12	285	18	315
+45 mins.	7	1	15	23	6	229	6	241	13	4	12	29	15	320	16	351
Total Volume	46	6	59	111	26	927	23	976	50	15	47	112	50	1303	65	1418
% App. Total	41.4	5.4	53.2		2.7	95	2.4	44.6	44.6	13.4	42	3.5	3.5	91.9	4.6	141.8
PHF	.821	.750	.922	.867	.722	.920	.821	.928	.781	.625	.839	.933	.833	.873	.903	.882

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

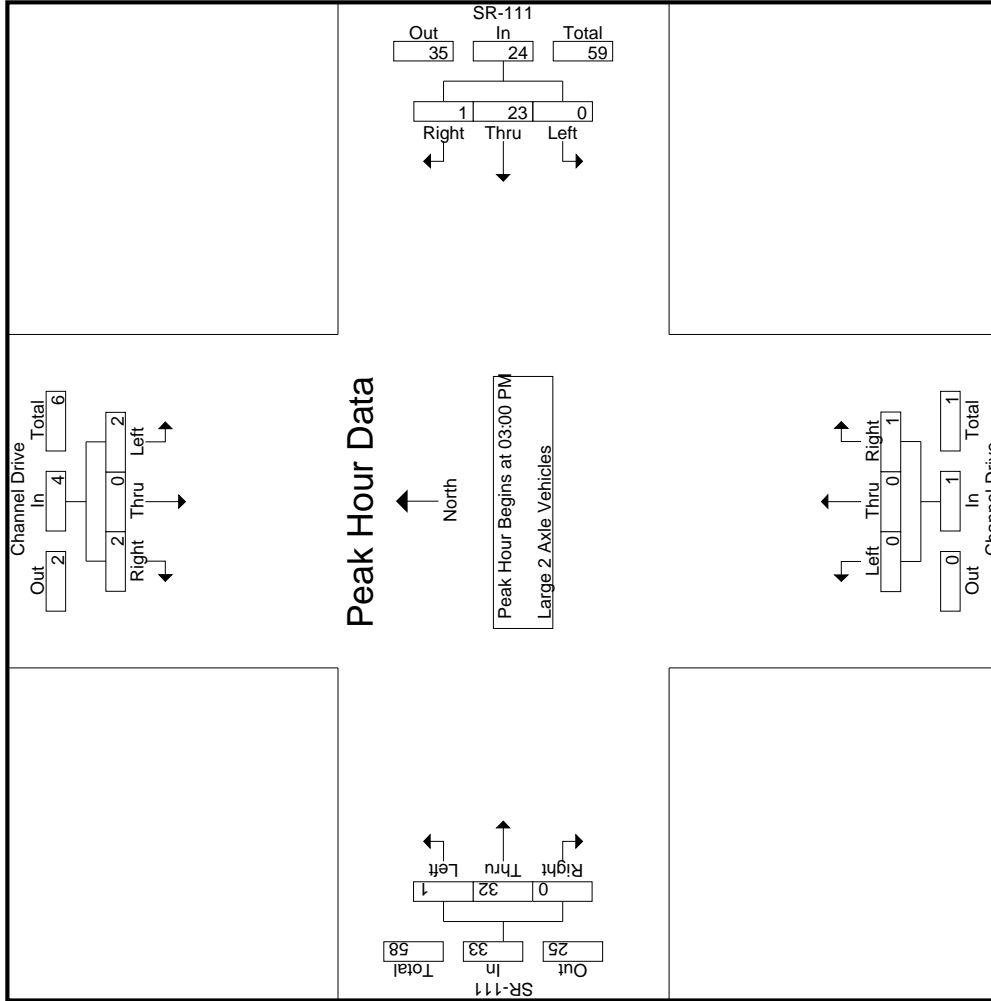
City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	7	1	12	20	8	210	9	227	9	0	12	21	11	317	14	342
+15 mins.	14	2	15	31	7	209	4	220	13	2	2	17	11	361	17	389
+30 mins.	12	2	12	26	4	248	6	258	10	6	13	29	12	280	18	310
+45 mins.	11	1	15	27	9	225	6	240	11	4	12	27	15	310	16	341
Total Volume	44	6	54	104	28	892	25	945	43	12	39	94	49	1268	65	1382
% App. Total	42.3	5.8	51.9		3	94.4	2.6		45.7	12.8	41.5		3.5	91.8	4.7	
PHF	.786	.750	.900	.839	.778	.899	.694	.916	.827	.500	.750	.810	.817	.878	.903	.888

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
+15 mins.	0	0	1	0	0	0	0	0	0	0	0	0	1	10	11
+30 mins.	1	0	1	0	0	1	0	0	1	0	0	0	0	5	5
+45 mins.	1	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Total Volume	2	0	2	0	23	1	0	0	1	0	1	0	1	32	33
% App. Total	50	0	50	0	95.8	4.2	0	0	100	0	3	0	3	97	0
PHF	.500	.000	.500	.000	.821	.250	.000	.000	.250	.250	.800	.000	.250	.800	.750

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

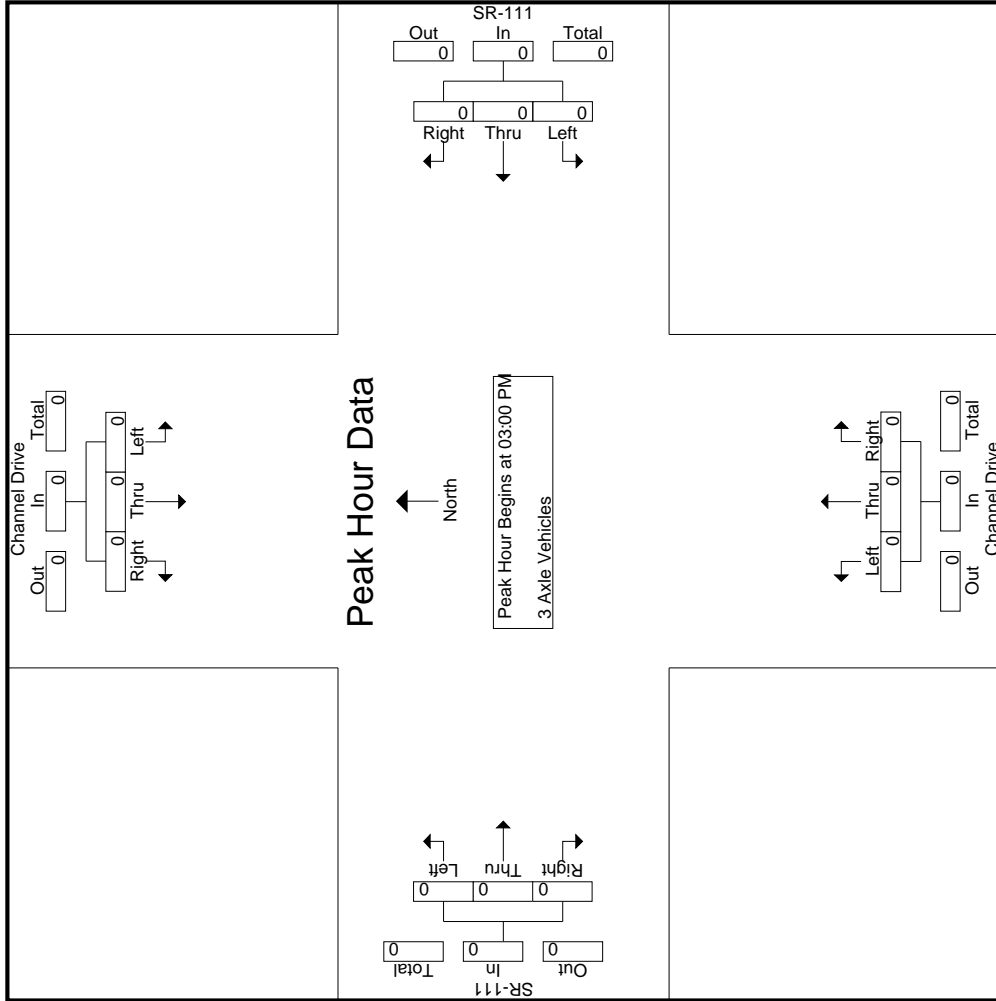
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total	Exclu. Total	App. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	03:00 PM			03:00 PM			03:00 PM			03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

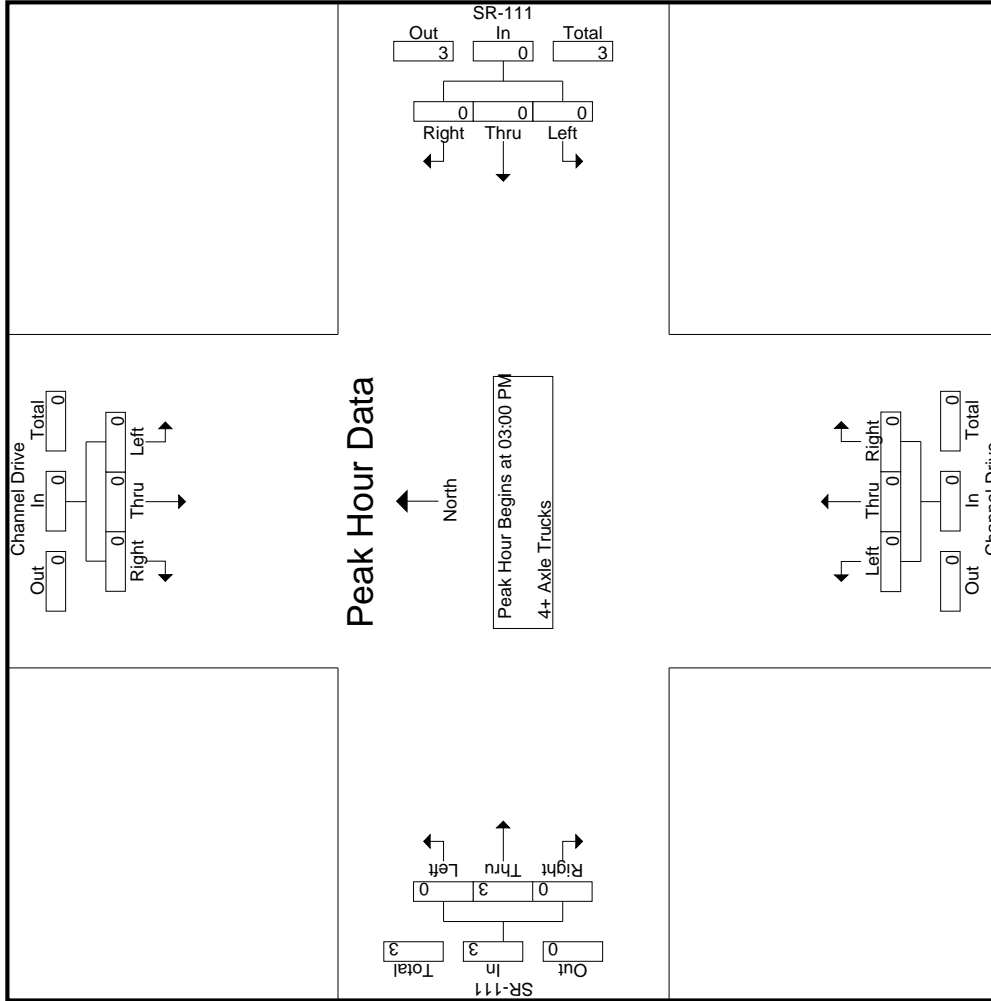
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	03:00 PM			03:00 PM			03:00 PM			03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

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

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		
	11:00 AM	17	6	18	9	41	11	9	257	9	1	3	0	13	17	173	13	1	203	11	532	11	532	543		
11:15 AM	14	6	19	8	39	12	256	5	0	273	12	1	17	12	204	19	2	235	22	577	22	577	599			
11:30 AM	19	3	13	10	35	18	265	13	0	296	5	5	13	9	23	15	1	230	20	584	20	584	604			
11:45 AM	12	3	16	10	31	8	241	5	0	254	12	2	6	4	15	18	232	21	271	15	576	15	576	591		
Total	62	18	66	37	146	47	1019	32	1	1098	38	9	39	25	86	62	809	68	939	68	2269	68	2269	2337		
12:00 PM	11	3	11	10	25	10	247	11	0	268	14	4	9	6	27	7	219	13	1	17	559	17	559	576		
12:15 PM	15	8	8	2	31	10	255	5	0	270	16	2	6	4	24	10	241	11	3	262	9	587	9	587	596	
12:30 PM	7	2	13	8	22	9	261	9	0	279	13	3	13	7	29	11	267	11	1	289	16	619	16	619	635	
12:45 PM	13	4	18	12	35	9	235	7	0	251	13	2	12	7	27	8	263	17	1	288	20	601	20	601	621	
Total	46	17	50	32	113	38	998	32	0	1068	56	11	40	24	107	36	990	52	6	1078	62	2366	62	2366	2428	
Grand Total	108	35	116	69	259	85	2017	64	1	2166	94	20	79	49	193	98	1799	120	11	2017	130	4635	130	4635	4765	
Approach %	41.7	13.5	44.8			3.9	93.1	3			48.7	10.4	40.9			4.9	89.2	5.9			2.7	97.3				
Total %	2.3	0.8	2.5			5.6	1.8	43.5	1.4		46.7	2	0.4	1.7		4.2	2.1	38.8	2.6		43.5	0	0	0	0	4700
Passenger Vehicles	106	34	114			85	1994	63			93	20	78			97	1768	119			1994	0	0	0	0	4700
% Passenger Vehicles	98.1	97.1	98.3	100	98.5	100	98.9	98.4	100	98.9	98.9	100	98.7	100	99.2	99	98.3	99.2	90.9		98.3	0	0	0	0	98.6
Large 2 Axle Vehicles	2	1	2			5	0	20	1		1	0	1			1	25	1			28	0	0	0	0	56
% Large 2 Axle Vehicles	1.9	2.9	1.7	0	1.5	0	1	1.6	0	1	1.1	0	1.3	0	0.8	1	1.4	0.8	9.1		1.4	0	0	0	0	1.2
3 Axle Vehicles	0	0	0			0	0	0	0		0	0	0			0	2	0			2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0		0.1	0	0	0	0	0
4+ Axle Trucks	0	0	0			0	0	3	0		0	0	0			0	4	0			4	0	0	0	0	7
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0		0.2	0	0	0	0	0.1

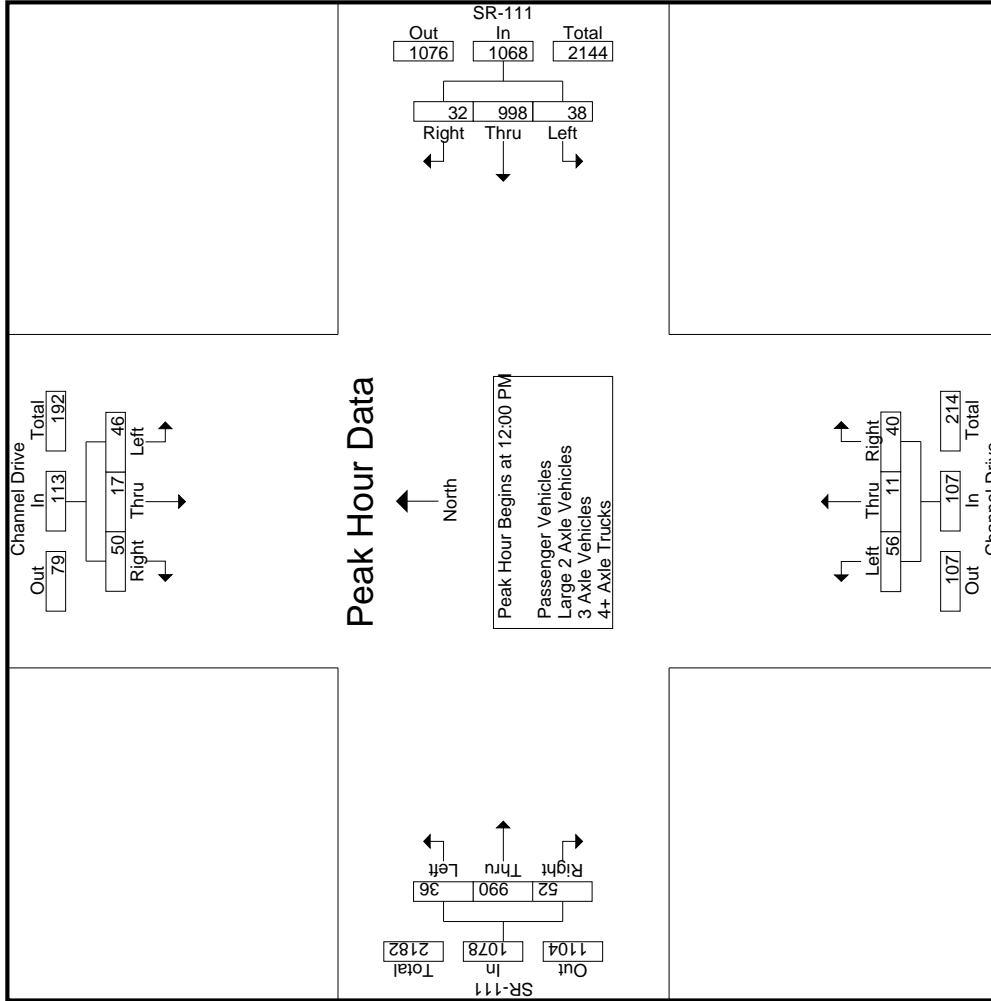
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	12:00 PM	11	3	11			10	247	11			268	14	9			7	219	13			239	13		
12:15 PM	15	8	8			10	255	5			270	16	2			10	241	11			262	11			587
12:30 PM	7	2	13			9	261	9			279	13	3			11	267	11			289	11			619
12:45 PM	13	4	18			9	235	7			251	13	2			8	263	17			288	17			601
Total Volume	46	17	50			38	998	32			1068	56	11			36	990	52			1078	52			2366
% App. Total	40.7	15	44.2			3.6	93.4	3			52.3	10.3	37.4			3.3	91.8	4.8			93.3	4.8			956
PHF	.767	.531	.694			.807	.950	.727			.957	.875	.688			.922	.765	.927			.933	.765			.956

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

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	11:00 AM				11:00 AM				12:00 PM				12:00 PM			
+0 mins.	17	6	18	41	9	257	9	275	14	4	9	27	7	219	13	239
+15 mins.	14	6	19	39	12	256	5	273	16	2	6	24	10	241	11	262
+30 mins.	19	3	13	35	18	265	13	296	13	3	13	29	11	267	11	289
+45 mins.	12	3	16	31	8	241	5	254	13	2	12	27	8	263	17	288
Total Volume	62	18	66	146	47	1019	32	1098	56	11	40	107	36	990	52	1078
% App. Total	42.5	12.3	45.2	89.0	4.3	92.8	2.9	92.7	52.3	10.3	37.4	92.2	3.3	91.8	4.8	93.3
PHF	.816	.750	.868	.890	.653	.961	.615	.927	.875	.688	.769	.922	.818	.927	.765	.933

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Passenger Vehicles

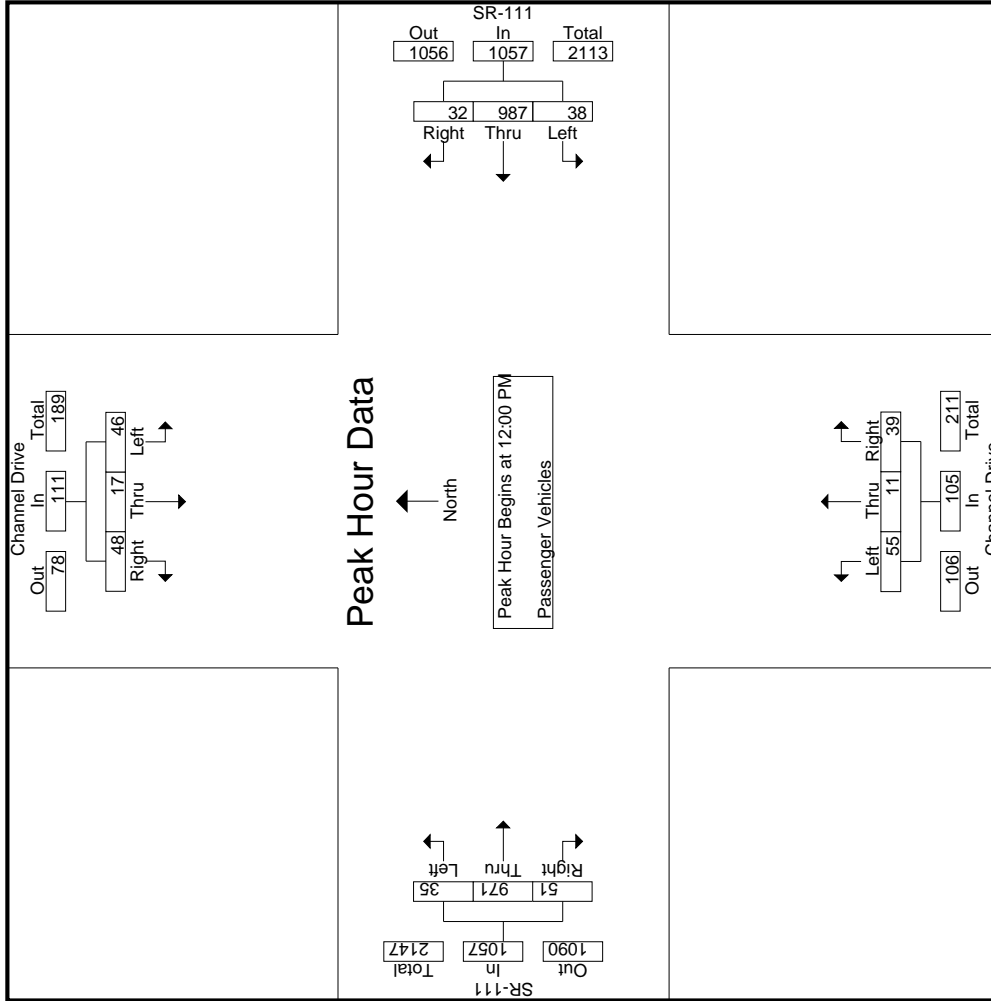
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	11:00 AM	16	6	18	9	40	11	254	9	1	272	13	0	13	17	171	13	1	201	11	526	537		
11:15 AM	14	6	19	8	39	12	253	5	0	270	12	1	30	12	200	19	2	231	22	570	592			
11:30 AM	18	2	13	10	33	18	264	12	0	294	5	13	23	15	197	15	1	227	20	577	597			
11:45 AM	12	3	16	10	31	8	236	5	0	249	12	2	4	18	229	21	1	268	15	568	583			
Total	60	17	66	37	143	47	1007	31	1	1085	38	9	86	62	797	68	5	927	68	2241	2309			
12:00 PM	11	3	11	10	25	10	244	11	0	265	13	4	26	7	214	13	1	234	17	550	567			
12:15 PM	15	8	8	2	31	10	249	5	0	264	16	2	24	9	232	11	3	252	9	571	580			
12:30 PM	7	2	12	8	21	9	261	9	0	279	13	3	29	11	265	10	0	286	15	615	630			
12:45 PM	13	4	17	12	34	9	233	7	0	249	13	2	26	8	260	17	1	285	20	594	614			
Total	46	17	48	32	111	38	987	32	0	1057	55	11	105	35	971	51	5	1057	61	2330	2391			
Grand Total	106	34	114	69	254	85	1994	63	1	2142	93	20	191	97	1768	119	10	1984	129	4571	4700			
Approach %	41.7	13.4	44.9			4	93.1	2.9		46.9	48.7	10.5	4.2	4.9	89.1	6		43.4	2.7	97.3				
Total %	2.3	0.7	2.5		5.6	1.9	43.6	1.4			2	0.4	1.7	2.1	38.7	2.6								

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	12:00 PM	11	3	11	3	11	25	10	244	11	0	265	13	4	26	7	214	13	1	234	17	550	567	
12:15 PM	15	8	8	2	31	10	249	5	0	264	16	2	24	9	232	11	3	252	9	571	580			
12:30 PM	7	2	12	8	21	9	261	9	0	279	13	3	29	11	265	10	0	286	15	615	630			
12:45 PM	13	4	17	12	34	9	233	7	0	249	13	2	26	8	260	17	1	285	20	594	614			
Total	46	17	48	32	111	38	987	32	0	1057	55	11	105	35	971	51	5	1057	61	2330	2391			
Grand Total	106	34	114	69	254	85	1994	63	1	2142	93	20	191	97	1768	119	10	1984	129	4571	4700			
Approach %	41.7	13.4	44.9			4	93.1	2.9		46.9	48.7	10.5	4.2	4.9	89.1	6		43.4	2.7	97.3				
Total %	2.3	0.7	2.5		5.6	1.9	43.6	1.4			2	0.4	1.7	2.1	38.7	2.6								

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	11	3	11	25	10	244	11	265	13	4	9	26	7	214	13	234
+15 mins.	15	8	8	31	10	249	5	264	16	2	6	24	9	232	11	252
+30 mins.	7	2	12	21	9	261	9	279	13	3	13	29	11	265	10	286
+45 mins.	13	4	17	34	9	233	7	249	13	2	11	26	8	260	17	285
Total Volume	46	17	48	111	38	987	32	1057	55	11	39	105	35	971	51	1057
% App. Total	41.4	15.3	43.2	81.6	3.6	93.4	3	94.7	52.4	10.5	37.1	90.5	3.3	91.9	4.8	92.4
PHF	.767	.531	.706	.816	.950	.945	.727	.947	.859	.688	.750	.905	.795	.916	.750	.924

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Channel Drive Southbound					SR-111 Westbound					Channel Drive Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	11:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	0	6	6
11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	7	7
11:30 AM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	0	0	6	6
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6	6
Total	2	1	0	0	3	0	11	1	0	12	0	0	0	0	0	0	10	0	0	0	0	25	25	25
12:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	0	0	0	7	7
12:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	7	0	0	0	0	13	13	
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3	4	
12:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	3	0	0	0	0	7	7	
Total	0	0	2	0	2	0	9	0	0	9	1	0	1	0	2	1	15	1	1	1	1	30	31	31
Grand Total	2	1	2	0	5	0	20	1	0	21	1	0	1	0	2	1	25	1	1	1	1	55	56	
Approch %	40	20	40		9.1	0	95.2	4.8		38.2	50	0	50		3.6	3.7	92.6	3.7			1.8	98.2	98.2	
Total %	3.6	1.8	3.6			0	36.4	1.8			1.8	0	1.8			1.8	45.5	1.8			1.8	98.2	98.2	

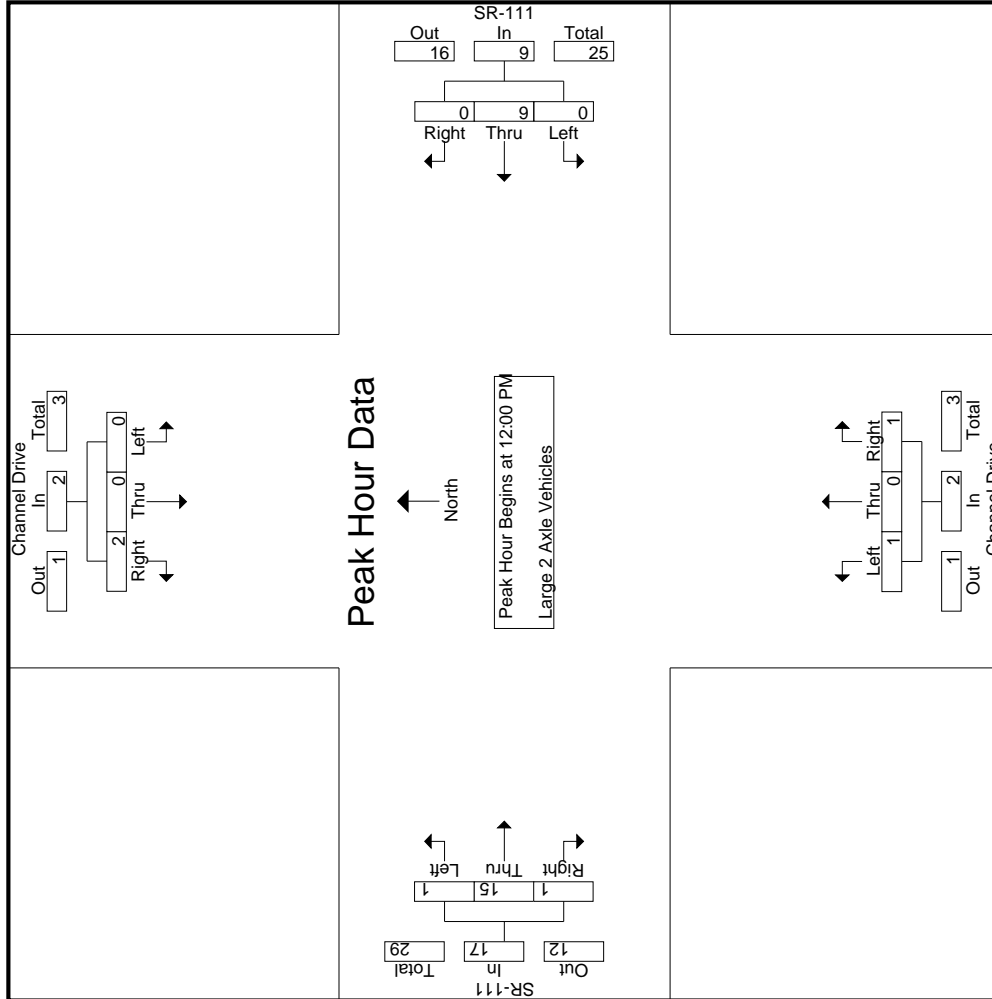
Start Time	Channel Drive Southbound					SR-111 Westbound					Channel Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	12:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	0	0	8	13
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	2	3
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	0	0	3	7
Total Volume	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	1	15	1	1	1	1	17	30
% App. Total	0	0	0	0	0	0	100	0	0	100	50	0	50	0	50	5.9	88.2	5.9				.577	.577
PHF	.000	.000	.000	.500	.500	.000	.450	.000	.000	.450	.250	.000	.250	.000	.250	.500	.536	.250			.531	.577	.577

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
+15 mins.	0	0	0	0	0	0	0	0	5	0	0	0	0	7	0	8
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2
+45 mins.	0	0	1	1	0	0	0	2	2	0	0	1	0	3	0	3
Total Volume	0	0	2	2	0	0	0	9	9	0	0	1	1	15	1	17
% App. Total	0	0	100	.500	0	0	100	0	.450	.000	.000	.500	50	88.2	5.9	17
PHF	.000	.000	.500	.500	.000	.000	.000	.450	.450	.000	.000	.500	.250	.536	.250	.531

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

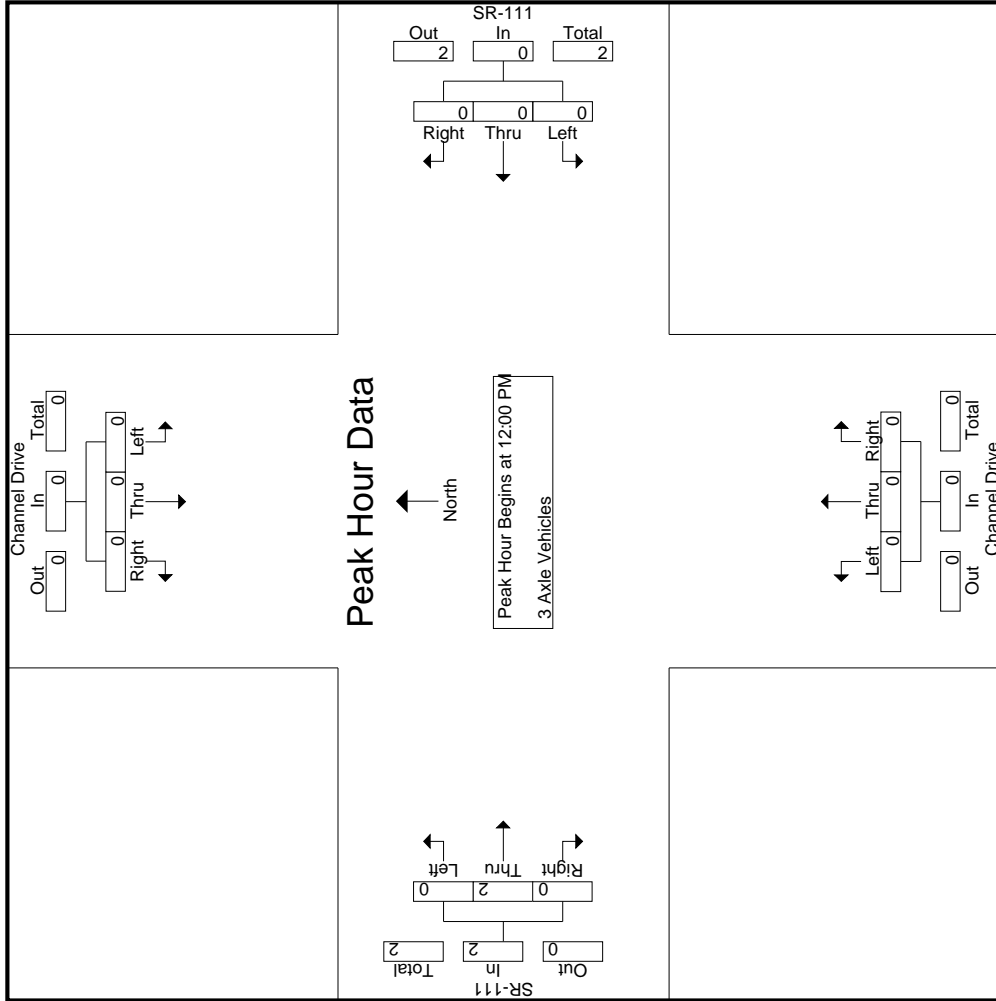
Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound				Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR	App. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound				Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR	App. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			12:00 PM			12:00 PM			12:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound															
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	Right	RTOR	App. Total	Left	Thru	Right	Thru	Right	RTOR	App. Total	Left	Thru	Right	Thru	Right	RTOR	App. Total	Left	Thru	Right	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

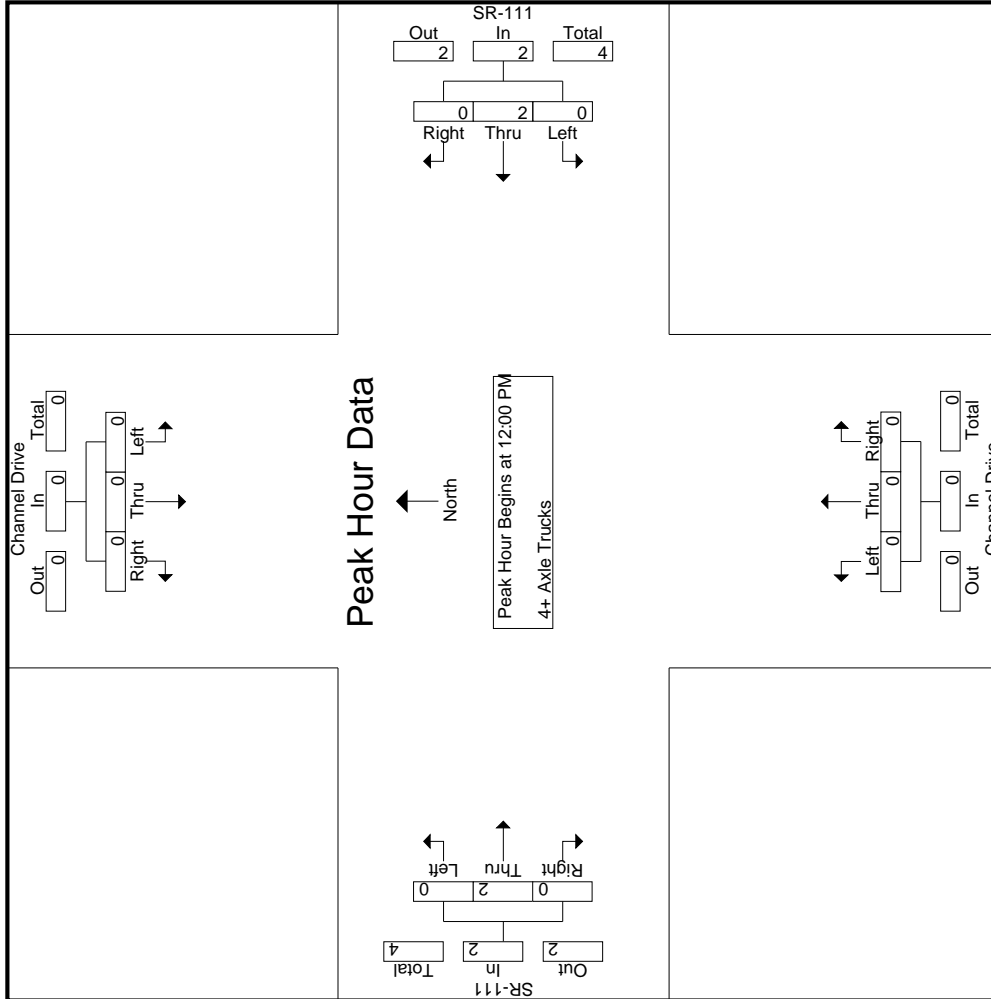
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound															
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	Right	RTOR	App. Total	Left	Thru	Right	Thru	Right	RTOR	App. Total	Left	Thru	Right	Thru	Right	RTOR	App. Total	Left	Thru	Right	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000			

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Channel Drive
 E/W: SR-111
 Weather: Clear

File Name : LQACH111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			12:00 PM			12:00 PM			12:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	100	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.500

Location: La Quinta
 N/S: Channel Drive
 E/W: SR-111



Date: 5/7/2014
 File: LQACH111

WEEKDAY

	North Leg Channel Drive	East Leg SR-111	South Leg Channel Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Channel Drive	East Leg SR-111	South Leg Channel Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
TOTAL VOLUMES:	2	0	0	0	2

SATURDAY

Date: 5/10/2014

	North Leg Channel Drive	East Leg SR-111	South Leg Channel Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	1	0	1	0	2
11:30 AM	2	0	1	0	3
11:45 AM	0	1	2	1	4
12:00 PM	0	0	1	0	1
12:15 PM	0	0	7	0	7
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	1	12	1	17

Location: La Quinta
 N/S: Channel Drive
 E/W: SR-111



Date: 5/7/2014
 File: LQACH111

WEEKDAY

	North Leg Channel Drive	East Leg SR-111	South Leg Channel Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	1	0	0	1
6:45 AM	0	0	0	3	3
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	2	3
7:45 AM	0	2	0	0	2
8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	2	4	0	6	12

	North Leg Channel Drive	East Leg SR-111	South Leg Channel Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	1	1
3:00 PM	0	1	0	2	3
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	1	1
3:45 PM	1	0	0	0	1
4:00 PM	0	1	0	0	1
4:15 PM	0	2	0	1	3
4:30 PM	0	0	1	1	2
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	1	5	1	6	13

SATURDAY

Date: 5/10/2014

	North Leg Channel Drive	East Leg SR-111	South Leg Channel Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	1	1
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	7	0	7
12:30 PM	1	1	2	0	4
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	9	1	12

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

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound					Channel Drive Westbound					Washington Street Northbound					Channel Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	8	90	13	1	111	1	0	21	9	22	2	164	1	0	167	1	2	7	1	10	11	310	321
06:45 AM	6	126	22	2	154	2	1	40	28	43	0	167	3	0	170	0	0	7	1	7	31	374	405
Total	14	216	35	3	265	3	1	61	37	65	2	331	4	0	337	1	2	14	2	17	42	684	726
07:00 AM	17	122	13	0	152	1	2	27	15	30	2	289	4	0	295	2	3	15	2	20	17	497	514
07:15 AM	22	156	16	2	194	6	0	25	18	31	1	309	3	0	313	2	1	16	1	19	21	557	578
07:30 AM	23	168	19	0	210	3	4	31	19	38	0	308	2	0	310	10	3	16	8	29	27	587	614
07:45 AM	16	288	26	1	330	5	0	32	20	37	4	298	4	0	306	6	1	13	6	20	27	693	720
Total	78	734	74	3	886	15	6	115	72	136	7	1204	13	0	1224	20	8	60	17	88	92	2334	2426
08:00 AM	16	202	35	3	253	0	2	30	15	32	0	325	5	0	330	9	2	22	5	33	23	648	671
08:15 AM	17	221	39	2	277	4	1	33	22	38	0	263	2	0	265	11	0	21	4	32	28	612	640
Grand Total	125	1373	183	11	1681	22	10	239	146	271	9	2123	24	0	2156	41	12	117	28	170	185	4278	4463
Approch %	7.4	81.7	10.9			8.1	3.7	88.2			0.4	98.5	1.1		24.1	7.1	68.8				4.1	95.9	
Total %	2.9	32.1	4.3		39.3	0.5	0.2	5.6		6.3	0.2	49.6	0.6		50.4	1	0.3	2.7		4			

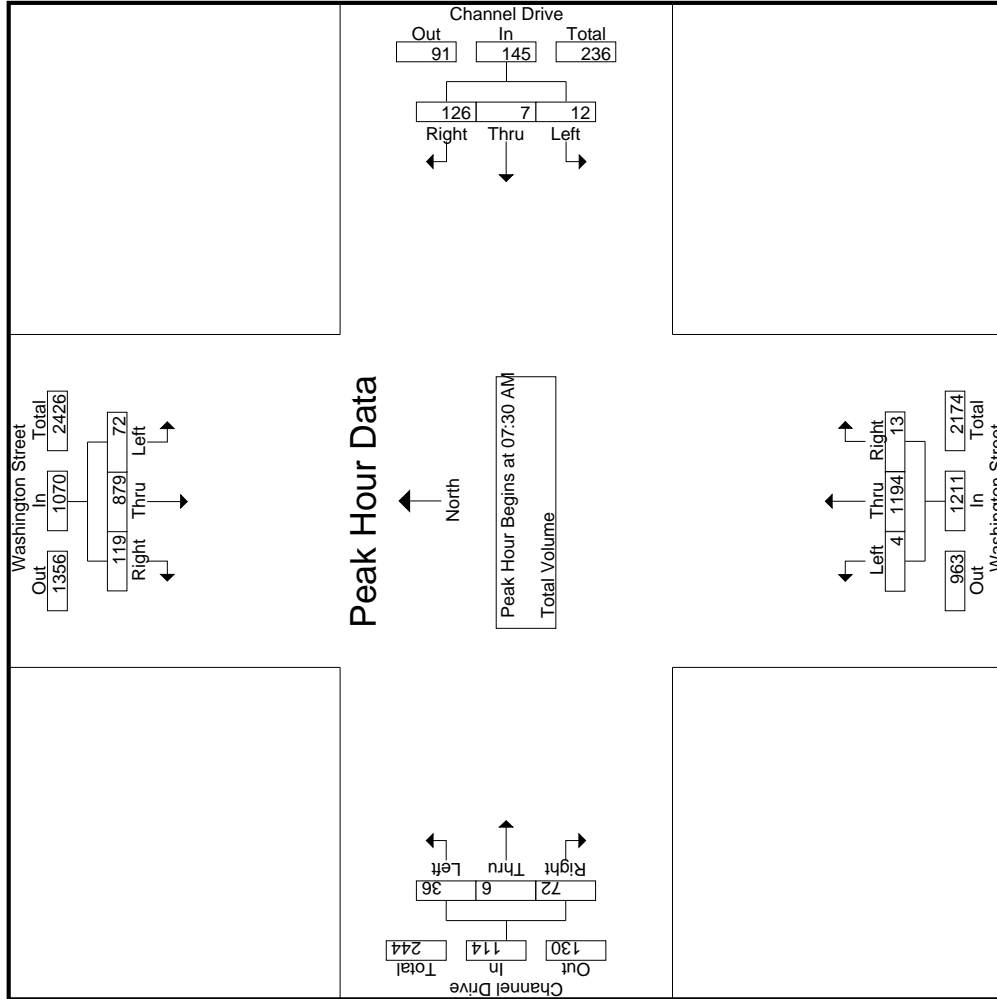
Start Time	Washington Street Southbound					Channel Drive Westbound					Washington Street Northbound					Channel Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	23	168	19		210	3	4	31		38	0	308	2		310	10	3	16		29			587
07:45 AM	16	288	26		330	5	0	32		37	4	298	4		306	6	1	13		20			693
08:00 AM	16	202	35		253	0	2	30		32	0	325	5		330	9	2	22		33			648
08:15 AM	17	221	39		277	4	1	33		38	0	263	2		265	11	0	21		32			612
Total Volume	72	879	119		1070	12	7	126		145	4	1194	13		1211	36	6	72		114			2540
% App. Total	6.7	82.1	11.1			8.3	4.8	86.9			0.3	98.6	1.1		31.6	5.3	63.2						
PHF	.783	.763	.763		.811	.600	.438	.955		.954	.250	.918	.650		.917	.818	.500	.818		.864			.916

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			Channel Drive Westbound			Washington Street Northbound			Channel Drive Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	23	168	19	210	3	4	31	38	1	309	3	313	10	3	16	29
+15 mins.	16	288	26	330	5	0	32	37	0	308	2	310	6	1	13	20
+30 mins.	16	202	35	253	0	2	30	32	4	298	4	306	9	2	22	33
+45 mins.	17	221	39	277	4	1	33	38	0	325	5	330	11	0	21	32
Total Volume	72	879	119	1070	12	7	126	145	5	1240	14	1259	36	6	72	114
% App. Total	6.7	82.1	11.1		8.3	4.8	86.9		0.4	98.5	1.1		31.6	5.3	63.2	
PHF	.783	.763	.763	.811	.600	.438	.955	.954	.313	.954	.700	.954	.818	.500	.818	.864

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound						Channel Drive Westbound						Washington Street Northbound						Channel Drive Eastbound							
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
02:30 PM	33	230	21	2	284	21	2	41	31	64	7	284	1	0	292	20	15	23	7	58	40	698	738	40	698	738
02:45 PM	46	239	15	0	300	17	1	44	33	62	4	259	1	1	264	18	6	25	10	49	44	675	719	44	675	719
Total	79	469	36	2	584	38	3	85	64	126	11	543	2	1	556	38	21	48	17	107	84	1373	1457	84	1373	1457
03:00 PM	43	254	27	2	324	15	4	58	46	77	5	247	0	0	252	25	5	11	0	41	48	694	742	48	694	742
03:15 PM	39	249	36	5	324	25	4	51	39	80	4	244	2	0	250	18	5	22	5	45	49	699	748	49	699	748
03:30 PM	39	250	23	2	312	26	5	48	29	79	1	266	0	0	267	24	3	27	2	54	33	712	745	33	712	745
03:45 PM	32	257	27	4	316	15	8	49	37	72	5	251	3	2	259	23	8	33	8	64	51	711	762	51	711	762
Total	153	1010	113	13	1276	81	21	206	151	308	15	1008	5	2	1028	90	21	93	15	204	181	2816	2997	181	2816	2997
04:00 PM	39	253	30	1	322	16	2	34	22	52	5	231	2	0	238	17	9	21	5	47	28	659	687	28	659	687
04:15 PM	41	262	17	1	320	16	2	54	43	72	6	215	2	0	223	20	5	15	4	40	48	655	703	48	655	703
04:30 PM	38	287	15	0	340	17	2	37	31	56	7	256	0	0	263	21	1	15	3	37	34	696	730	34	696	730
04:45 PM	40	283	19	1	342	17	4	52	37	73	8	219	2	0	229	22	1	17	6	40	44	684	728	44	684	728
Total	158	1085	81	3	1324	66	10	177	133	253	26	921	6	0	953	80	16	68	18	164	154	2694	2848	154	2694	2848
05:00 PM	43	316	21	1	380	12	3	68	49	83	7	293	0	0	300	23	5	24	4	52	54	815	869	54	815	869
05:15 PM	42	301	24	1	367	25	5	62	35	92	1	248	3	0	252	20	5	21	4	46	40	757	797	40	757	797
Grand Total	475	3181	275	20	3931	222	42	598	432	862	60	3013	16	3	3089	251	68	254	58	573	513	8455	8968	513	8455	8968
Approch %	12.1	80.9	7			25.8	4.9	69.4			1.9	97.5	0.5	43.8	11.9	44.3	3	0.8	3			5.7	94.3			
Total %	5.6	37.6	3.3		46.5	2.6	0.5	7.1		10.2	0.7	35.6	0.2	3	0.8	3						6.8	94.3			

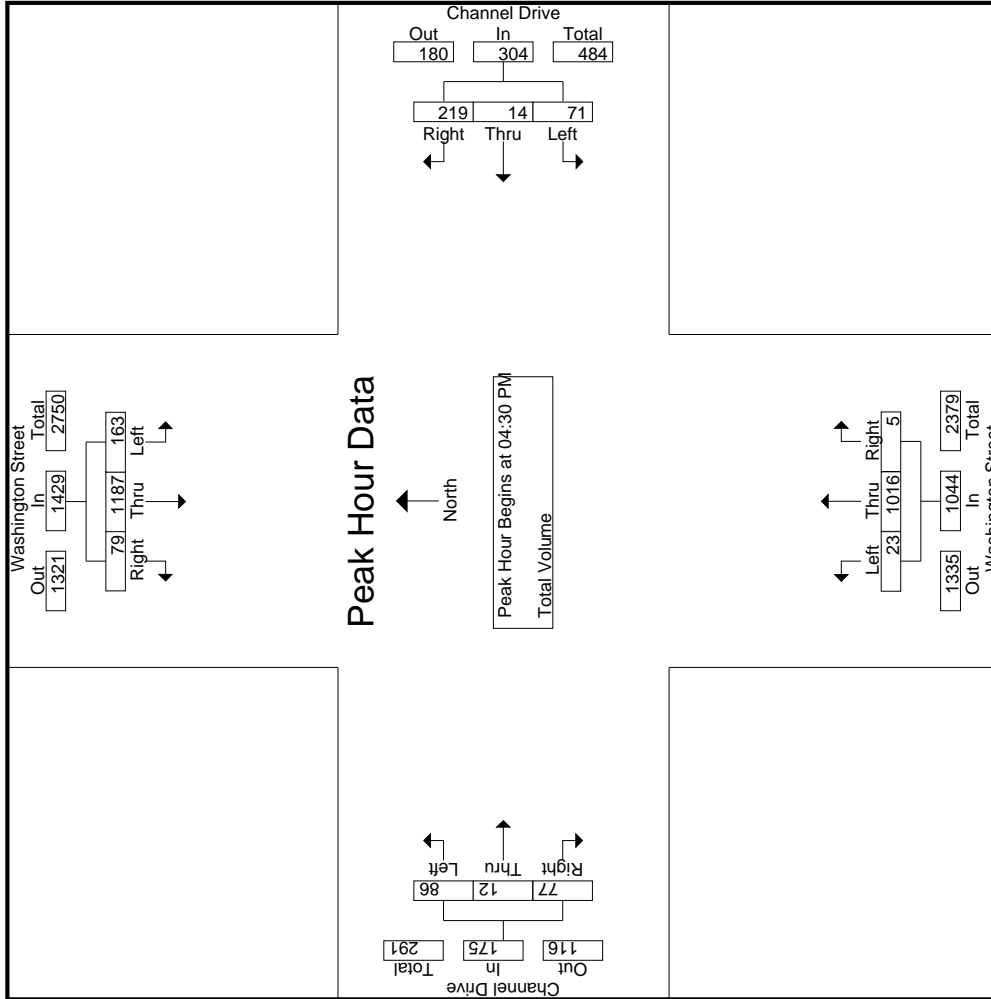
Start Time	Washington Street Southbound						Channel Drive Westbound						Washington Street Northbound						Channel Drive Eastbound						
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:30 PM	38	287	15			17	2	37		56	7	256	0	263	21	1	15	37	696						
04:45 PM	40	283	19			17	4	52		73	8	219	2	229	22	1	17	40	684						
05:00 PM	43	316	21			12	3	68		83	7	293	0	300	23	5	24	4	815						
05:15 PM	42	301	24			25	5	62		92	1	248	3	252	20	5	21	4	757						
Total Volume	163	1187	79		1429	71	14	219		304	23	1016	5	1044	86	12	77	175	2952						
% App. Total	11.4	83.1	5.5		5.5	23.4	4.6	72		72	2.2	97.3	0.5	49.1	6.9	44									
PHF	.948	.939	.823		.940	.710	.700	.805		.826	.719	.867	.417	.870	.802	.841									

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			Channel Drive Westbound			Washington Street Northbound			Channel Drive Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			03:00 PM			02:30 PM			03:15 PM				
+0 mins.	38	287	15	15	4	58	77	7	284	1	1	18	5	22
+15 mins.	40	283	19	25	4	51	80	4	259	1	1	24	3	27
+30 mins.	43	316	21	26	5	48	79	5	247	0	0	23	8	33
+45 mins.	42	301	24	15	8	49	72	4	244	2	2	17	9	21
Total Volume	163	1187	79	81	21	206	308	20	1034	4	4	82	25	103
% App. Total	11.4	83.1	5.5	26.3	6.8	66.9	96.3	1.9	97.7	0.4	0.4	39	11.9	49
PHF	.948	.939	.823	.779	.656	.888	.963	.714	.910	.500	.854	.694	.780	.820

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHSAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

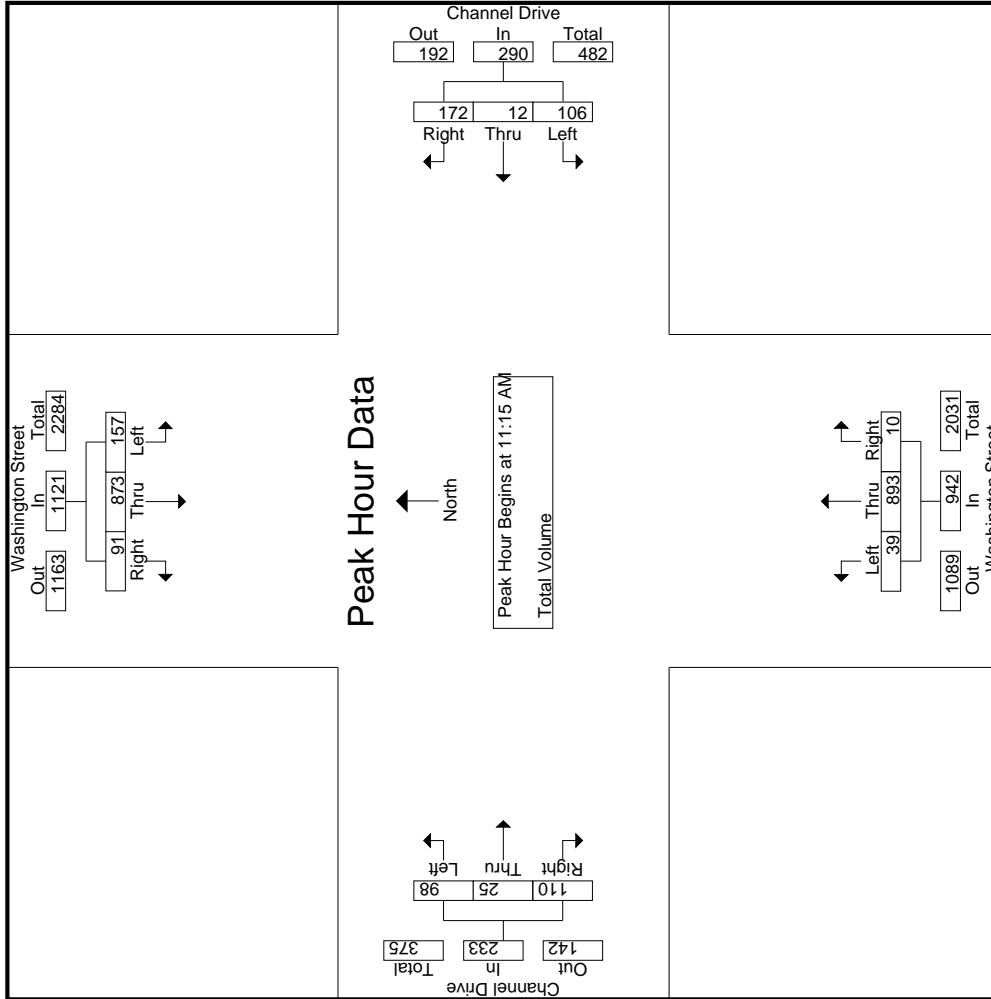
Groups Printed- Total Volume

Start Time	Washington Street Southbound					Channel Drive Westbound					Washington Street Northbound					Channel Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	43	216	22	4	281	19	4	45	30	68	7	219	7	3	233	27	7	30	9	64	46	646	692
11:15 AM	38	242	25	5	305	27	5	42	33	74	12	216	2	0	230	19	6	30	11	55	49	664	713
11:30 AM	37	206	21	5	264	33	3	41	27	77	7	243	1	0	251	31	9	18	1	58	33	650	683
11:45 AM	37	215	18	0	270	19	3	34	29	56	13	218	4	1	235	18	7	32	10	57	40	618	658
Total	155	879	86	14	1120	98	15	162	119	275	39	896	14	4	949	95	29	110	31	234	168	2578	2746
12:00 PM	45	210	27	7	282	27	1	55	43	83	7	216	3	1	226	30	3	30	5	63	56	654	710
12:15 PM	39	227	20	7	286	12	2	47	34	61	14	195	3	0	212	33	10	32	2	75	43	634	677
12:30 PM	41	223	29	0	293	25	4	63	48	92	9	217	4	1	230	20	3	25	10	48	59	663	722
12:45 PM	39	219	12	4	270	10	4	49	37	63	10	209	2	0	221	19	4	27	7	50	48	604	652
Total	164	879	88	18	1131	74	11	214	162	299	40	837	12	2	889	102	20	114	24	236	206	2555	2761
Grand Total	319	1758	174	32	2251	172	26	376	281	574	79	1733	26	6	1838	197	49	224	55	470	374	5133	5507
Approach %	14.2	78.1	7.7		43.9	30	4.5	65.5		11.2	4.3	94.3	1.4		35.8	41.9	10.4	47.7		9.2	6.8	93.2	
Total %	6.2	34.2	3.4			3.4	0.5	7.3			1.5	33.8	0.5			3.8	1	4.4					
Start Time	Washington Street Southbound					Channel Drive Westbound					Washington Street Northbound					Channel Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:15 AM																							
11:15 AM	38	242	25		305	27	5	42		74	12	216	2		230	19	6	30		64	46	646	692
11:30 AM	37	206	21		264	33	3	41		77	7	243	1		251	19	6	30		55	49	664	713
11:45 AM	37	215	18		270	19	3	34		56	13	218	4		235	31	9	18		58	33	650	683
12:00 PM	45	210	12		282	10	4	49		83	7	216	3		226	18	7	32		57	40	618	658
Total Volume	157	873	91		1121	106	12	172		290	39	893	10		942	98	25	110		233	168	2578	2746
% App. Total	14	77.9	8.1		43.9	36.6	4.1	59.3		11.2	4.1	94.8	1.1		35.8	42.1	10.7	47.2		9.2	6.8	93.2	
PHF	.872	.902	.843		.919	.803	.600	.782		.873	.750	.919	.625		.938	.790	.694	.859		.925			.974

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHSAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Channel Drive
 Weather: Clear

File Name : LQAWACHSAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound			Channel Drive Westbound			Washington Street Northbound			Channel Drive Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	11:45 AM			12:00 PM			11:00 AM			11:30 AM				
+0 mins.	37	215	18	27	1	55	83	7	219	7	233	31	9	18
+15 mins.	45	210	27	282	2	47	61	12	216	2	230	18	7	32
+30 mins.	39	227	20	286	4	63	92	7	243	1	251	30	3	30
+45 mins.	41	223	29	293	4	49	63	13	218	4	235	33	10	32
Total Volume	162	875	94	1131	11	214	299	39	896	14	949	112	29	112
% App. Total	14.3	77.4	8.3	24.7	3.7	71.6	81.3	4.1	94.4	1.5	94.3	44.3	11.5	44.3
PHF	.900	.964	.810	.965	.685	.849	.813	.750	.922	.500	.945	.848	.725	.875

Location: La Quinta
 N/S: Washington Street
 E/W: Channel Drive



Date: 5/7/2014
 File: LQAWACH

WEEKDAY

	North Leg Washington Street	East Leg Channel Drive	South Leg Washington Street	West Leg Channel Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	1	2
TOTAL VOLUMES:	1	2	0	2	5

	North Leg Washington Street	East Leg Channel Drive	South Leg Washington Street	West Leg Channel Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	1	1
2:45 PM	0	0	1	2	3
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	1	1	1	0	3
4:00 PM	1	0	2	1	4
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	3	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	3	0	1	5
TOTAL VOLUMES:	3	4	5	8	20

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Channel Drive	South Leg Washington Street	West Leg Channel Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	1	1
11:45 AM	0	0	0	1	1
12:00 PM	0	0	0	0	0
12:15 PM	0	1	0	1	2
12:30 PM	1	1	1	0	3
12:45 PM	0	1	0	1	2
TOTAL VOLUMES:	1	3	1	4	9

Location: La Quinta
 N/S: Washington Street
 E/W: Channel Drive



Date: 5/7/2014
 File: LQAWACH

WEEKDAY

	North Leg Washington Street	East Leg Channel Drive	South Leg Washington Street	West Leg Channel Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	2	3	2	0	7
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	2	3	2	1	8

	North Leg Washington Street	East Leg Channel Drive	South Leg Washington Street	West Leg Channel Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	1	2	0	0	3
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	1	1
3:15 PM	0	0	0	0	0
3:30 PM	4	2	0	1	7
3:45 PM	0	0	3	0	3
4:00 PM	3	2	0	0	5
4:15 PM	0	0	0	0	0
4:30 PM	0	0	3	4	7
4:45 PM	3	0	0	0	3
5:00 PM	1	3	0	0	4
5:15 PM	0	0	4	0	4
TOTAL VOLUMES:	12	9	10	6	37

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Channel Drive	South Leg Washington Street	West Leg Channel Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	2	0	0	2
11:15 AM	0	0	1	1	2
11:30 AM	1	0	0	0	1
11:45 AM	0	0	0	1	1
12:00 PM	1	1	2	0	4
12:15 PM	0	1	0	0	1
12:30 PM	0	1	0	1	2
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	5	3	3	13

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound													
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		
	06:30 AM	16	63	11	3	90	108	6	82	20	6	108	131	134	5	5	270	270	7	34	26	13	67	67	27	535
06:45 AM	36	109	5	3	150	131	11	95	25	10	131	108	161	5	4	274	274	6	58	20	11	84	84	28	639	667
Total	52	172	16	6	240	239	17	177	45	16	239	239	295	10	9	544	544	13	92	46	24	151	151	55	1174	1229
07:00 AM	36	74	9	4	119	145	6	101	38	14	145	132	237	19	10	388	388	9	46	29	14	84	84	42	736	778
07:15 AM	45	117	8	2	170	215	13	140	62	24	215	139	239	13	10	391	391	14	58	34	13	106	106	49	882	931
07:30 AM	35	135	11	4	181	264	14	200	50	13	264	206	228	11	6	445	445	11	93	37	20	141	141	43	1031	1074
07:45 AM	66	221	13	5	300	237	12	170	55	13	237	184	238	13	8	435	435	15	68	39	21	122	122	47	1094	1141
Total	182	547	41	15	770	861	45	611	205	64	861	661	942	56	34	1659	1659	49	265	139	68	453	453	181	3743	3924
08:00 AM	55	157	6	3	218	223	11	150	62	18	223	145	205	16	10	366	366	14	94	56	23	164	164	54	971	1025
08:15 AM	63	156	30	9	249	186	21	115	50	22	186	143	202	17	8	362	362	23	76	44	24	143	143	63	940	1003
Grand Total	352	1032	93	33	1477	1509	94	1053	362	120	1509	1188	1644	99	61	2931	2931	99	527	285	139	911	911	353	6828	7181
Approach %	23.8	69.9	6.3				6.2	69.8	24			40.5	56.1	3.4				10.9	57.8	31.3				4.9	95.1	
Total %	5.2	15.1	1.4				1.4	15.4	5.3			17.4	24.1	1.4				1.4	7.7	4.2				4.9	95.1	
Passenger Vehicles	331	974	79		1410	1549	92	1001	343		1549	1172	1626	99		2958	2958	95	504	279		1015	1015	0	0	6932
% Passenger Vehicles	94	94.4	84.9	78.8	93.4	97.9	95.1	94.8	94.2		95.1	98.7	98.9	100		98.9	98.9	96	95.6	97.9		96.7	96.7	0	0	96.5
Large 2 Axle Vehicles	11	50	14		82	51	1	38	9		51	14	14	0		28	28	3	18	5		28	28	0	0	189
% Large 2 Axle Vehicles	3.1	4.8	15.1	21.2	5.4	3.1	1.1	3.6	2.5		3.1	1.2	0.9	0		0.9	0	3	3.4	1.8		2.7	2.7	0	0	2.6
3 Axle Vehicles	0	6	0		6	4	1	1	1		4	1	1	0		2	2	0	1	0		1	1	0	0	13
% 3 Axle Vehicles	0	0.6	0		0.4	0.2	1.1	0.1	0.3		0.2	0.1	0.1	0		0.1	0	0	0.2	0		0	0	0	0	0.2
4+ Axle Trucks	10	2	0		12	25	0	13	9		25	1	3	0		4	4	1	4	1		6	6	0	0	47
% 4+ Axle Trucks	2.8	0.2	0		0.8	1.5	0	1.2	2.5		1.5	0.1	0.2	0		0.1	0	1	0.8	0.4		0.6	0.6	0	0	0.7

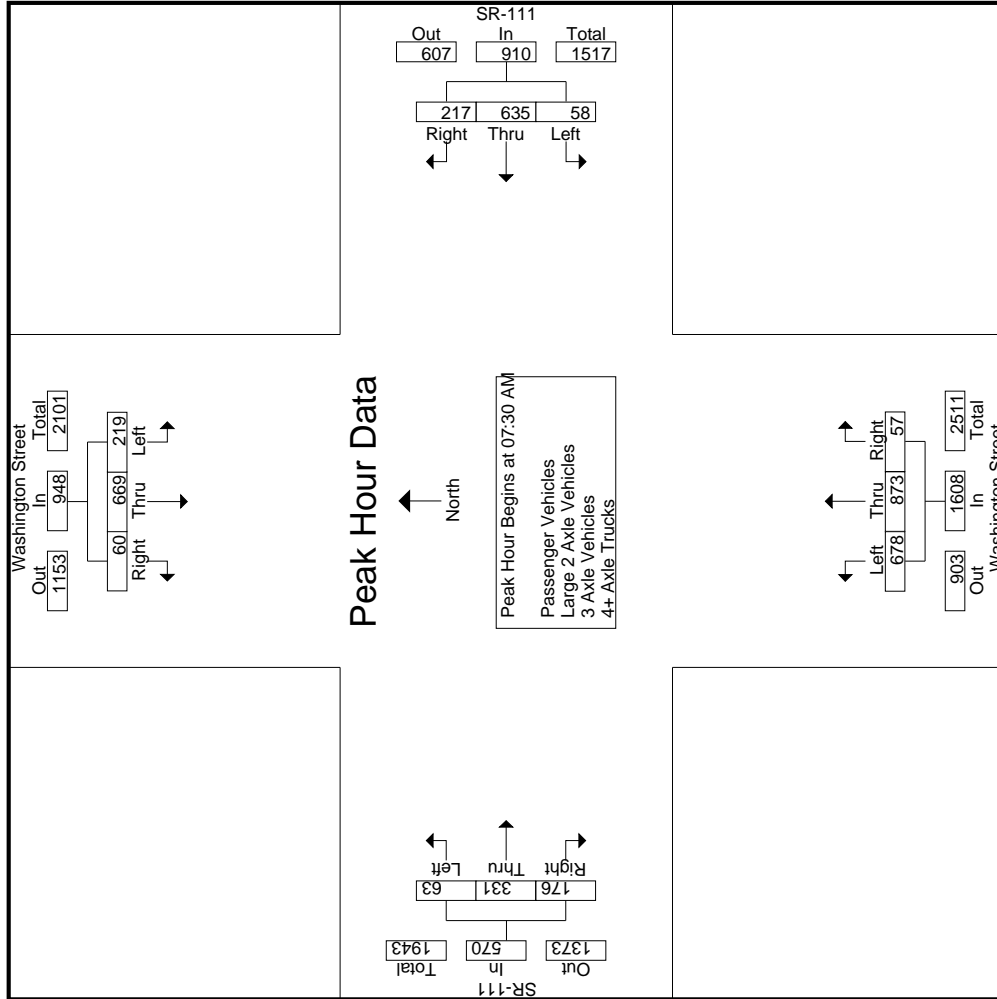
Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound													
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		
	07:30 AM	35	135	11		181		14	200	50		264	206	228	11		445	445	11	93	37		141	141	1031	
07:45 AM	66	221	13		300		12	170	55		237	184	238	13		435	435	15	68	39		122	122	1094		
08:00 AM	55	157	6		218		11	150	62		223	143	202	17		362	362	23	76	44		143	143	971		
08:15 AM	63	156	30		249		21	115	50		186	145	205	16		366	366	14	94	56		164	164	940		
Total Volume	219	669	60		948		58	635	217		910	678	873	57		1608	1608	63	331	176		570	570	4036		
% App. Total	23.1	70.6	6.3		79.0		6.4	69.8	23.8		86.2	42.2	54.3	3.5		838	838	11.1	58.1	30.9		30.9	30.9	0	0	92.2
PHF	.830	.757	.500		.790		.690	.794	.875		.862	.823	.917	.838		.903	.865	.685	.880	.786		.869	.869	0	0	0.7

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	35	135	11	181	14	200	50	264	206	228	11	445	11	93	37	141
+15 mins.	66	221	13	300	12	170	55	237	184	238	13	435	15	68	39	122
+30 mins.	55	157	6	218	11	150	62	223	145	205	16	366	14	94	56	164
+45 mins.	63	156	30	249	21	115	50	186	143	202	17	362	23	76	44	143
Total Volume	219	669	60	948	58	635	217	910	678	873	57	1608	63	331	176	570
% App. Total	23.1	70.6	6.3	.790	6.4	69.8	23.8	.862	42.2	54.3	3.5	.903	11.1	58.1	30.9	.869
PHF	.830	.757	.500	.790	.690	.794	.875	.862	.823	.917	.838	.903	.685	.880	.786	.869

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																																																																																																																																																																																																																																																																																								
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right																																																																																																																																																																																																																																																																														
	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	Exclu. Total	Inclu. Total	Int. Total																																																																																																																																																																																																																																																																																
06:30 AM	15	59	8	3	82	5	75	16	5	96	129	134	5	5	268	7	34	25	12	66	25	512	537	06:45 AM	32	100	5	3	137	11	90	24	10	125	103	159	5	4	267	6	55	19	11	80	28	609	637	Total	47	159	13	6	219	16	165	40	15	221	232	293	10	9	535	13	89	44	23	146	53	1121	1174	07:00 AM	32	66	6	3	104	6	96	36	13	138	130	235	19	10	384	9	43	27	14	79	40	705	745	07:15 AM	40	112	7	2	159	13	132	61	24	206	137	235	13	10	385	13	55	34	13	102	49	852	901	07:30 AM	33	128	11	4	172	13	193	49	12	255	205	228	11	6	444	10	89	37	20	136	42	1007	1049	07:45 AM	64	213	12	4	289	12	163	52	13	227	184	236	13	8	433	15	67	38	20	120	45	1069	1114	Total	169	519	36	13	724	44	584	198	62	826	656	934	56	34	1646	47	254	136	67	437	176	3633	3809	08:00 AM	53	148	4	1	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	6	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	963	Grand Total	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932	Approch %	23.9	70.4	5.7	6.4	69.7	23.9	40.5	56.1	3.4	10.8	57.4	31.8	13.3	4.9	95.1	Total %	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5	1.4	7.6	4.2			
Total	47	159	13	6	219	16	165	40	15	221	232	293	10	9	535	13	89	44	23	146	53	1121	1174	07:00 AM	32	66	6	3	104	6	96	36	13	138	130	235	19	10	384	9	43	27	14	79	40	705	745	07:15 AM	40	112	7	2	159	13	132	61	24	206	137	235	13	10	385	13	55	34	13	102	49	852	901	07:30 AM	33	128	11	4	172	13	193	49	12	255	205	228	11	6	444	10	89	37	20	136	42	1007	1049	07:45 AM	64	213	12	4	289	12	163	52	13	227	184	236	13	8	433	15	67	38	20	120	45	1069	1114	Total	169	519	36	13	724	44	584	198	62	826	656	934	56	34	1646	47	254	136	67	437	176	3633	3809	08:00 AM	53	148	4	1	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	6	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	963	Grand Total	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932	Approch %	23.9	70.4	5.7	6.4	69.7	23.9	40.5	56.1	3.4	10.8	57.4	31.8	13.3	4.9	95.1	Total %	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5	1.4	7.6	4.2																																																			
07:15 AM	40	112	7	2	159	13	132	61	24	206	137	235	13	10	385	13	55	34	13	102	49	852	901	07:30 AM	33	128	11	4	172	13	193	49	12	255	205	228	11	6	444	10	89	37	20	136	42	1007	1049	07:45 AM	64	213	12	4	289	12	163	52	13	227	184	236	13	8	433	15	67	38	20	120	45	1069	1114	Total	169	519	36	13	724	44	584	198	62	826	656	934	56	34	1646	47	254	136	67	437	176	3633	3809	08:00 AM	53	148	4	1	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	6	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	963	Grand Total	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932	Approch %	23.9	70.4	5.7	6.4	69.7	23.9	40.5	56.1	3.4	10.8	57.4	31.8	13.3	4.9	95.1	Total %	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5	1.4	7.6	4.2																																																																																																			
07:45 AM	64	213	12	4	289	12	163	52	13	227	184	236	13	8	433	15	67	38	20	120	45	1069	1114	Total	169	519	36	13	724	44	584	198	62	826	656	934	56	34	1646	47	254	136	67	437	176	3633	3809	08:00 AM	53	148	4	1	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	6	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	963	Grand Total	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932	Approch %	23.9	70.4	5.7	6.4	69.7	23.9	40.5	56.1	3.4	10.8	57.4	31.8	13.3	4.9	95.1	Total %	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5	1.4	7.6	4.2																																																																																																																																																			
08:00 AM	53	148	4	1	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	6	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	963	Grand Total	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932	Approch %	23.9	70.4	5.7	6.4	69.7	23.9	40.5	56.1	3.4	10.8	57.4	31.8	13.3	4.9	95.1	Total %	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5	1.4	7.6	4.2																																																																																																																																																																																																			
Grand Total	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932	Approch %	23.9	70.4	5.7	6.4	69.7	23.9	40.5	56.1	3.4	10.8	57.4	31.8	13.3	4.9	95.1																																																																																																																																																																																																																																																																				
Total %	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5	1.4	7.6	4.2																																																																																																																																																																																																																																																																																											

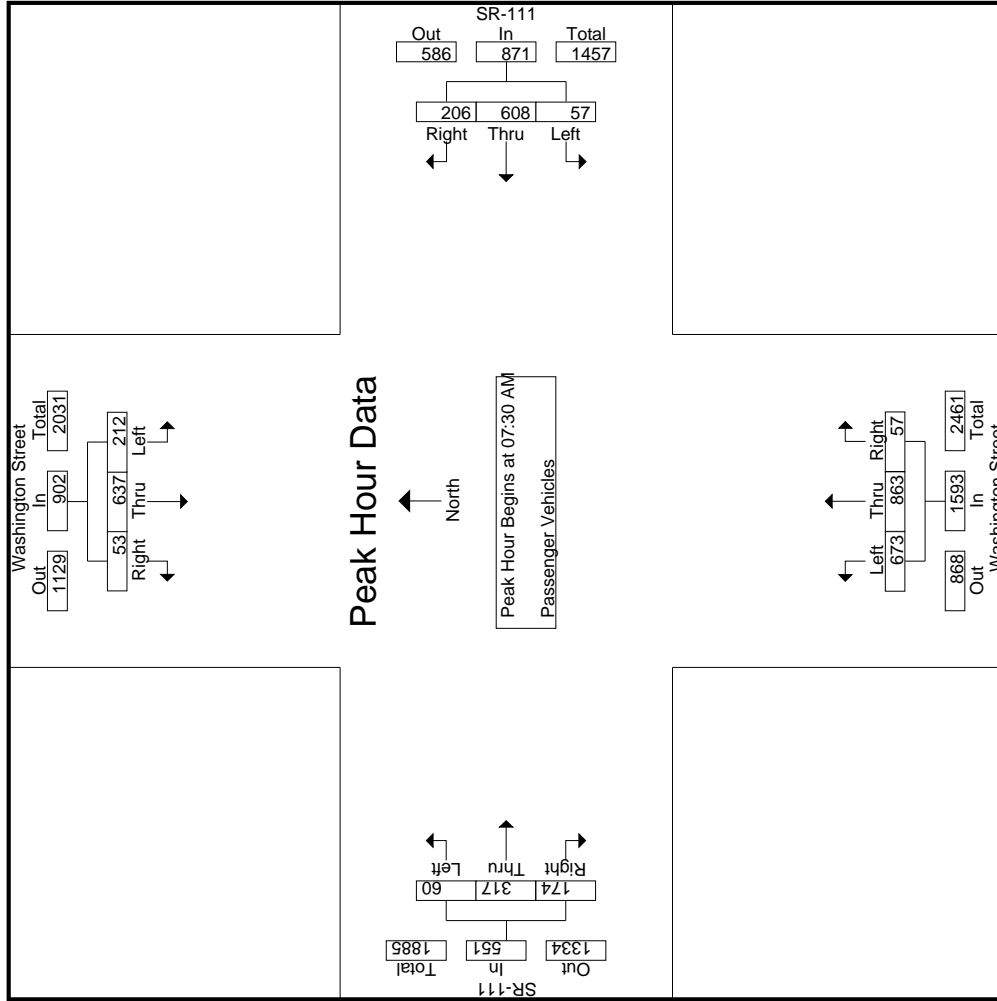
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																																																																																																																	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right																																																																																																							
	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	Exclu. Total	Inclu. Total	Int. Total																																																																																																									
07:30 AM	33	128	11	172	13	193	49	255	205	228	11	444	10	89	37	136	1007	07:45 AM	64	213	12	289	12	163	52	227	184	236	13	433	15	67	38	120	1069	08:00 AM	53	148	4	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	936	Total Volume	212	637	53	902	57	608	206	871	673	863	57	1593	60	317	174	551	3917	% App. Total	23.5	70.6	5.9	6.5	69.8	23.7	42.2	54.2	3.6	10.9	57.5	31.6				PHF	.828	.748	.510	.780	.679	.788	.888	.854	.821	.914	.838	.897	.682	.777	.866	.916
08:00 AM	53	148	4	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986	08:15 AM	62	148	26	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	936	Total Volume	212	637	53	902	57	608	206	871	673	863	57	1593	60	317	174	551	3917	% App. Total	23.5	70.6	5.9	6.5	69.8	23.7	42.2	54.2	3.6	10.9	57.5	31.6				PHF	.828	.748	.510	.780	.679	.788	.888	.854	.821	.914	.838	.897	.682	.777	.866	.916																																				
Total Volume	212	637	53	902	57	608	206	871	673	863	57	1593	60	317	174	551	3917	% App. Total	23.5	70.6	5.9	6.5	69.8	23.7	42.2	54.2	3.6	10.9	57.5	31.6																																																																																																						
PHF	.828	.748	.510	.780	.679	.788	.888	.854	.821	.914	.838	.897	.682	.777	.866	.916																																																																																																																				

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	33	128	11	172	13	193	49	255	205	228	11	444	10	89	37	136
+15 mins.	64	213	12	289	12	163	52	227	184	236	13	433	15	67	38	120
+30 mins.	53	148	4	205	11	142	58	211	144	201	16	361	13	90	56	159
+45 mins.	62	148	26	236	21	110	47	178	140	198	17	355	22	71	43	136
Total Volume	212	637	53	902	57	608	206	871	673	863	57	1593	60	317	174	551
% App. Total	23.5	70.6	5.9	.780	6.5	69.8	23.7	.854	42.2	54.2	3.6	.897	10.9	57.5	31.6	.866
PHF	.828	.748	.510	.780	.679	.788	.888	.854	.821	.914	.838	.897	.682	.881	.777	.866

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

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

Groups Printed- Large 2 Axle Vehicles

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	06:30 AM	1	2	3	0	0	6	0	5	3	1	8	2	0	0	0	2	0	0	1	1	1	0	0	1	1	0	2	0	0	1	1	0	2	2	17
06:45 AM	1	8	0	0	9	0	3	0	0	3	5	2	0	0	7	0	1	1	0	2	0	1	1	0	2	0	0	2	0	2	0	21	21			
Total	2	10	3	0	15	0	8	3	1	11	7	2	0	0	9	0	1	2	1	3	0	1	2	1	3	0	1	3	0	3	2	38	40			
07:00 AM	1	8	3	1	12	0	5	2	1	7	2	2	0	0	4	0	2	1	0	3	0	2	1	0	3	0	2	1	0	3	2	26	28			
07:15 AM	3	3	1	0	7	0	6	0	0	6	1	3	0	0	4	1	2	0	0	3	0	2	0	0	3	0	2	0	0	3	0	20	20			
07:30 AM	1	7	0	0	8	1	5	1	1	7	1	1	0	0	1	1	4	0	0	5	1	4	0	0	5	1	4	0	0	5	1	21	22			
07:45 AM	1	7	1	1	9	0	5	1	0	6	0	1	0	0	1	0	0	1	1	2	0	0	1	1	2	0	0	1	1	2	2	17	19			
Total	6	25	5	2	36	1	21	4	2	26	4	6	0	0	10	2	8	2	1	12	0	8	2	1	12	0	5	5	0	5	5	84	89			
08:00 AM	2	9	2	2	13	0	5	2	0	7	1	2	0	0	3	0	4	0	0	4	0	4	0	0	4	0	2	0	0	4	2	27	29			
08:15 AM	1	6	4	3	11	0	4	0	0	4	2	4	0	0	6	1	5	1	0	7	0	5	1	0	7	0	3	0	0	3	3	28	31			
Grand Total	11	50	14	7	75	1	38	9	3	48	14	14	0	0	28	3	18	5	2	26	11.5	69.2	19.2	11.8	14.7	11.5	69.2	19.2	11.8	14.7	12	177	189			
Approch %	14.7	66.7	18.7			2.1	79.2	18.8			50	50	0	0	15.8	1.7	10.2	2.8		14.7	6.3	93.7		6.3	93.7		6.3	93.7								
Total %	6.2	28.2	7.9		42.4	0.6	21.5	5.1		27.1	7.9	7.9	0	0		1.7	10.2	2.8		14.7	6.3	93.7		6.3	93.7		6.3	93.7								

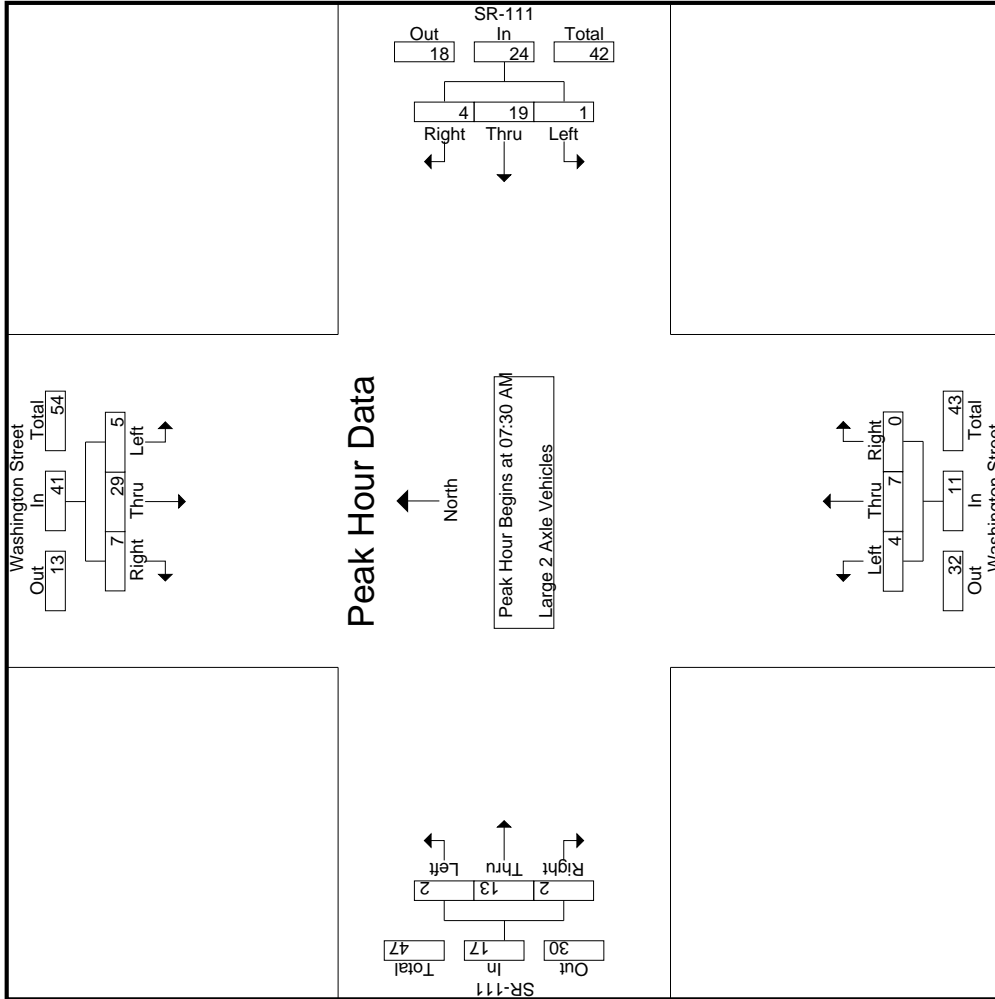
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound														
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Int. Total		
	07:30 AM	1	7	0	0	8	1	5	1	1	7	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	1	4	0	0	5	0	5
07:45 AM	1	7	1	1	9	0	5	1	1	7	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	1	1	1	17	
08:00 AM	2	9	2	2	13	0	5	2	2	9	1	1	2	0	4	0	3	0	0	3	0	3	0	0	3	0	4	0	0	4	0	4	27
08:15 AM	1	6	4	3	11	0	5	1	0	6	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	28	
Total Volume	5	29	7	7	41	1	19	4	4	24	4	7	0	0	11	2	13	2	2	17	11.8	76.5	11.8	11.8	11.8	11.8	76.5	11.8	11.8	11.8	93		
% App. Total	12.2	70.7	17.1		42.4	4.2	79.2	16.7		16.7	36.4	63.6	0	0		36.4	63.6	0	0		36.4	63.6	0	0		36.4	63.6	0	0		36.4	63.6	93
PHF	.625	.806	.438		.788	.250	.950	.500		.857	.500	.438	.000	.000	.458	.500	.438	.500	.500	.607	.500	.438	.500	.500	.607	.500	.438	.500	.500	.607	.500	.438	.830

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			SR-111 Westbound			Washington Street Northbound			SR-111 Eastbound			Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM													
+0 mins.	1	7	0	8	1	5	1	7	1	0	0	1	1	5
+15 mins.	1	7	1	9	0	5	1	6	0	1	0	1	1	1
+30 mins.	2	9	2	13	0	5	2	7	1	2	0	3	0	4
+45 mins.	1	6	4	11	0	4	0	4	2	4	0	6	1	7
Total Volume	5	29	7	41	1	19	4	24	4	7	0	11	2	17
% App. Total	12.2	70.7	17.1	41	4.2	79.2	16.7	24	36.4	63.6	0	11.8	76.5	11.8
PHF	.625	.806	.438	.788	.250	.950	.500	.857	.500	.438	.000	.458	.650	.607

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	06:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	1	0	0	0	0	0	1	2	3
08:15 AM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	4	4
Grand Total	0	6	0	0	6	1	1	1	1	3	1	1	1	0	2	0	1	0	0	0	1	1	12	13
Approch %	0	100	0	0	33.3	33.3	33.3	33.3	8.3	25	50	50	0	0	16.7	0	100	0	0	0	8.3	7.7	92.3	
Total %	0	50	0	0	50	8.3	8.3	8.3	8.3	25	8.3	8.3	0	0	16.7	0	8.3	0	0	0	8.3	7.7	92.3	

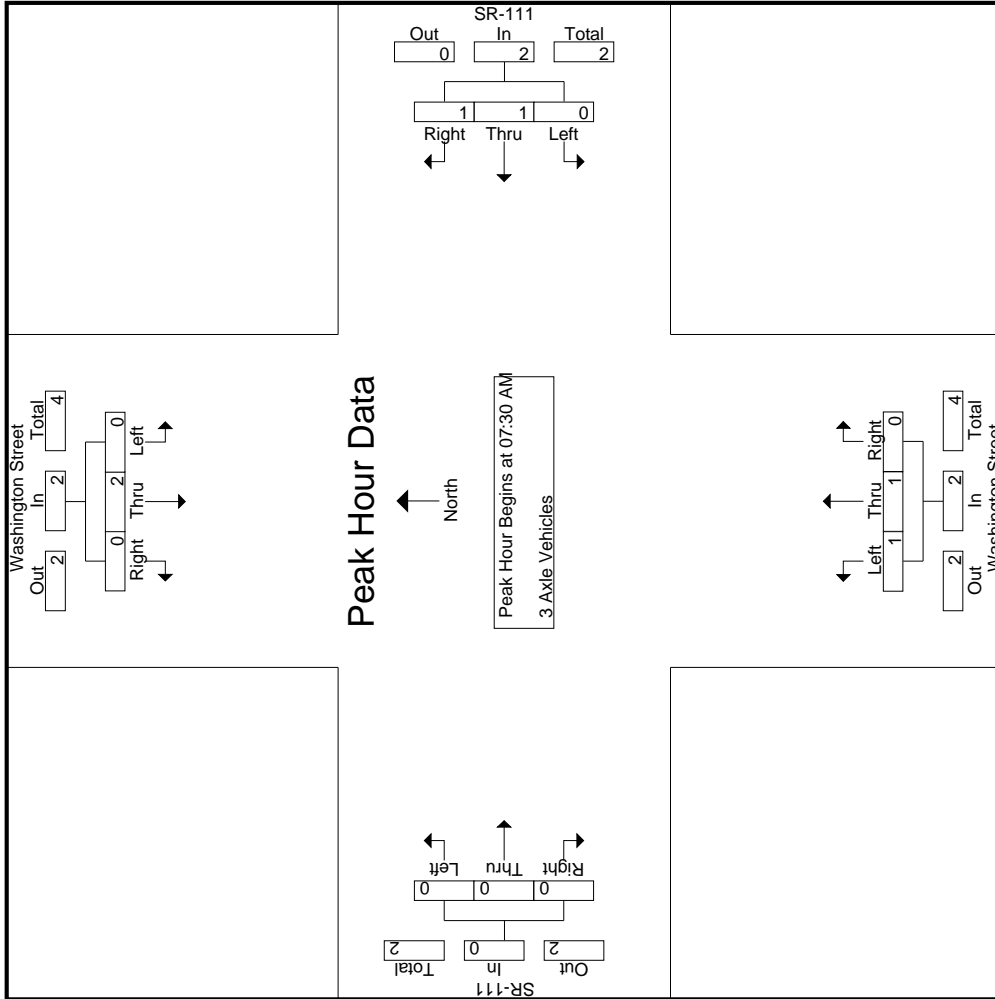
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	50	50	0	0	50	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.250	.250	.250	.500	.250	.250	.000	.250	.500	.000	.500	.000	.000	.000	.000	.000	.375

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	1	0	1	1	0	0	1	0	0	0	0
Total Volume	0	2	0	2	0	1	1	2	1	1	0	2	0	0	0	0
% App. Total	0	100	0	0	0	50	50	0	50	50	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.250	.250	.500	.250	.250	.000	.500	.000	.000	.000	.000

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right					
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR				
06:30 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	3	0	0	0	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	0	0	0	3	0	0	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
07:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	2	1	0	0	3	0	0	2	1	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	1	0	0	2	0	0	2	2	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	8
Total	7	2	0	0	9	0	0	6	3	0	9	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	24
08:00 AM	0	0	0	0	0	0	0	3	1	1	4	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	7
08:15 AM	0	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	10	2	0	0	12	0	0	13	9	3	22	0	1	3	0	0	4	0	0	0	0	0	0	0	2	3	0	44
Approch %	83.3	16.7	0	0	27.3	0	0	59.1	40.9	0	50	0	25	75	0	0	9.1	0	0	0	0	0	0	0	16.7	66.7	16.7	93.6
Total %	22.7	4.5	0	0	27.3	0	0	29.5	20.5	0	50	0	2.3	6.8	0	0	9.1	0	0	0	0	0	0	0	2.3	9.1	2.3	93.6

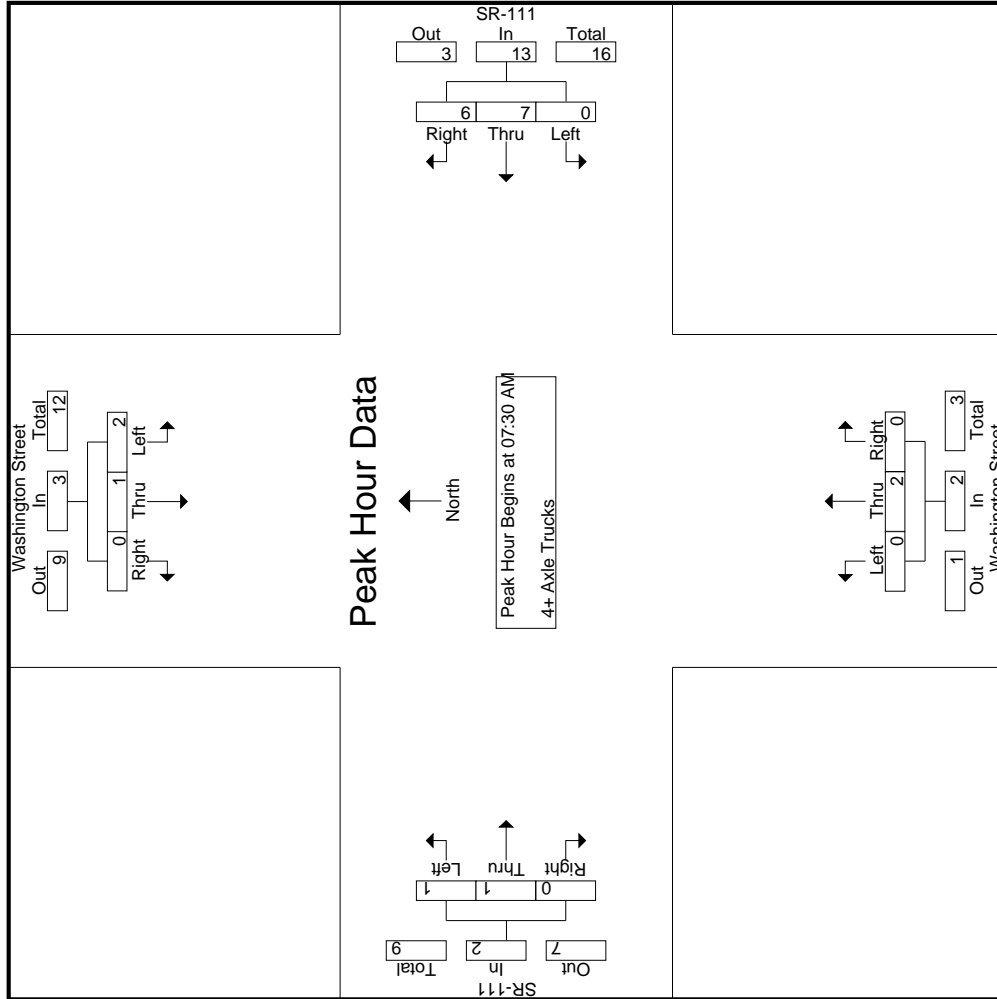
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound									
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right					
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR				
07:30 AM	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	1	0	0	2	0	0	2	2	0	4	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	2	1	0	0	3	0	0	0	7	6	13	0	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	20
% App. Total	66.7	33.3	0	0	27.3	0	0	53.8	46.2	0	50	0	0	100	0	0	50	0	0	0	50	50	0	0	0	0	0	20
PHF	.500	.250	.000	.000	.375	0	.000	.583	.500	.813	.500	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.500	.500	.000	.625

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			SR-111 Westbound			Washington Street Northbound			SR-111 Eastbound			App. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM														
+0 mins.	1	0	0	1	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	1	1	0	2	2	2	4	0	0	1	0	0	1	0	1
+30 mins.	0	0	0	0	3	1	4	0	0	1	0	0	0	0	1
+45 mins.	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	2	1	0	3	7	6	13	0	0	2	1	1	1	0	2
% App. Total	66.7	33.3	0	0	53.8	46.2	0	0	0	0	100	0	50	50	0
PHF	.500	.250	.000	.375	.000	.500	.813	.000	.000	.250	.250	.000	.250	.250	.500

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound										
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Int. Total				
																				Inclu. Total			
02:30 PM	81	150	21	9	252	27	133	93	16	253	116	159	23	19	298	31	162	112	26	305	70	1108	1178
02:45 PM	92	174	8	7	274	35	146	98	15	279	125	140	36	22	301	30	151	117	35	298	79	1152	1231
Total	173	324	29	16	526	62	279	191	31	532	241	299	59	41	599	61	313	229	61	603	149	2260	2409
03:00 PM	87	182	17	13	286	47	128	85	13	260	94	133	40	27	267	46	159	117	24	322	77	1135	1212
03:15 PM	93	185	13	7	291	44	142	81	23	267	91	165	42	31	298	38	191	148	47	377	108	1233	1341
03:30 PM	95	193	16	12	304	32	172	77	15	281	107	159	47	24	313	31	156	133	36	320	87	1218	1305
03:45 PM	71	211	20	11	302	33	143	74	15	250	100	130	35	22	265	42	158	155	41	355	89	1172	1261
Total	346	771	66	43	1183	156	585	317	66	1058	392	587	164	104	1143	157	664	553	148	1374	361	4758	5119
04:00 PM	79	224	23	13	326	29	131	77	17	237	102	112	25	17	239	35	123	149	27	307	74	1109	1183
04:15 PM	69	227	22	15	318	32	126	48	9	206	97	133	26	20	256	42	131	177	44	350	88	1130	1218
04:30 PM	70	181	24	13	275	38	121	93	19	252	129	136	33	20	298	37	145	144	23	326	75	1151	1226
04:45 PM	91	223	15	9	329	25	121	61	14	207	76	150	25	16	251	33	139	159	43	331	82	1118	1200
Total	309	855	84	50	1248	124	499	279	59	902	404	531	109	73	1044	147	538	629	137	1314	319	4508	4827
05:00 PM	82	239	8	6	329	25	144	65	11	234	99	181	29	21	309	38	148	150	42	336	80	1208	1288
05:15 PM	92	222	20	10	334	24	119	71	18	214	115	140	26	23	281	32	189	148	49	369	100	1198	1298
Grand Total	1002	2411	207	125	3620	391	1626	923	185	2940	1251	1738	387	262	3376	435	1852	1709	437	3996	1009	13932	14941
Approch %	27.7	66.6	5.7	1.5	13.3	55.3	31.4	6.6	21.1	37.1	51.5	11.5	2.8	24.2	10.9	46.3	42.8	12.3	28.7	6.8	93.2	0	0
Total %	7.2	17.3	1.5	0.4	26	2.8	11.7	6.6	21.1	9	12.5	2.8	0.7	24.2	3.1	13.3	12.3	3.3	28.7	6.8	93.2	0	0
Passenger Vehicles	992	2370	199	96	3681	391	1593	917	3085	1240	1676	386	99.7	99.6	3563	425	1796	1699	4352	0	0	14681	0
% Passenger Vehicles	99	98.3	96.1	96	98.3	100	98	99.3	99.5	98.7	99.1	96.4	99.7	99.6	97.9	97.7	97	99.4	98.9	98.2	0	0	98.3
Large 2 Axle Vehicles	8	36	7	3.2	55	0	30	4	35	11	52	0	0	0	63	9	49	10	73	0	0	226	0
% Large 2 Axle Vehicles	0.8	1.5	3.4	3.2	1.5	0	1.8	0.4	0.5	1.1	0.9	3	0	0	1.7	2.1	2.6	0.6	1.1	1.6	0	0	1.5
3 Axle Vehicles	0	2	1	0.8	4	0	2	0	2	0	0	4	1	0.4	6	0	0	0	0	0	0	0	12
% 3 Axle Vehicles	0	0.1	0.5	0.8	0.1	0	0.1	0	0.1	0	0	0.2	0.3	0.4	0.2	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	2	3	0	0	5	0	1	2	3	0	6	0	0	0	6	1	7	0	8	0	0	0	22
% 4+ Axle Trucks	0.2	0.1	0	0	0.1	0	0.1	0.2	0	0.1	0	0.3	0	0	0.2	0.2	0.4	0	0.2	0	0	0	0.1

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

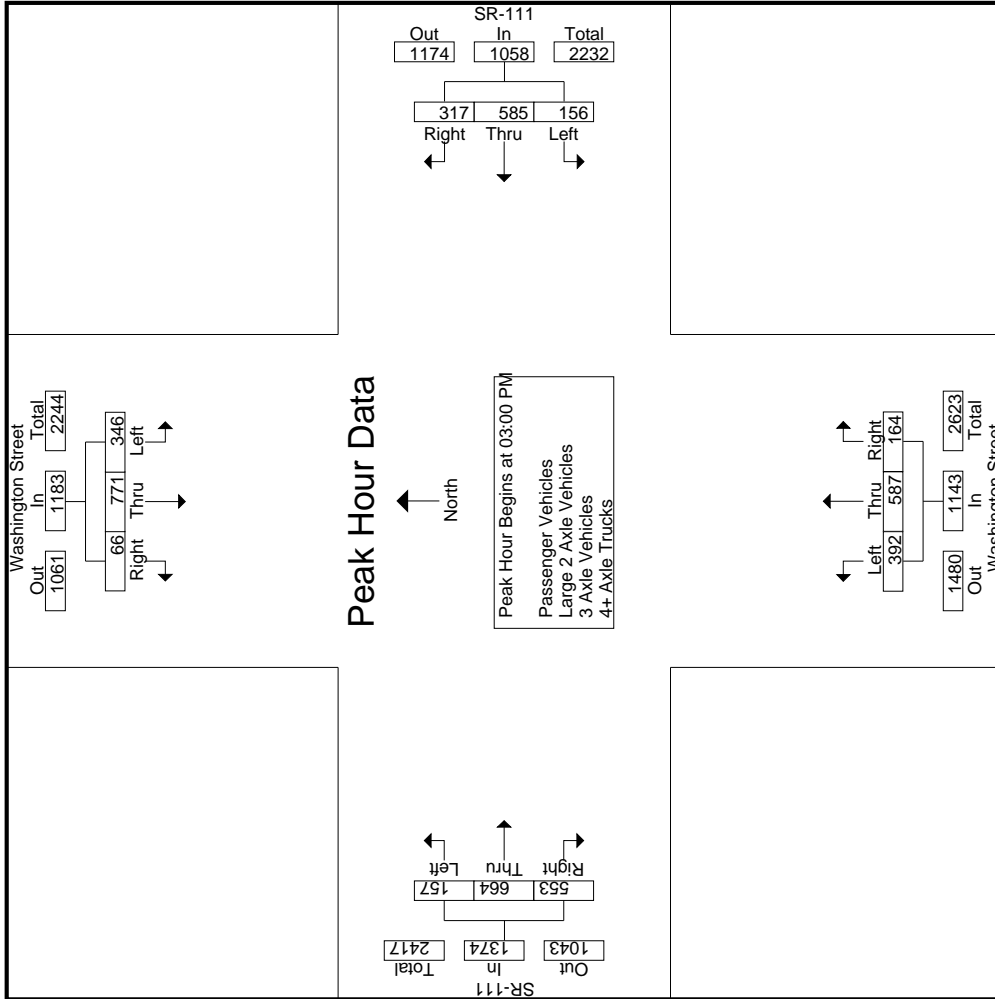
File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour for Entire Intersection From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 03:00 PM																
03:00 PM	87	182	17	286	47	128	85	260	94	133	40	267	46	159	117	322
03:15 PM	93	185	13	291	44	142	81	267	91	165	42	298	38	191	148	377
03:30 PM	95	193	16	304	32	172	77	281	107	159	47	313	31	156	133	320
03:45 PM	71	211	20	302	33	143	74	250	100	130	35	265	42	158	155	355
Total Volume	346	771	66	1183	156	585	317	1058	392	587	164	1143	157	664	553	1374
% App. Total	29.2	65.2	5.6	100.0	14.7	55.3	30.0	100.0	34.3	51.4	14.3	100.0	11.4	48.3	40.2	100.0
PHF	.911	.914	.825	.973	.830	.850	.932	.941	.916	.889	.872	.913	.853	.869	.892	.911
																.965

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 4

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	87	182	17	286	47	128	85	260	94	133	40	267	46	159	117	322
+15 mins.	93	185	13	291	44	142	81	267	91	165	42	298	38	191	148	377
+30 mins.	95	193	16	304	32	172	77	281	107	159	47	313	31	156	133	320
+45 mins.	71	211	20	302	33	143	74	250	100	130	35	265	42	158	155	355
Total Volume	346	771	66	1183	156	585	317	1058	392	587	164	1143	157	664	553	1374
% App. Total	29.2	65.2	5.6		14.7	55.3	30		34.3	51.4	14.3		11.4	48.3	40.2	
PHF	.911	.914	.825	.973	.830	.850	.932	.941	.916	.889	.872	.913	.853	.869	.892	.911

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

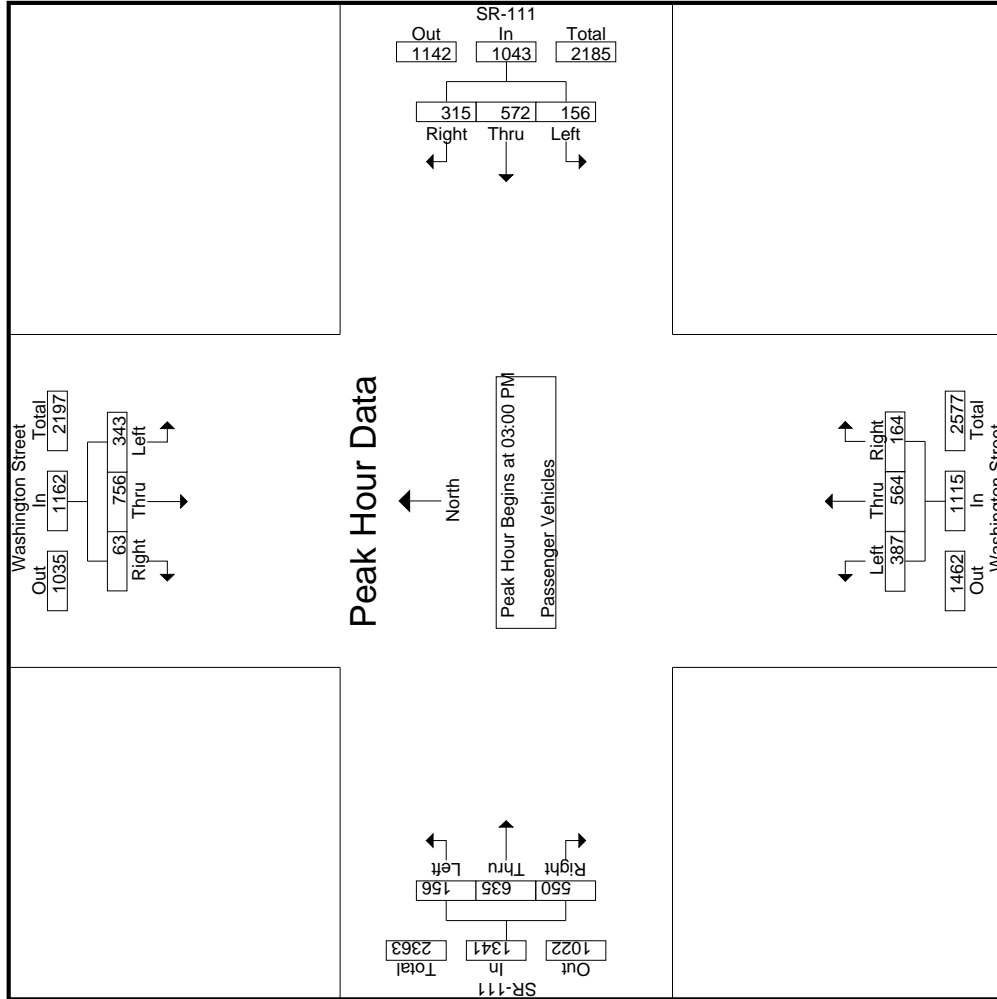
Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	80	145	18	8	243	27	130	92	16	249	115	154	23	19	292	27	158	111	25	296	68	1080	1148
02:45 PM	92	170	8	7	270	35	144	97	15	276	124	129	36	22	289	29	146	115	33	290	77	1125	1202
Total	172	315	26	15	513	62	274	189	31	525	239	283	59	41	581	56	304	226	58	586	145	2205	2350
03:00 PM	87	178	17	13	282	47	124	84	13	255	92	126	40	27	258	46	154	116	24	316	77	1111	1188
03:15 PM	93	181	13	7	287	44	138	81	23	263	91	162	42	31	295	38	181	148	47	367	108	1212	1320
03:30 PM	94	191	14	10	299	32	171	76	14	279	106	154	47	24	307	30	149	132	35	311	83	1196	1279
03:45 PM	69	206	19	11	294	33	139	74	15	246	98	122	35	22	255	42	151	154	40	347	88	1142	1230
Total	343	756	63	41	1162	156	572	315	65	1043	387	564	164	104	1115	156	635	550	146	1341	356	4661	5017
04:00 PM	75	221	23	13	319	29	129	77	17	235	101	105	25	17	231	33	118	148	27	299	74	1084	1158
04:15 PM	69	220	21	14	310	32	122	47	9	201	97	130	26	20	253	41	125	176	44	342	87	1106	1193
04:30 PM	70	178	24	13	272	38	118	93	19	249	127	132	32	19	291	37	144	144	23	325	74	1137	1211
04:45 PM	90	222	14	8	326	25	118	61	14	204	76	148	25	16	249	33	137	158	43	328	81	1107	1188
Total	304	841	82	48	1227	124	487	278	59	889	401	515	108	72	1024	144	524	626	137	1294	316	4434	4750
05:00 PM	81	238	8	6	327	25	142	64	11	231	99	179	29	21	307	37	146	150	42	333	80	1198	1278
05:15 PM	92	220	20	10	332	24	118	71	18	213	114	135	26	23	275	32	187	147	49	366	100	1186	1286
Grand Total	992	2370	199	120	3561	391	1593	917	184	2901	1240	1676	386	261	3302	425	1796	1699	432	3920	997	13684	14681
Approch %	27.9	66.6	5.6			13.5	54.9	31.6			37.6	50.8	11.7			10.8	45.8	43.3			6.8	93.2	
Total %	7.2	17.3	1.5		26	2.9	11.6	6.7		21.2	9.1	12.2	2.8		24.1	3.1	13.1	12.4		28.6			

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Int. Total	
																							Washington Street Southbound
03:00 PM	87	178	17	13	282	47	124	84	13	255	92	126	40	27	258	46	154	116	24	316	77	1111	1188
03:15 PM	93	181	13	7	287	44	138	81	23	263	91	162	42	31	295	38	181	148	47	367	108	1212	1320
03:30 PM	94	191	14	10	299	32	171	76	14	279	106	154	47	24	307	30	149	132	35	311	83	1196	1279
03:45 PM	69	206	19	11	294	33	139	74	15	246	98	122	35	22	255	42	151	154	40	347	88	1142	1230
Total	343	756	63	41	1162	156	572	315	65	1043	387	564	164	104	1115	156	635	550	146	1341	356	4661	5017
04:00 PM	75	221	23	13	319	29	129	77	17	235	101	105	25	17	231	33	118	148	27	299	74	1084	1158
04:15 PM	69	220	21	14	310	32	122	47	9	201	97	130	26	20	253	41	125	176	44	342	87	1106	1193
04:30 PM	70	178	24	13	272	38	118	93	19	249	127	132	32	19	291	37	144	144	23	325	74	1137	1211
04:45 PM	90	222	14	8	326	25	118	61	14	204	76	148	25	16	249	33	137	158	43	328	81	1107	1188
Total	304	841	82	48	1227	124	487	278	59	889	401	515	108	72	1024	144	524	626	137	1294	316	4434	4750
05:00 PM	81	238	8	6	327	25	142	64	11	231	99	179	29	21	307	37	146	150	42	333	80	1198	1278
05:15 PM	92	220	20	10	332	24	118	71	18	213	114	135	26	23	275	32	187	147	49	366	100	1186	1286
Grand Total	992	2370	199	120	3561	391	1593	917	184	2901	1240	1676	386	261	3302	425	1796	1699	432	3920	997	13684	14681
Approch %	27.9	66.6	5.6			13.5	54.9	31.6			37.6	50.8	11.7			10.8	45.8	43.3			6.8	93.2	
Total %	7.2	17.3	1.5		26	2.9	11.6	6.7		21.2	9.1	12.2	2.8		24.1	3.1	13.1	12.4		28.6			

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	87	178	17	282	47	124	84	255	92	126	40	258	46	154	116	316
+15 mins.	93	181	13	287	44	138	81	263	91	162	42	295	38	181	148	367
+30 mins.	94	191	14	299	32	171	76	279	106	154	47	307	30	149	132	311
+45 mins.	69	206	19	294	33	139	74	246	98	122	35	255	42	151	154	347
Total Volume	343	756	63	1162	156	572	315	1043	387	564	164	1115	156	635	550	1341
% App. Total	29.5	65.1	5.4		15	54.8	30.2		34.7	50.6	14.7		11.6	47.4	41	
PHF	.912	.917	.829	.972	.830	.836	.938	.935	.913	.870	.872	.908	.848	.877	.893	.913

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound												
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
02:30 PM	1	5	3	1	9	3	0	3	0	0	3	1	5	0	0	6	4	4	1	1	1	9	4	4	1	1	1	9	2	27	29
02:45 PM	0	3	0	0	3	3	0	2	1	0	3	1	9	0	0	10	1	4	2	2	7	7	2	23	25						
Total	1	8	3	1	12	6	0	5	1	0	6	2	14	0	0	16	5	8	3	3	16	16	4	50	54						
03:00 PM	0	3	0	0	3	5	0	4	1	0	5	2	7	0	0	9	0	3	1	0	4	4	0	21	21						
03:15 PM	0	4	0	0	4	4	0	4	0	0	4	0	1	0	0	1	0	8	0	0	8	8	0	17	17						
03:30 PM	1	1	1	1	3	2	0	1	1	1	2	1	4	0	0	5	1	7	1	1	9	9	3	19	22						
03:45 PM	2	5	1	0	8	4	0	4	0	0	4	2	8	0	0	10	0	7	1	1	8	8	1	30	31						
Total	3	13	2	1	18	15	0	13	2	1	15	5	20	0	0	25	1	25	3	2	29	29	4	87	91						
04:00 PM	3	3	0	0	6	2	0	2	0	0	2	1	6	0	0	7	2	5	1	0	8	8	0	23	23						
04:15 PM	0	7	1	1	8	5	0	4	1	0	5	0	3	0	0	3	1	4	1	0	6	6	1	22	23						
04:30 PM	0	2	0	0	2	3	0	3	0	0	3	2	2	0	0	4	0	4	0	0	4	4	0	10	10						
04:45 PM	0	0	1	1	1	1	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	3	1	6	7						
Total	3	12	2	2	17	11	0	10	1	0	11	3	12	0	0	15	3	12	3	0	18	18	2	61	63						
05:00 PM	1	1	0	0	2	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	2	0	6	6						
05:15 PM	0	2	0	0	2	1	0	1	0	0	1	5	5	0	0	6	0	2	1	0	3	3	0	12	12						
Grand Total	8	36	7	4	51	34	0	30	4	1	34	11	52	0	0	63	9	49	10	5	68	68	10	216	226						
Approch %	15.7	70.6	13.7			17.5	0	88.2	11.8		15.7	17.5	82.5	0		29.2	13.2	72.1	14.7		31.5	31.5	4.4	95.6							
Total %	3.7	16.7	3.2		23.6	15.7	0	13.9	1.9		15.7	5.1	24.1	0		29.2	4.2	22.7	4.6		31.5	31.5	4.4	95.6							

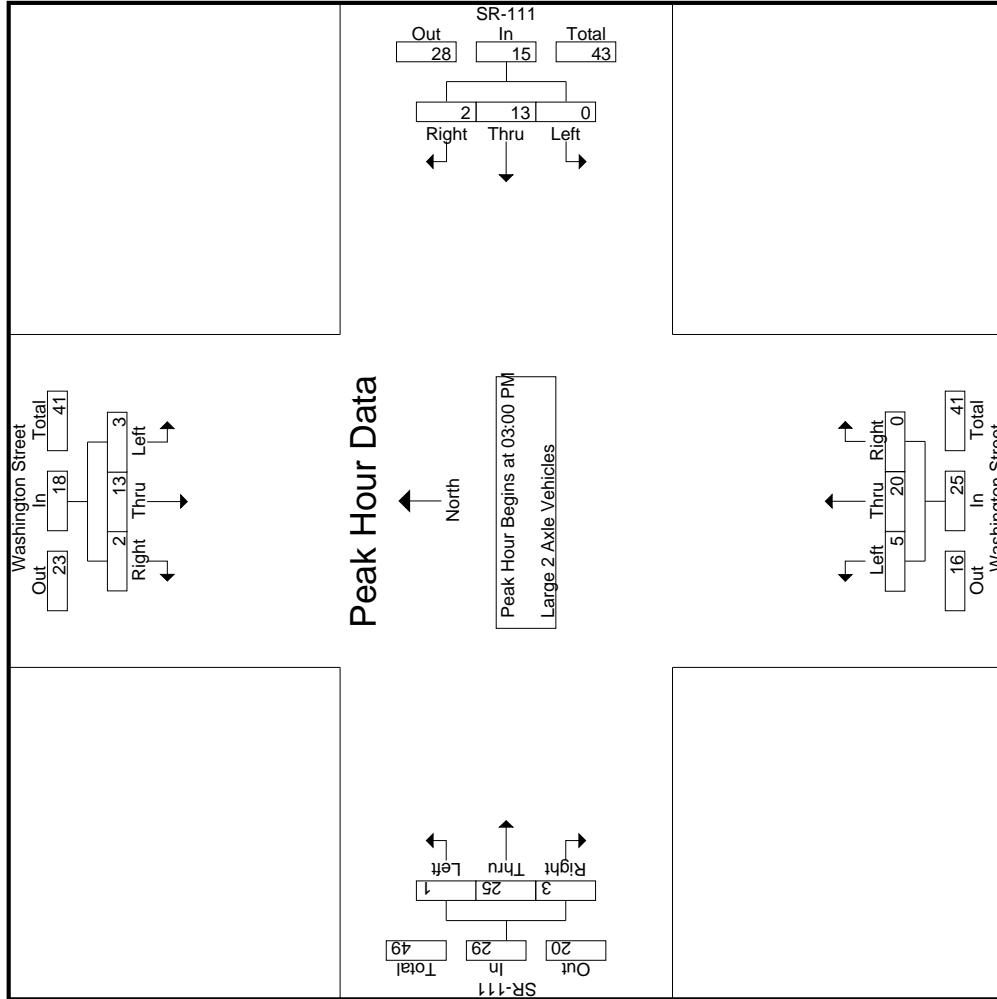
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
03:00 PM	0	3	0	0	3	1	0	4	0	0	4	2	7	0	0	7	0	9	0	0	3	3	1	4	4	21				
03:15 PM	0	4	0	0	4	4	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	1	0	8	8	17				
03:30 PM	1	1	1	1	3	2	0	1	1	1	2	1	4	0	0	4	0	5	1	1	7	7	1	9	9	19				
03:45 PM	2	5	1	1	8	4	0	4	0	0	4	2	8	0	0	8	0	10	0	0	7	7	1	8	8	30				
Total Volume	3	13	2	2	18	15	0	13	2	1	15	5	20	0	0	25	1	25	3	2	29	29	3	87	87					
% App. Total	16.7	72.2	11.1		86.7	13.3	0	86.7	13.3		13.3	20	80	0		86.2	3.4	86.2	10.3		10.3	10.3	7.5	.806	.725					
PHF	.375	.650	.500		.563	.500	.000	.813	.500		.750	.625	.625	.000		.625	.250	.781	.750		.806	.806								

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			SR-111 Westbound			Washington Street Northbound			SR-111 Eastbound			Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	03:00 PM			03:00 PM	03:00 PM			03:00 PM	03:00 PM			03:00 PM		
+0 mins.	0	3	0	3	4	1	5	2	7	0	9	3	1	4
+15 mins.	0	4	0	4	4	0	4	0	1	0	1	8	0	8
+30 mins.	1	1	1	3	1	1	2	1	4	0	5	7	1	9
+45 mins.	2	5	1	8	4	0	4	2	8	0	10	7	1	8
Total Volume	3	13	2	18	13	2	15	5	20	0	25	25	3	29
% App. Total	16.7	72.2	11.1	56.3	86.7	13.3	75.0	20	80	0	62.5	86.2	10.3	80.6
PHF	.375	.650	.500	.563	.813	.500	.750	.625	.625	.000	.625	.781	.750	.806

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed - 3 Axle Vehicles

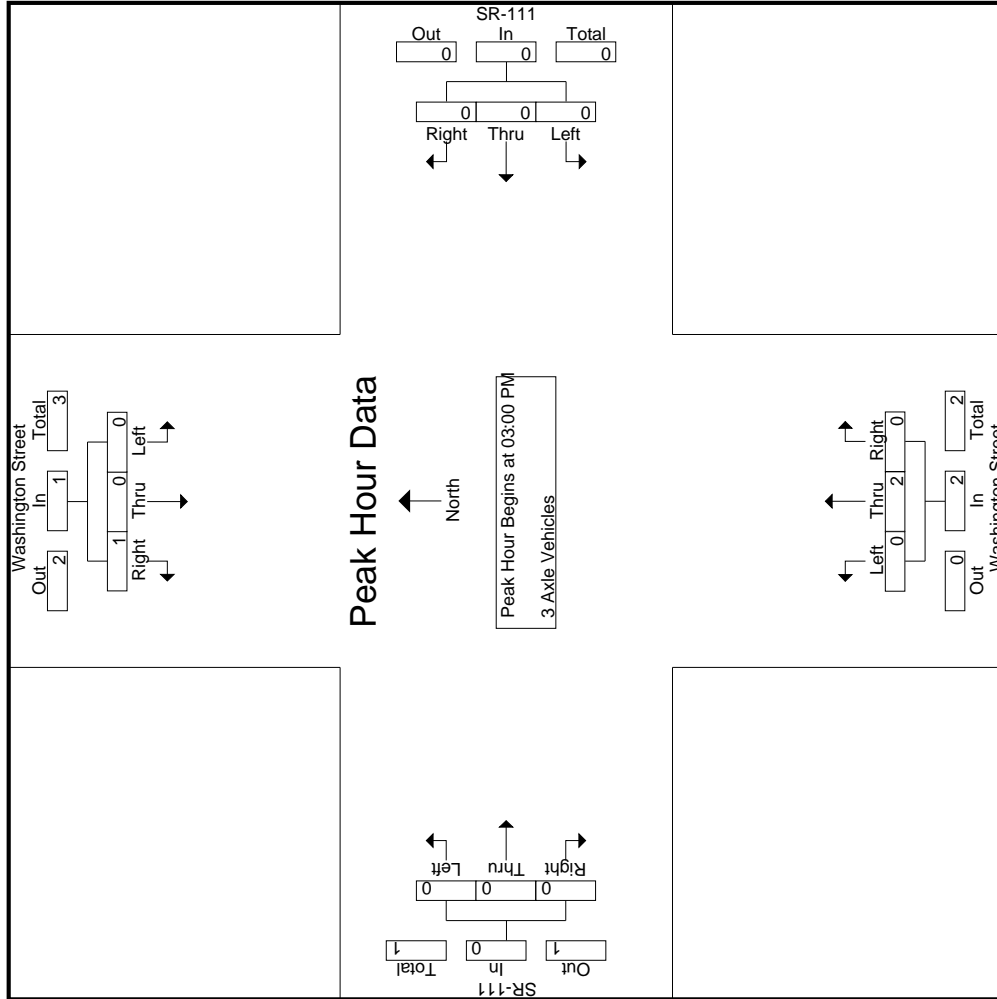
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right													
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR												
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	2	0	0	2	0	0	1	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	1	1	3	0	0	2	0	0	2	0	0	4	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	66.7	33.3				0	100	0				0	80	20		50							0	0	0										
Total %	0	20	10		30		0	20	0	20	20	20	0	40	10	50	50	0	0	0	0	0	0	0	0	0								16.7	83.3	

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right												
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total												
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	100	.250	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

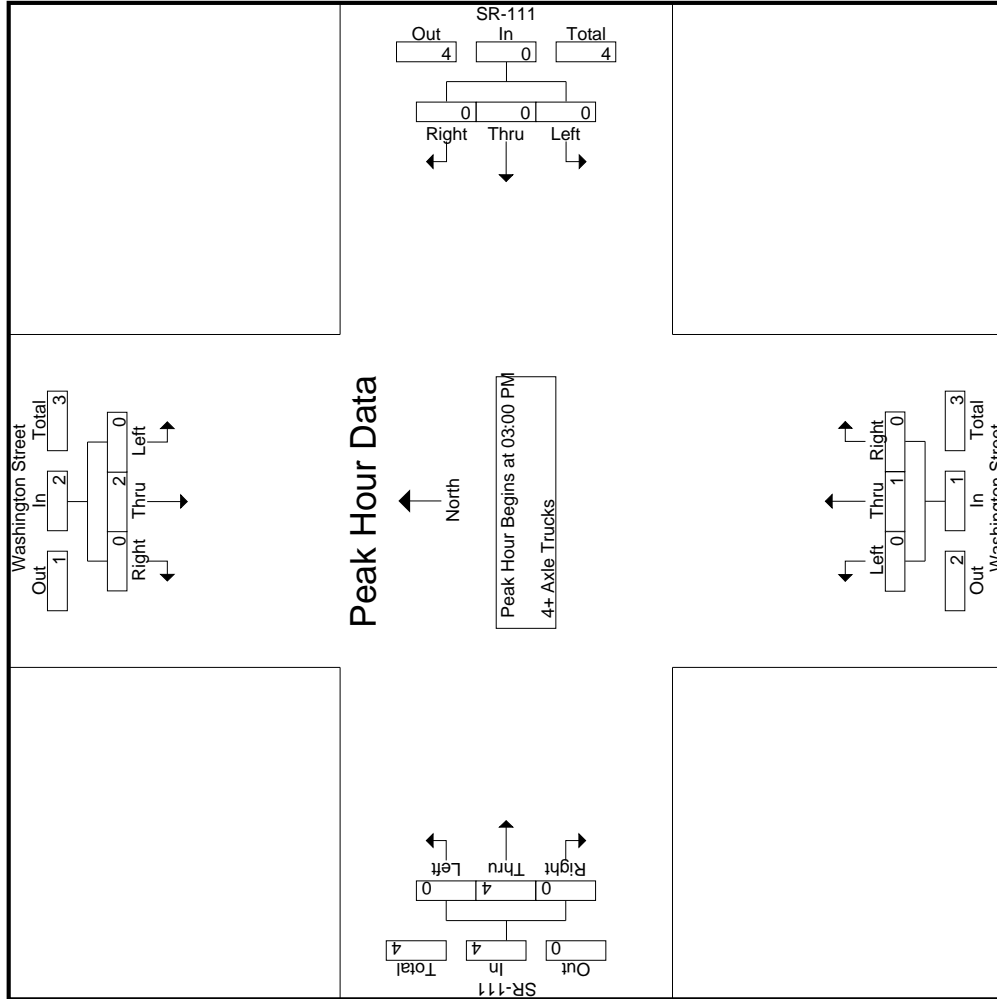
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																					
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total							
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	3	0	0	5	0	1	2	0	3	0	6	0	0	6	0	1	7	0	8	0	87.5	0	0	87.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	40	60	0	0	0	0	33.3	66.7	0	0	0	100	0	0	0	12.5	87.5	0	0	0	4.5	31.8	0	0	36.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	9.1	13.6	0	0	22.7	0	4.5	9.1	0	13.6	0	27.3	0	0	27.3	0	12.5	31.8	0	36.4	0	87.5	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound																					
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total							
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.000	.500	.000	.000	.500	.000	.000	.000	.000	.583					

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LOAWA111MD
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	1	0	0	1	0	4	0	4
% App. Total	0	100	0	50	0	0	0	0	100	0	0	250	0	100	0	250
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.500

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

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

Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	11:00 AM	128	125	20	18	273	41	33	182	78	41	293	121	168	11	9	300	34	107	52	34	193	102	1059
11:15 AM	115	131	19	4	265	5	31	155	91	5	277	120	137	9	6	266	21	125	50	11	196	26	1004	1030
11:30 AM	102	137	19	11	258	22	32	183	82	22	297	127	178	15	11	320	20	144	75	40	239	84	1114	1198
11:45 AM	106	137	16	8	259	25	48	152	97	25	297	143	146	20	15	309	37	151	53	30	241	78	1106	1184
Total	451	530	74	41	1055	93	144	672	348	93	1164	511	629	55	41	1195	112	527	230	115	869	290	4283	4573
12:00 PM	118	145	17	9	280	19	52	151	54	19	257	134	177	22	13	333	33	140	55	22	228	63	1098	1161
12:15 PM	109	149	18	12	276	28	35	173	80	28	288	120	139	24	16	283	43	166	72	39	281	95	1128	1223
12:30 PM	104	154	19	15	277	23	56	151	83	23	290	139	146	30	22	315	33	154	58	25	245	85	1127	1212
12:45 PM	120	133	10	5	263	21	47	138	95	21	280	133	117	17	12	267	37	159	64	30	260	68	1070	1138
Total	451	581	64	41	1096	91	190	613	312	91	1115	526	579	93	63	1198	146	619	249	116	1014	311	4423	4734
Grand Total	902	1111	138	82	2151	184	334	1285	660	184	2279	1037	1208	148	104	2393	258	1146	479	231	1883	601	8706	9307
Approach %	41.9	51.7	6.4				14.7	56.4	29			43.3	50.5	6.2			13.7	60.9	25.4					
Total %	10.4	12.8	1.6				3.8	14.8	7.6			11.9	13.9	1.7			3	13.2	5.5				6.5	93.5
Passenger Vehicles	896	1098	136		2211		332	1271	650		2437	1028	1198	148		2478	251	1133	471		2081	0	0	9207
% Passenger Vehicles	99.3	98.8	98.6		99		99.4	98.9	98.5		100	99.1	99.2	100		99.2	97.3	98.9	98.3		97.8	0	0	98.9
Large 2 Axle Vehicles	5	12	1		19		2	13	7		22	8	9	0		17	5	10	7		27	0	0	85
% Large 2 Axle Vehicles	0.6	1.1	0.7		0.9		0.6	1.1	1.1		0.9	0.8	0.7	0		0.7	1.9	0.9	1.5		2.2	0	0	0.9
3 Axle Vehicles	1	0	0		1		0	0	1		1	0	1	0		1	1	0	0		1	0	0	4
% 3 Axle Vehicles	0.1	0	0		0		0	0	0.2		0	0	0.1	0		0	0.4	0	0		0	0	0	0
4+ Axle Trucks	0	1	1		2		0	1	2		3	1	0	0		1	1	3	1		5	0	0	11
% 4+ Axle Trucks	0	0.1	0.7		0.1		0	0.1	0.3		0.1	0.1	0	0		0	0.4	0.3	0.2		0.2	0	0	0.1

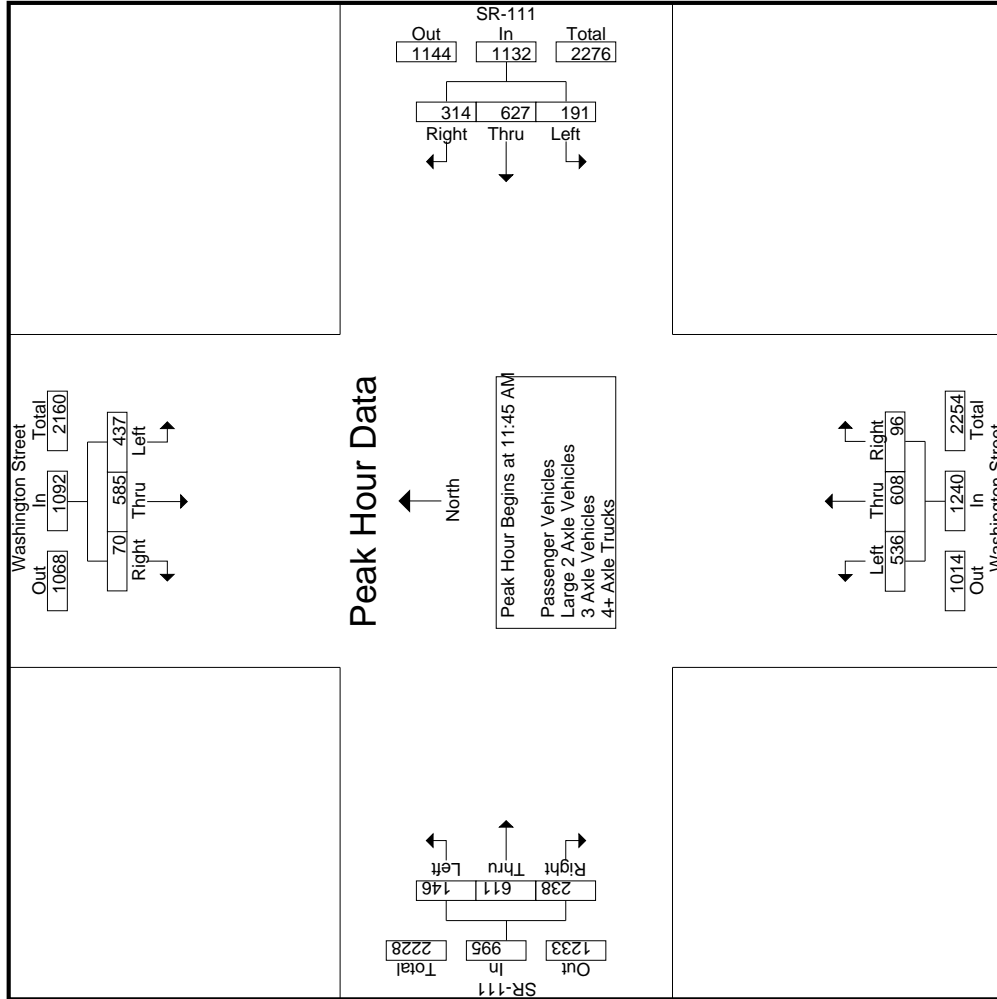
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	11:45 AM	106	137	16		259		48	152	97		297	143	146	20		309	37	151	53		241	1106	
12:00 PM	118	145	17		280		52	151	54		257	134	177	22		333	43	166	72		228	1098		
12:15 PM	109	149	18		276		35	173	80		288	120	139	24		283	43	166	72		281	1128		
12:30 PM	104	154	19		277		56	151	83		290	139	146	30		315	33	154	58		245	1127		
Total Volume	437	585	70		1092		191	627	314		1132	536	608	96		1240	146	611	238		995	4459		
% App. Total	40	53.6	6.4		6.4		16.9	55.4	27.7		27.7	43.2	49	7.7		7.7	14.7	61.4	23.9		23.9			
PHF	.926	.950	.921		.975		.853	.906	.809		.953	.937	.859	.800		.931	.849	.920	.826		.885		.988	

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	11:45 AM				11:45 AM				11:45 AM				11:45 AM			
+0 mins.	106	137	16	259	48	152	97	297	143	146	20	309	37	151	53	241
+15 mins.	118	145	17	280	52	151	54	257	134	177	22	333	33	140	55	228
+30 mins.	109	149	18	276	35	173	80	288	120	139	24	283	43	166	72	281
+45 mins.	104	154	19	277	56	151	83	290	139	146	30	315	33	154	58	245
Total Volume	437	585	70	1092	191	627	314	1132	536	608	96	1240	146	611	238	995
% App. Total	40	53.6	6.4		16.9	55.4	27.7		43.2	49	7.7		14.7	61.4	23.9	
PHF	.926	.950	.921	.975	.853	.906	.809	.953	.937	.859	.800	.931	.849	.920	.826	.885

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
																							Left	Thru
11:00 AM	127	124	20	18	271	32	181	76	41	289	120	166	11	9	297	33	104	51	33	188	101	1045	1146	
11:15 AM	115	129	19	4	263	31	153	89	5	273	118	137	9	6	264	21	124	49	10	194	25	994	1019	
11:30 AM	100	134	18	10	252	32	182	81	22	295	126	176	15	11	317	20	141	74	40	235	83	1099	1182	
11:45 AM	105	136	15	8	256	48	150	95	25	293	142	146	20	15	308	36	151	52	29	239	77	1096	1173	
Total	447	523	72	40	1042	143	666	341	93	1150	506	625	55	41	1186	110	520	226	112	856	286	4234	4520	
12:00 PM	118	144	17	9	279	52	150	54	19	256	133	177	22	13	332	31	139	54	22	224	63	1091	1154	
12:15 PM	109	148	18	12	275	34	169	79	28	282	118	137	24	16	279	42	162	70	38	274	94	1110	1204	
12:30 PM	102	151	19	15	272	56	150	83	23	289	138	143	30	22	311	33	154	58	25	245	85	1117	1202	
12:45 PM	120	132	10	5	262	47	136	93	21	276	133	116	17	12	266	35	158	63	29	256	67	1060	1127	
Total	449	575	64	41	1088	189	605	309	91	1103	522	573	93	63	1188	141	613	245	114	999	309	4378	4687	
Grand Total	896	1098	136	81	2130	332	1271	650	184	2253	1028	1198	148	104	2374	251	1133	471	226	1855	595	8612	9207	
Approach %	42.1	51.5	6.4		24.7	14.7	56.4	28.9		26.2	43.3	50.5	6.2		27.6	13.5	61.1	25.4		21.5	6.5	93.5		
Total %	10.4	12.7	1.6		7.5	3.9	14.8	7.5		7.5	11.9	13.9	1.7		1.7	2.9	13.2	5.5						

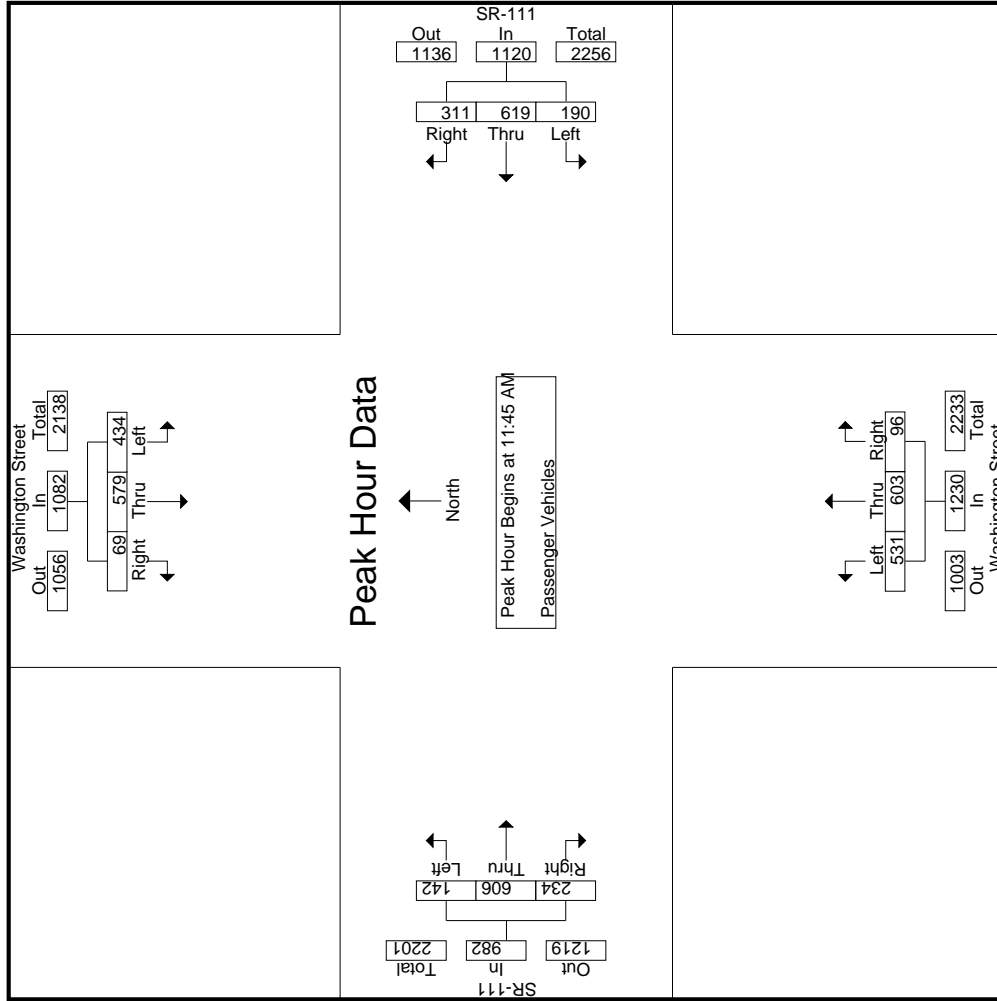
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
																							Left	Thru
11:45 AM	105	136	15		256	48	150	95		293	142	146	20		20	36	151	52		239	52	239	1096	
12:00 PM	118	144	17		279	52	150	54		256	133	177	22		22	332	139	54		224	63	1091	1154	
12:15 PM	109	148	18		275	34	169	79		282	118	137	24		16	274	94	1110		274	94	1110	1204	
12:30 PM	102	151	19		272	56	150	83		289	138	143	30		22	245	85	1117		245	85	1117	1202	
12:45 AM	120	132	10		262	47	136	93		276	133	116	17		12	256	67	1060		256	67	1060	1127	
Total	434	579	69		1082	190	619	311		1120	531	603	96		7.8	999	309	4378		999	309	4378	4687	
% App. Total	40.1	53.5	6.4		24.7	17	55.3	27.8		26.2	43.2	49	7.8		1.7	27.6	13.5	61.1	25.4	21.5	6.5	93.5		
PHF	.919	.959	.908		.970	.848	.916	.818		.956	.935	.852	.800		.852	.926	.845	.935		.896	.836	.896	.988	

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	11:45 AM				11:45 AM				11:45 AM				11:45 AM			
+0 mins.	105	136	15	256	48	150	95	293	142	146	20	308	36	151	52	239
+15 mins.	118	144	17	279	52	150	54	256	133	177	22	332	31	139	54	224
+30 mins.	109	148	18	275	34	169	79	282	118	137	24	279	42	162	70	274
+45 mins.	102	151	19	272	56	150	83	289	138	143	30	311	33	154	58	245
Total Volume	434	579	69	1082	190	619	311	1120	531	603	96	1230	142	606	234	982
% App. Total	40.1	53.5	6.4		17	55.3	27.8		43.2	49	7.8		14.5	61.7	23.8	
PHF	.919	.959	.908	.970	.848	.916	.818	.956	.935	.852	.800	.926	.845	.935	.836	.896

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	1	1	0	0	2	1	1	2	0	4	1	2	0	0	3	1	2	1	1	4	1	13	14
11:15 AM	0	2	0	0	2	0	2	1	0	3	2	0	0	0	2	0	1	1	1	2	1	9	10
11:30 AM	2	3	1	1	6	0	1	1	0	2	1	1	0	0	2	0	2	1	0	3	1	13	14
11:45 AM	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	0	1	1	1	1	6	7
Total	3	7	1	1	11	1	6	5	0	12	5	3	0	0	8	1	5	4	3	10	4	41	45
12:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	0	6	6
12:15 PM	0	1	0	0	1	1	3	1	0	5	1	2	0	0	3	1	3	2	1	6	1	15	16
12:30 PM	2	2	0	0	4	0	1	0	0	1	1	3	0	0	4	0	0	0	0	4	0	9	9
12:45 PM	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	1	1	1	1	3	1	8	9
Total	2	5	0	0	7	1	7	2	0	10	3	6	0	0	9	4	5	3	2	12	2	38	40
Grand Total	5	12	1	1	18	2	13	7	0	22	8	9	0	0	17	5	10	7	5	22	6	79	85
Approach %	27.8	66.7	5.6		9.1	59.1	31.8			27.8	47.1	52.9			21.5	22.7	45.5	31.8		27.8	7.1	92.9	
Total %	6.3	15.2	1.3		22.8	2.5	16.5	8.9		27.8	10.1	11.4			21.5	6.3	12.7	8.9		27.8	7.1	92.9	

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
																								Left
11:45 AM	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	0	0	0	1	1	1	1	6
12:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	2	1	1	0	0	1	0	0	3	6
12:15 PM	0	1	0	0	1	1	3	1	0	5	1	1	1	2	5	1	3	1	1	3	2	6	15	
12:30 PM	2	2	0	0	4	0	1	0	0	1	1	3	0	0	4	0	0	0	0	4	0	0	0	9
12:45 AM	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	1	1	1	1	3	1	8	9	
Total	2	5	0	0	7	1	7	2	0	10	3	6	0	0	9	4	5	3	2	12	2	38	40	
Grand Total	5	12	1	1	18	2	13	7	0	22	8	9	0	0	17	5	10	7	5	22	6	79	85	
Approach %	27.8	66.7	5.6		9.1	59.1	31.8			27.8	47.1	52.9			21.5	22.7	45.5	31.8		27.8	7.1	92.9		
Total %	6.3	15.2	1.3		22.8	2.5	16.5	8.9		27.8	10.1	11.4			21.5	6.3	12.7	8.9		27.8	7.1	92.9		

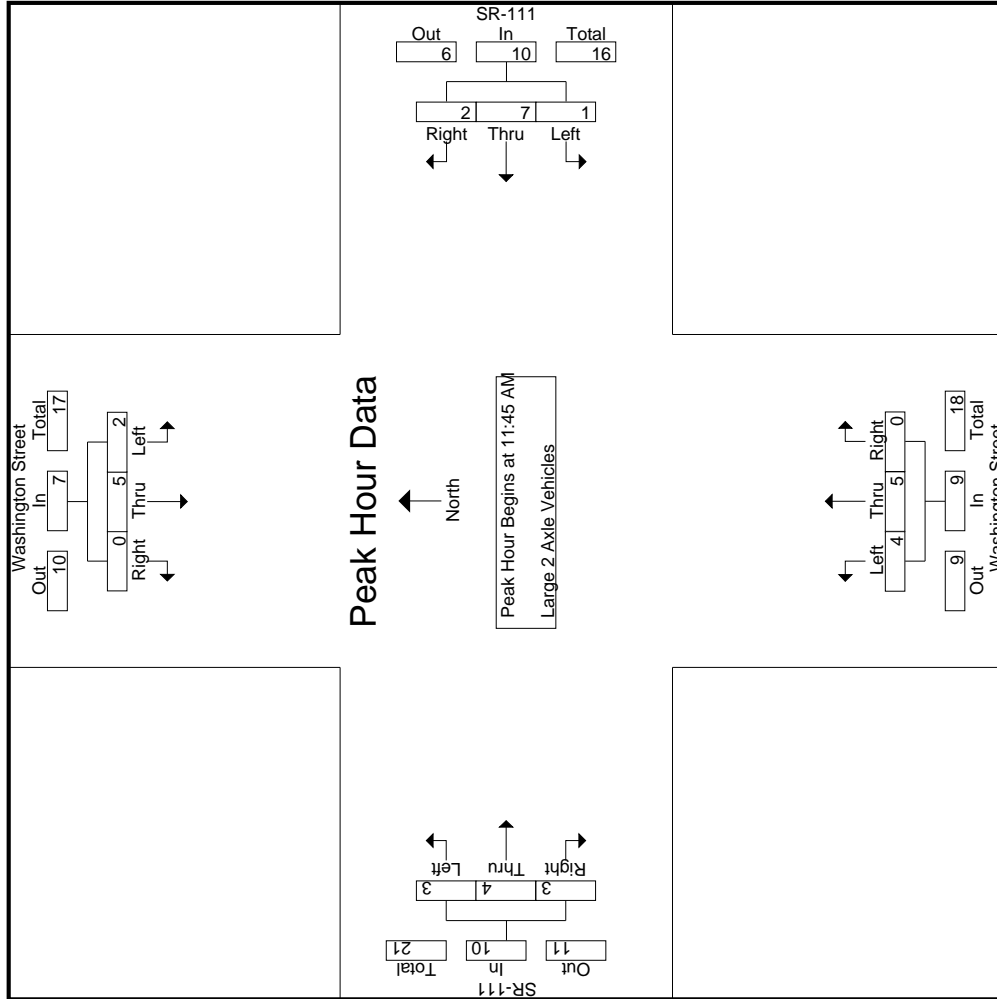
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:45 AM	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	0	0	0	1	1	1	6
12:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	2	1	1	0	0	1	0	0	3
12:15 PM	0	1	0	0	1	1	3	1	0	5	1	1	1	2	5	1	3	1	1	3	2	6	15
12:30 PM	2	2	0	0	4	0	1	0	0	1	1	3	0	0	4	0	0	0	0	4	0	0	9
Total Volume	2	5	0	0	7	1	7	2	0	10	3	6	0	0	9	4	5	3	2	12	2	38	40
% App. Total	28.6	71.4	0	0	10	70	20			44.4	55.6				30	40	30			30	30	30	36
PHF	.250	.625	.000		.438	.250	.583	.500		.500	1.00	.417	.000		.563	.375	.333	.375		.417	.375	.417	.600

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:															
	11:45 AM				11:45 AM				11:45 AM				11:45 AM			
+0 mins.	0	1	0	1	0	2	1	3	1	0	0	1	0	0	1	1
+15 mins.	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	3
+30 mins.	0	1	0	1	1	3	1	5	1	2	0	3	1	3	2	6
+45 mins.	2	2	0	4	0	1	0	1	1	3	0	4	0	0	0	0
Total Volume	2	5	0	7	1	7	2	10	4	5	0	9	3	4	3	10
% App. Total	28.6	71.4	0	0	10	70	20	0	44.4	55.6	0	0	30	40	30	0
PHF	.250	.625	.000	.438	.250	.583	.500	.500	1.000	.417	.000	.563	.375	.333	.375	.417

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
Grand Total	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	0	4
Approach %	100	0	0	0	25	0	0	100	0	25	0	100	0	0	25	100	0	0	0	25	0	0	100
Total %	25	0	0	0	25	0	0	25	0	25	0	25	0	0	25	25	0	0	0	25	0	0	100

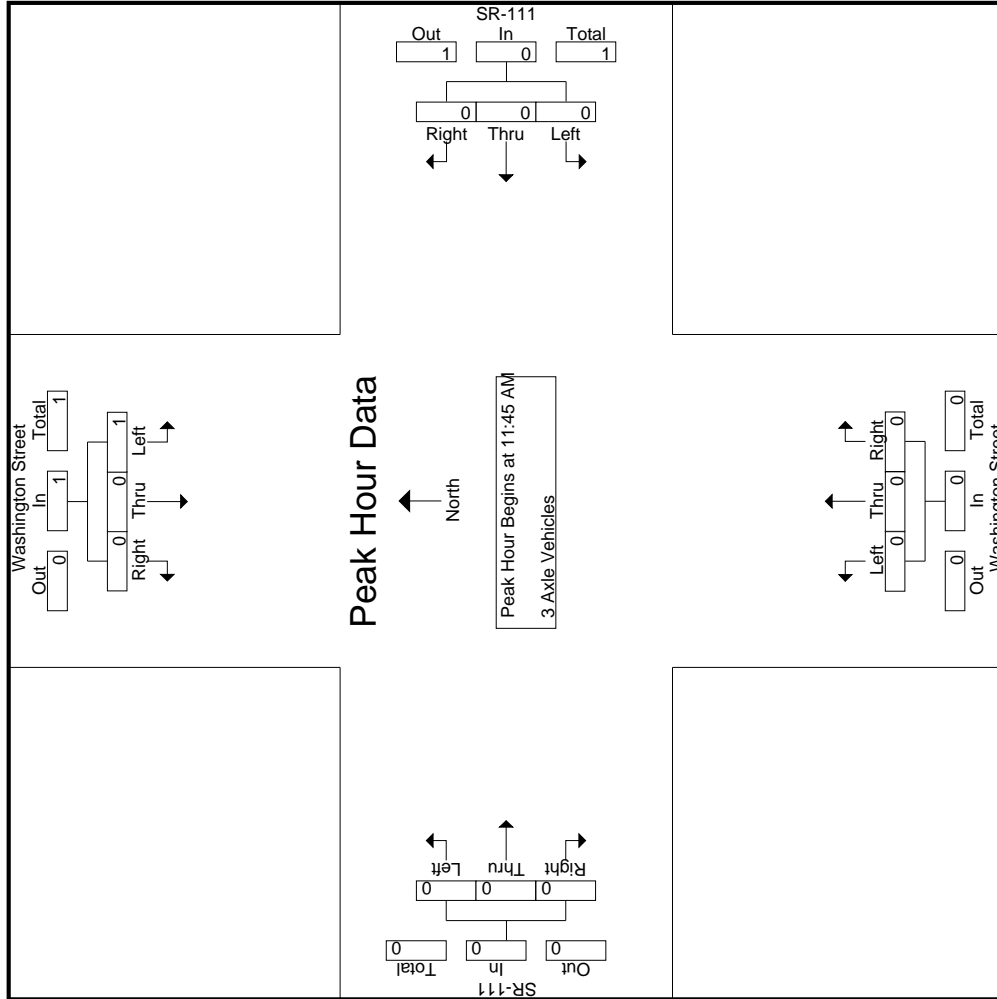
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0	.250	0	0	0	0	.000	0	0	0	0	.000	0	0	0	0	.000	0	0	.250
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	11:45 AM															
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total PHF	100	0	0	.250	0	0	0	0	0	0	0	0	0	0	0	0
	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Washington Street
 EW: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3	
Total	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	5	5	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	1	0	3	3	
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	0	1	1	0	2	0	6	6	
Grand Total	0	1	1	0	2	0	1	2	0	3	1	0	0	0	1	1	3	1	0	5	0	11	11	
Approach %	0	50	50			0	33.3	66.7			100	0	0	0	9.1	20	60	20		45.5	0	100		
Total %	0	9.1	9.1		18.2	0	9.1	18.2		27.3	9.1	0	0	0	9.1	9.1	27.3	9.1			0	100		

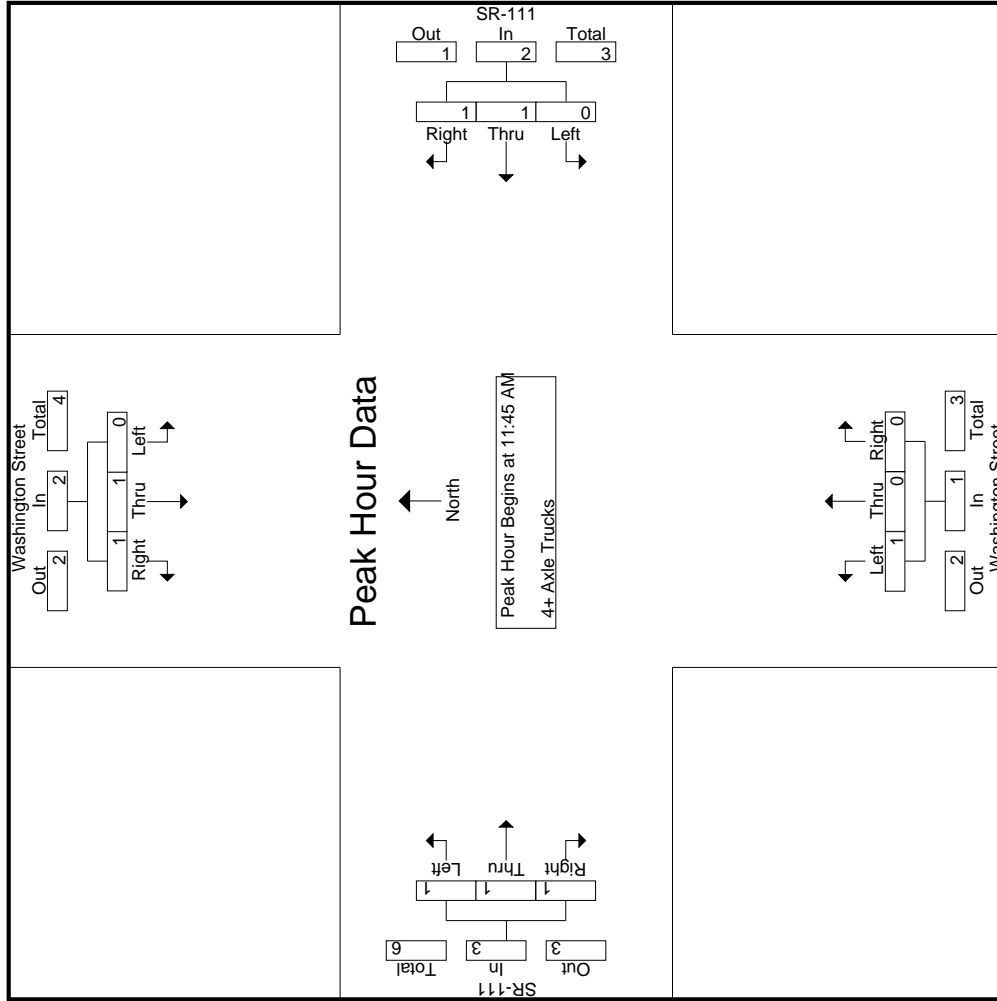
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1		2	0	0	1		2	1	0	0	0	1	1	1	1		33.3	33.3	3	8
% App. Total	0	50	50			0	50	50		50	100	0	0	0	.250	.250	.250	.250		.250	.250	.750	.667
PHF	.000	.250	.250		.500	.000	.250	.250		.500	.250	.000	.000	.000	.250	.250	.250	.250		.250	.250	.750	.667

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Washington Street
 E/W: SR-111
 Weather: Clear

File Name : LQAWA111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	1	1	2	1	0	0	1	1	1	1	1	3
% App. Total	0	50	50	.500	0	50	50	.500	100	0	0	33.3	33.3	33.3	33.3	33.3	.750
PHF	.000	.250	.250	.500	.000	.250	.250	.500	.250	.000	.000	.250	.250	.250	.250	.250	.750

Location: La Quinta
 N/S: Washington Street
 E/W: SR-111



Date: 5/7/2014
 File: LQAWA111

WEEKDAY

	North Leg Washington Street	East Leg SR-111	South Leg Washington Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	1	0	0	0	1
6:45 AM	0	0	0	0	0
7:00 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	2	0	4

	North Leg Washington Street	East Leg SR-111	South Leg Washington Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	3	0	0	0	3
2:45 PM	2	0	0	0	2
3:00 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1
3:30 PM	0	1	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	2	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	1	1	0	0	2
TOTAL VOLUMES:	9	4	0	0	13

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg SR-111	South Leg Washington Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	2	2	0	0	4
11:30 AM	1	1	2	0	4
11:45 AM	0	1	0	0	1
12:00 PM	0	1	0	0	1
12:15 PM	0	1	2	0	3
12:30 PM	0	1	1	0	2
12:45 PM	2	1	1	0	4
TOTAL VOLUMES:	5	8	6	0	19

Location: La Quinta
 N/S: Washington Street
 E/W: SR-111



Date: 5/7/2014
 File: LQAWA111

WEEKDAY

	North Leg Washington Street	East Leg SR-111	South Leg Washington Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	1	0	0	0	1
6:45 AM	0	0	0	0	0
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	2	0	0	0	2
8:00 AM	1	2	0	0	3
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	5	2	2	0	9

	North Leg Washington Street	East Leg SR-111	South Leg Washington Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	1	0	0	0	1
4:00 PM	1	0	0	0	1
4:15 PM	2	0	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	1	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	5	1	1	0	7

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg SR-111	South Leg Washington Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	2	0	1	2	5
11:15 AM	2	0	0	0	2
11:30 AM	2	0	0	1	3
11:45 AM	0	0	0	1	1
12:00 PM	1	0	1	0	2
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	7	0	2	4	13

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASIAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

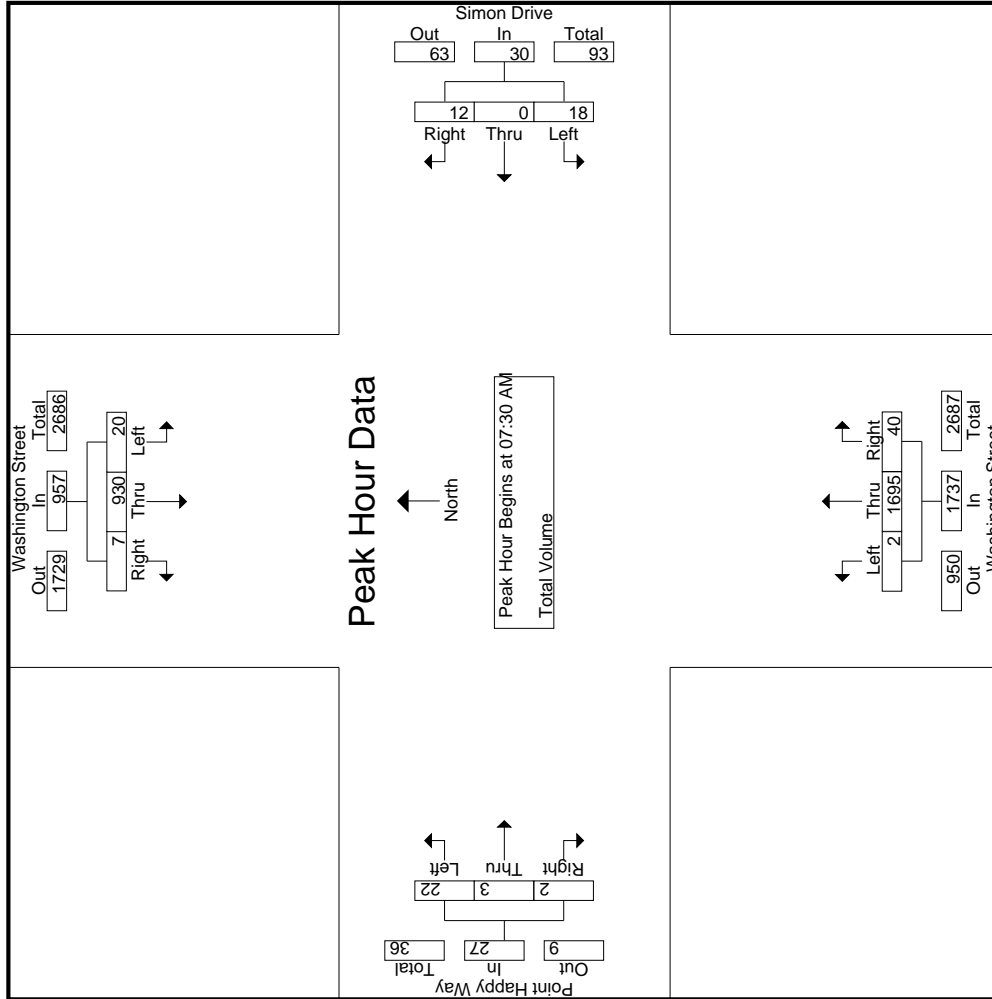
Start Time	Washington Street Southbound				Simon Drive Westbound				Washington Street Northbound				Point Happy Way Eastbound				Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				App. Total				
06:30 AM	0	95	1	0	0	0	3	3	0	269	1	0	0	1	0	0	270	1	0	0	0	3	370	373
06:45 AM	0	118	0	0	1	0	1	1	0	277	4	0	0	2	0	0	281	2	0	0	0	1	403	404
Total	0	213	1	0	1	0	4	4	0	546	5	0	0	3	0	0	551	3	0	0	0	4	773	777
07:00 AM	6	120	1	0	0	0	2	1	0	374	11	0	0	6	0	1	385	6	0	1	1	2	523	525
07:15 AM	0	159	3	0	2	0	3	2	0	429	11	0	0	2	1	0	440	2	1	0	0	2	610	612
07:30 AM	3	200	0	0	2	0	0	0	2	465	10	0	0	5	2	0	475	5	2	0	0	2	688	688
07:45 AM	2	258	1	1	7	0	2	0	1	472	7	0	0	7	0	1	480	7	0	1	1	2	758	760
Total	11	737	5	1	13	0	8	3	1	1740	39	0	0	20	3	2	1780	20	3	2	2	6	2579	2585
08:00 AM	9	257	3	1	5	0	2	2	1	367	10	0	0	9	0	1	378	9	0	1	1	4	664	668
08:15 AM	6	215	3	0	4	0	7	5	0	391	13	0	0	1	1	0	404	1	1	0	0	5	641	646
Grand Total	26	1422	12	2	23	0	21	14	2	3044	67	0	0	33	4	3	3113	33	4	3	3	19	4657	4676
Approch %	1.8	97.4	0.8		52.3	0	47.7		0.1	97.8	2.2		82.5	10	7.5		66.8					0.4	99.6	
Total %	0.6	30.5	0.3		0.5	0	0.5		0	65.4	1.4		0.7	0.1	0.1							0.4	99.6	

Start Time	Washington Street Southbound				Simon Drive Westbound				Washington Street Northbound				Point Happy Way Eastbound										
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total						
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																							
07:30 AM	3	200	0		2	0	1		0	465	10		5	2	0		475				0	7	688
07:45 AM	2	258	1		7	0	2		1	472	7		7	0	1		480				1	8	758
08:00 AM	9	257	3		5	0	2		1	367	10		9	0	1		378				1	10	664
08:15 AM	6	215	3		4	0	7		2	3044	67		33	4	3		404				0	2	641
Total Volume	20	930	7		18	0	12		30	1695	40		22	3	2		1737				3	27	2751
% App. Total	2.1	97.2	0.7		60	0	40		0.1	97.6	2.3		81.5	11.1	7.4						7.4		
PHF	.556	.901	.583		.643	.000	.429		.682	.898	.769		.611	.375	.500		.905				.675		.907

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASIAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASIAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			Simon Drive Westbound			Washington Street Northbound			Point Happy Way Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:00 AM			07:15 AM				
+0 mins.	3	200	0	2	0	1	3	0	374	11	2	1	0	3
+15 mins.	2	258	1	7	0	2	9	0	429	11	5	2	0	7
+30 mins.	9	297	3	5	0	2	7	0	465	10	7	0	1	8
+45 mins.	6	215	3	4	0	7	11	1	472	7	9	0	1	10
Total Volume	20	930	7	18	0	12	30	1	1740	39	23	3	2	28
% App. Total	2.1	97.2	0.7	60	0	40	.682	0.1	97.8	2.2	82.1	10.7	7.1	
PHF	.556	.901	.583	.643	.000	.429	.682	.250	.922	.886	.639	.375	.500	.700

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASIPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound					Simon Drive Westbound					Washington Street Northbound					Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	17	280	2	0	299	21	0	7	4	28	3	323	13	0	339	1	0	1	1	2	5	668	673
02:45 PM	16	311	6	0	333	12	1	16	11	29	2	298	11	0	311	3	0	1	1	4	12	677	689
Total	33	591	8	0	632	33	1	23	15	57	5	621	24	0	650	4	0	2	2	6	17	1345	1362
03:00 PM	25	336	4	0	365	14	0	15	12	29	2	279	11	0	292	6	0	2	2	8	14	694	708
03:15 PM	18	334	10	3	362	17	0	12	11	29	1	266	12	1	279	8	0	0	0	8	15	678	693
03:30 PM	22	339	1	0	362	15	0	14	13	29	2	329	17	3	348	6	0	1	1	7	17	746	763
03:45 PM	29	334	8	1	371	19	0	12	10	31	3	283	6	1	292	0	0	2	2	2	14	696	710
Total	94	1343	23	4	1460	65	0	53	46	118	8	1157	46	5	1211	20	0	5	5	25	60	2814	2874
04:00 PM	13	343	5	0	361	11	1	12	12	24	1	282	15	2	298	1	0	1	1	2	15	685	700
04:15 PM	28	363	3	0	394	20	1	15	11	36	0	272	12	2	284	3	0	0	0	3	13	717	730
04:30 PM	23	323	7	1	353	19	0	8	5	27	5	300	17	2	322	3	1	2	2	6	10	708	718
04:45 PM	13	379	6	0	398	11	0	13	11	24	1	262	11	0	274	5	1	3	2	9	13	705	718
Total	77	1408	21	1	1506	61	2	48	39	111	7	1116	55	6	1178	12	2	6	5	20	51	2815	2866
05:00 PM	26	392	10	5	428	18	2	13	9	33	3	308	12	3	323	3	0	1	0	4	17	788	805
05:15 PM	27	405	1	0	433	20	0	11	9	31	1	292	12	2	305	0	0	0	0	0	11	769	780
Grand Total	257	4139	63	10	4459	197	5	148	118	350	24	3494	149	16	3667	39	2	14	12	55	156	8531	8687
Approch %	5.8	92.8	1.4		56.3	1.4	42.3			4.1	0.7	95.3	4.1		43	70.9	3.6	25.5		0.6	1.8	98.2	
Total %	3	48.5	0.7		52.3	2.3	0.1	1.7		4.1	0.3	41	1.7		43	0.5	0	0.2		0.6			

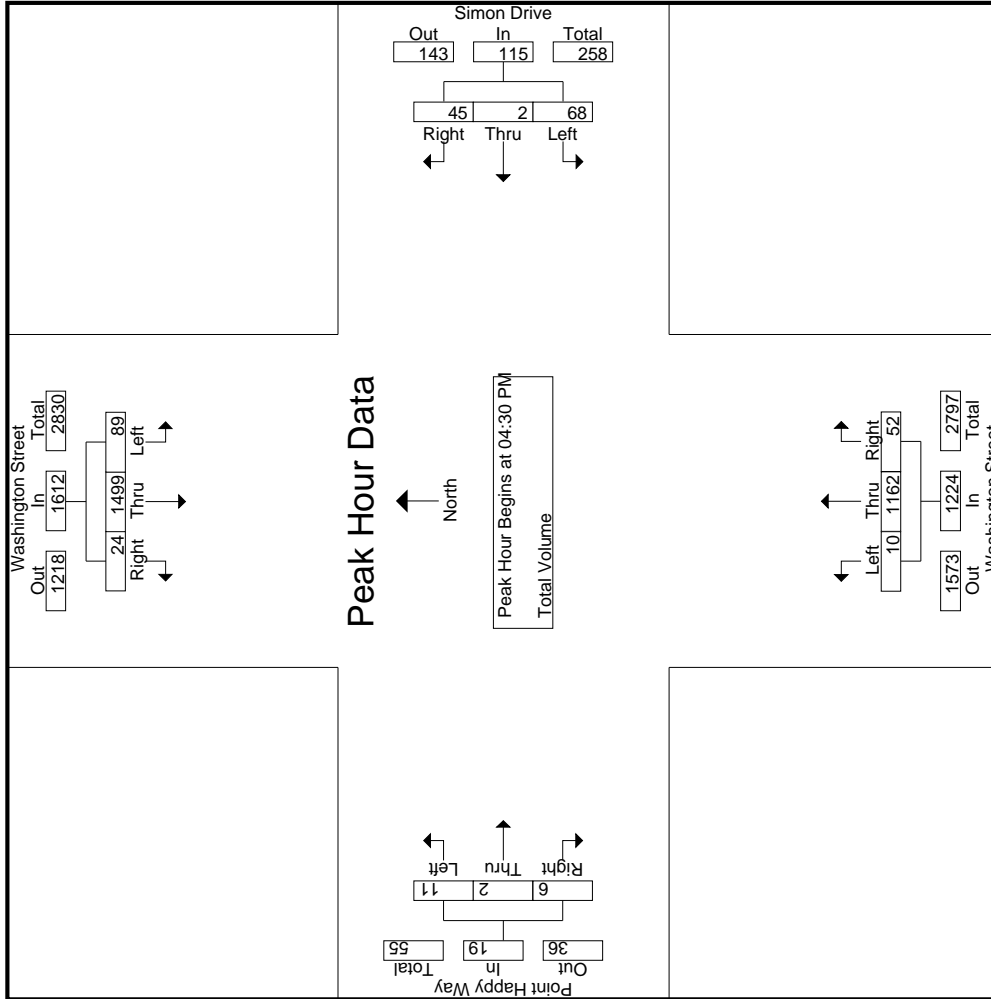
Start Time	Washington Street Southbound					Simon Drive Westbound					Washington Street Northbound					Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	23	323	7		353	19	0	8		27	5	300	17		322	3	1	2		6			708
04:45 PM	13	379	6		398	11	0	13		24	1	262	11		274	5	1	3		9			705
05:00 PM	26	392	10		428	18	2	13		33	3	308	12		323	3	0	1		4			788
05:15 PM	27	405	1		433	20	0	11		31	1	292	12		305	0	0	0		0			769
Total Volume	89	1499	24		1612	68	2	45		115	10	1162	52		1224	11	2	6		19			2970
% App. Total	5.5	93	1.5		56.3	1.4	42.3			4.1	0.8	94.9	4.2		43	57.9	10.5	31.6		0.6			
PHF	.824	.925	.600		.931	.850	.250	.865		.871	.500	.943	.765		.947	.550	.500	.500		.528			.942

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASIPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

File Name : LQAWASIPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

Start Time	Washington Street Southbound			Simon Drive Westbound			Washington Street Northbound			Point Happy Way Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			03:30 PM			02:45 PM			02:45 PM					
+0 mins.	23	323	7	15	0	14	29	2	298	11	311	3	0	1	4
+15 mins.	13	379	6	19	0	12	31	2	279	11	292	6	0	2	8
+30 mins.	26	392	10	11	1	12	24	1	266	12	279	8	0	0	8
+45 mins.	27	405	1	20	1	15	36	2	329	17	348	6	0	1	7
Total Volume	89	1499	24	65	2	53	120	7	1172	51	1230	23	0	4	27
% App. Total	5.5	93	1.5	54.2	1.7	44.2	0.6	95.3	4.1	85.2	0	14.8	0	0	0
PHF	.824	.925	.600	.813	.500	.883	.833	.875	.891	.750	.884	.719	.000	.500	.844

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASISAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Total Volume

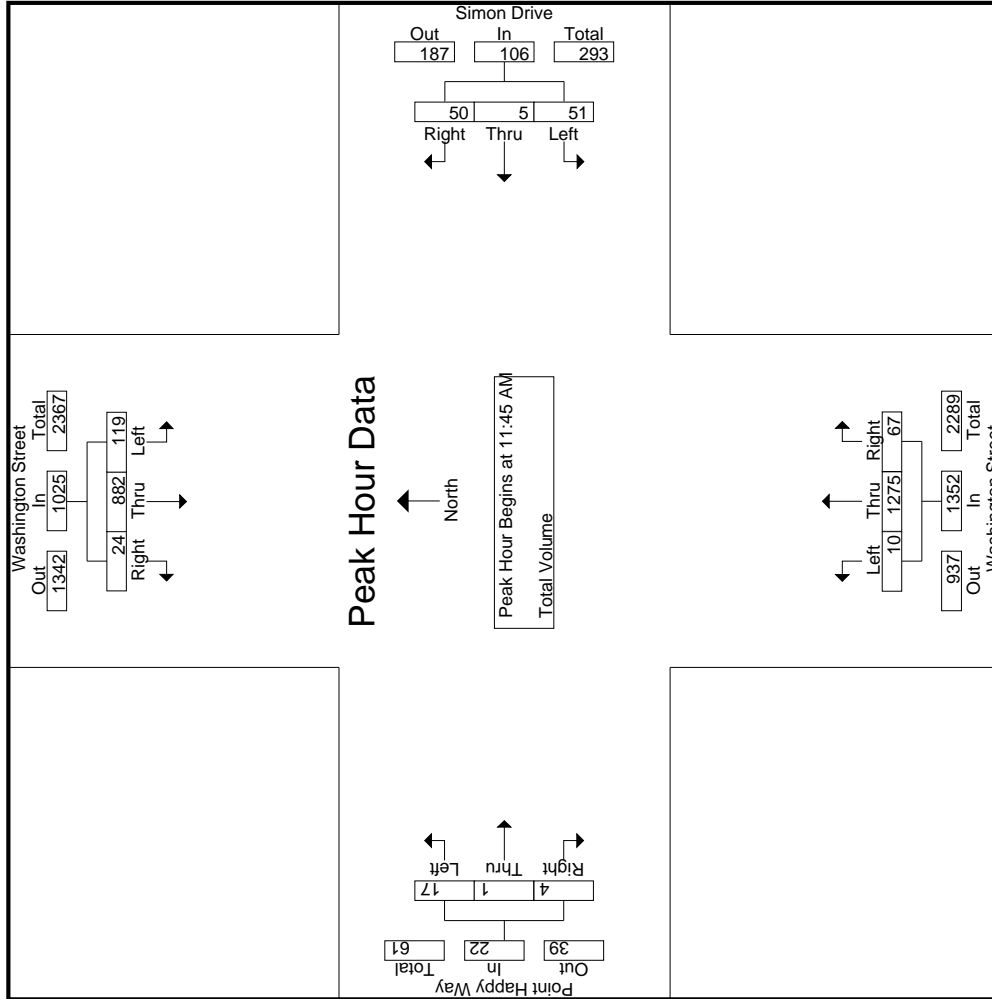
Start Time	Washington Street Southbound					Simon Drive Westbound					Washington Street Northbound					Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	15	180	4	1	199	13	2	12	5	27	3	285	13	1	301	3	1	0	0	4	7	531	538
11:15 AM	20	222	3	0	245	11	0	19	6	30	1	262	13	0	276	7	2	0	0	9	6	560	566
11:30 AM	28	205	7	3	240	15	1	13	7	29	5	311	16	0	332	2	0	0	0	2	10	603	613
11:45 AM	26	216	6	0	248	12	1	9	5	22	1	328	11	0	340	5	0	1	1	6	6	616	622
Total	89	823	20	4	932	51	4	53	23	108	10	1186	53	1	1249	17	3	1	1	21	29	2310	2339
12:00 PM	21	220	11	0	252	17	3	15	1	35	3	345	19	1	367	2	0	1	0	3	2	657	659
12:15 PM	37	218	3	0	258	10	1	12	8	23	3	303	18	0	324	4	0	1	1	5	9	610	619
12:30 PM	35	228	4	0	267	12	0	14	8	26	3	299	19	2	321	6	1	1	0	8	10	622	632
12:45 PM	24	246	3	0	273	18	0	16	6	34	3	253	9	0	265	4	0	2	0	6	6	578	584
Total	117	912	21	0	1050	57	4	57	23	118	12	1200	65	3	1277	16	1	5	1	22	27	2467	2494
Grand Total	206	1735	41	4	1982	108	8	110	46	226	22	2386	118	4	2526	33	4	6	2	43	56	4777	4833
Approch %	10.4	87.5	2.1		47.8	3.5	48.7			4.7	0.9	94.5	4.7		52.9	76.7	9.3	14		0.9	1.2	98.8	
Total %	4.3	36.3	0.9		41.5	2.3	2.3			4.7	0.5	49.9	2.5			0.7	0.1	0.1		0.9	1.2	98.8	

Start Time	Washington Street Southbound					Simon Drive Westbound					Washington Street Northbound					Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:45 AM	26	216	6		248	12	1	9		22	1	328	11		340	5	0	1		6		616	
12:00 PM	21	220	11		252	17	3	15		35	3	345	19		367	2	0	1		3		657	
12:15 PM	37	218	3		258	10	1	12		23	3	303	18		324	4	0	1		5		610	
12:30 PM	35	228	4		267	12	0	14		26	3	299	19		321	6	1	1		8		622	
Total Volume	119	882	24		1025	51	5	50		106	10	1275	67		1352	17	1	4		22		2505	
% App. Total	11.6	86	2.3		47.2	48.1	4.7	47.2		4.7	0.7	94.3	5		18.2	77.3	4.5	18.2					
PHF	.804	.967	.545		.960	.750	.417	.833		.757	.833	.924	.882		.921	.708	.250	1.00		.688		.953	

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASISAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Simon Drive / Point Happy Way
 Weather: Clear

File Name : LQAWASISAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound			Simon Drive Westbound			Washington Street Northbound			Point Happy Way Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			12:00 PM			11:30 AM			11:45 AM				
+0 mins.	21	220	11	17	3	15	5	311	16	5	0	1	332	6
+15 mins.	37	218	3	10	1	12	1	328	11	2	0	1	340	3
+30 mins.	35	228	4	12	0	14	3	345	19	4	0	1	367	5
+45 mins.	24	246	3	18	0	16	3	303	18	6	1	1	324	8
Total Volume	117	912	21	57	4	57	12	1287	64	17	1	4	1363	22
% App. Total	11.1	86.9	2	48.3	3.4	48.3	0.9	94.4	4.7	77.3	4.5	18.2	.928	.688
PHF	.791	.927	.477	.792	.333	.891	.600	.933	.842	.708	.250	1.000		

Location: La Quinta
 N/S: Washington Street
 E/W: Point Happy Way / Simon Drive



Date: 5/7/2014
 File : LQAWAWP

WEEKDAY

	North Leg Washington Street	East Leg Simon Drive	South Leg Washington Street	West Leg Point Happy Way	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	1	2
TOTAL VOLUMES:	1	1	0	1	3

	North Leg Washington Street	East Leg Simon Drive	South Leg Washington Street	West Leg Point Happy Way	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	1	0	0	0	1
3:00 PM	0	0	0	0	0
3:15 PM	1	1	1	1	4
3:30 PM	0	0	1	1	2
3:45 PM	0	1	0	0	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	2	2	3	2	9

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Simon Drive	South Leg Washington Street	West Leg Point Happy Way	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta
 N/S: Washington Street
 E/W: Point Happy Way / Simon Drive



Date: 5/7/2014
 File : LQAWAWP

WEEKDAY

	North Leg Washington Street	East Leg Simon Drive	South Leg Washington Street	West Leg Point Happy Way	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	1	0	1
6:45 AM	0	0	1	0	1
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	1	0	1	0	2
8:00 AM	2	0	0	0	2
8:15 AM	0	1	0	0	1
TOTAL VOLUMES:	5	1	4	0	10

	North Leg Washington Street	East Leg Simon Drive	South Leg Washington Street	West Leg Point Happy Way	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	1	0	0	0	1
2:45 PM	0	0	0	0	0
3:00 PM	1	0	1	0	2
3:15 PM	0	1	0	0	1
3:30 PM	1	1	0	0	2
3:45 PM	0	0	0	0	0
4:00 PM	1	0	1	0	2
4:15 PM	1	0	1	0	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	1	0	2
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
TOTAL VOLUMES:	7	2	4	0	13

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Simon Drive	South Leg Washington Street	West Leg Point Happy Way	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

City of La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza
 Weather: Clear

File Name : LQAWAWPAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	99	99	0	0	0	265	0	265	364
06:45 AM	1	122	123	0	0	0	287	0	287	410
Total	1	221	222	0	0	0	552	0	552	774
07:00 AM	0	124	124	0	0	0	384	0	384	508
07:15 AM	3	155	158	0	0	0	460	0	460	618
07:30 AM	0	210	210	0	0	0	488	1	489	699
07:45 AM	0	275	275	0	0	0	474	0	474	749
Total	3	764	767	0	0	0	1806	1	1807	2574
08:00 AM	2	255	257	0	1	1	356	1	357	615
08:15 AM	2	230	232	0	0	0	395	1	396	628
Grand Total	8	1470	1478	0	1	1	3109	3	3112	4591
Apprch %	0.5	99.5		0	100		99.9	0.1		
Total %	0.2	32	32.2	0	0	0	67.7	0.1	67.8	

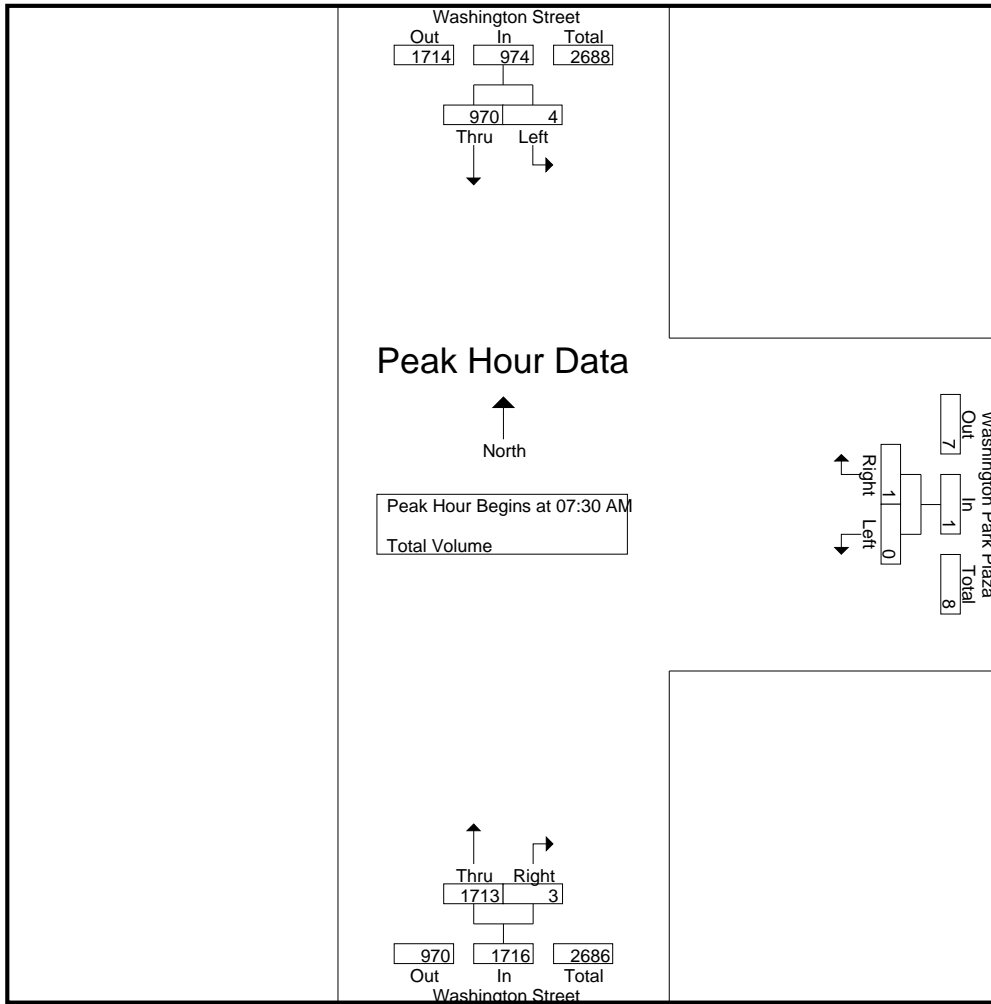
Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	210	210	0	0	0	488	1	489	699
07:45 AM	0	275	275	0	0	0	474	0	474	749
08:00 AM	2	255	257	0	1	1	356	1	357	615
08:15 AM	2	230	232	0	0	0	395	1	396	628
Total Volume	4	970	974	0	1	1	1713	3	1716	2691
% App. Total	0.4	99.6		0	100		99.8	0.2		
PHF	.500	.882	.885	.000	.250	.250	.878	.750	.877	.898

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza
 Weather: Clear

File Name : LQAWAWPAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	0	210	210	0	0	0	384	0	384
+15 mins.	0	275	275	0	0	0	460	0	460
+30 mins.	2	255	257	0	0	0	488	1	489
+45 mins.	2	230	232	0	1	1	474	0	474
Total Volume	4	970	974	0	1	1	1806	1	1807
% App. Total	0.4	99.6		0	100		99.9	0.1	
PHF	.500	.882	.885	.000	.250	.250	.925	.250	.924

City of La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza
 Weather: Clear

File Name : LQAWAWPPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

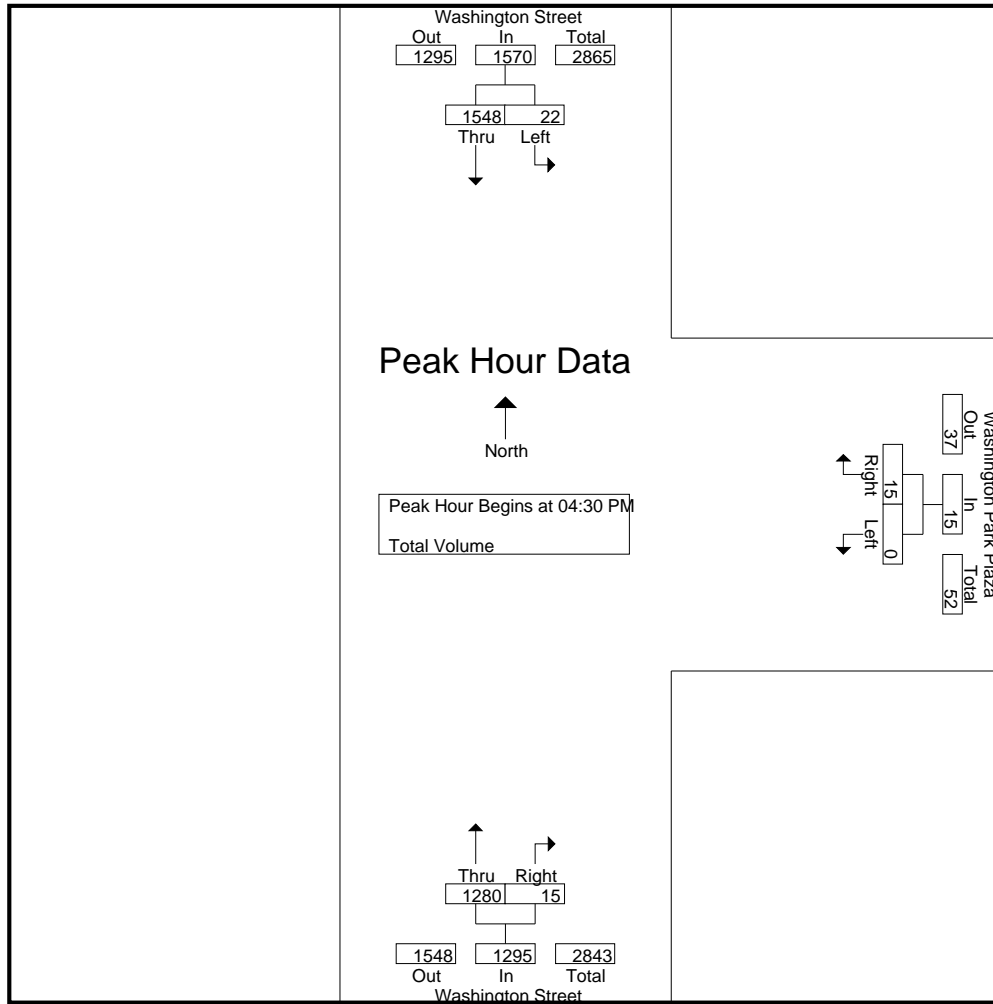
Groups Printed- Total Volume

Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:30 PM	6	286	292	0	1	1	344	4	348	641
02:45 PM	4	330	334	0	4	4	342	5	347	685
Total	10	616	626	0	5	5	686	9	695	1326
03:00 PM	6	350	356	0	2	2	288	6	294	652
03:15 PM	8	346	354	0	3	3	302	2	304	661
03:30 PM	3	346	349	0	3	3	364	6	370	722
03:45 PM	5	369	374	0	5	5	330	8	338	717
Total	22	1411	1433	0	13	13	1284	22	1306	2752
04:00 PM	7	349	356	0	3	3	313	2	315	674
04:15 PM	5	391	396	0	3	3	302	2	304	703
04:30 PM	4	349	353	0	4	4	351	3	354	711
04:45 PM	4	381	385	0	4	4	287	2	289	678
Total	20	1470	1490	0	14	14	1253	9	1262	2766
05:00 PM	8	402	410	0	1	1	316	7	323	734
05:15 PM	6	416	422	0	6	6	326	3	329	757
Grand Total	66	4315	4381	0	39	39	3865	50	3915	8335
Apprch %	1.5	98.5		0	100		98.7	1.3		
Total %	0.8	51.8	52.6	0	0.5	0.5	46.4	0.6	47	

Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	4	349	353	0	4	4	351	3	354	711
04:45 PM	4	381	385	0	4	4	287	2	289	678
05:00 PM	8	402	410	0	1	1	316	7	323	734
05:15 PM	6	416	422	0	6	6	326	3	329	757
Total Volume	22	1548	1570	0	15	15	1280	15	1295	2880
% App. Total	1.4	98.6		0	100		98.8	1.2		
PHF	.688	.930	.930	.000	.625	.625	.912	.536	.915	.951

City of La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza
 Weather: Clear

File Name : LQAWAWPPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			03:45 PM			03:15 PM		
+0 mins.	4	349	353	0	5	5	302	2	304
+15 mins.	4	381	385	0	3	3	364	6	370
+30 mins.	8	402	410	0	3	3	330	8	338
+45 mins.	6	416	422	0	4	4	313	2	315
Total Volume	22	1548	1570	0	15	15	1309	18	1327
% App. Total	1.4	98.6		0	100		98.6	1.4	
PHF	.688	.930	.930	.000	.750	.750	.899	.563	.897

City of La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza
 Weather: Clear

File Name : LQAWAWPSAT
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	3	210	213	0	3	3	303	5	308	524
11:15 AM	4	237	241	0	4	4	286	2	288	533
11:30 AM	10	232	242	0	4	4	305	3	308	554
11:45 AM	2	219	221	0	2	2	342	4	346	569
Total	19	898	917	0	13	13	1236	14	1250	2180
12:00 PM	8	221	229	0	3	3	327	6	333	565
12:15 PM	3	284	287	0	4	4	289	6	295	586
12:30 PM	10	242	252	0	4	4	296	11	307	563
12:45 PM	7	253	260	0	5	5	329	10	339	604
Total	28	1000	1028	0	16	16	1241	33	1274	2318
Grand Total	47	1898	1945	0	29	29	2477	47	2524	4498
Apprch %	2.4	97.6		0	100		98.1	1.9		
Total %	1	42.2	43.2	0	0.6	0.6	55.1	1	56.1	

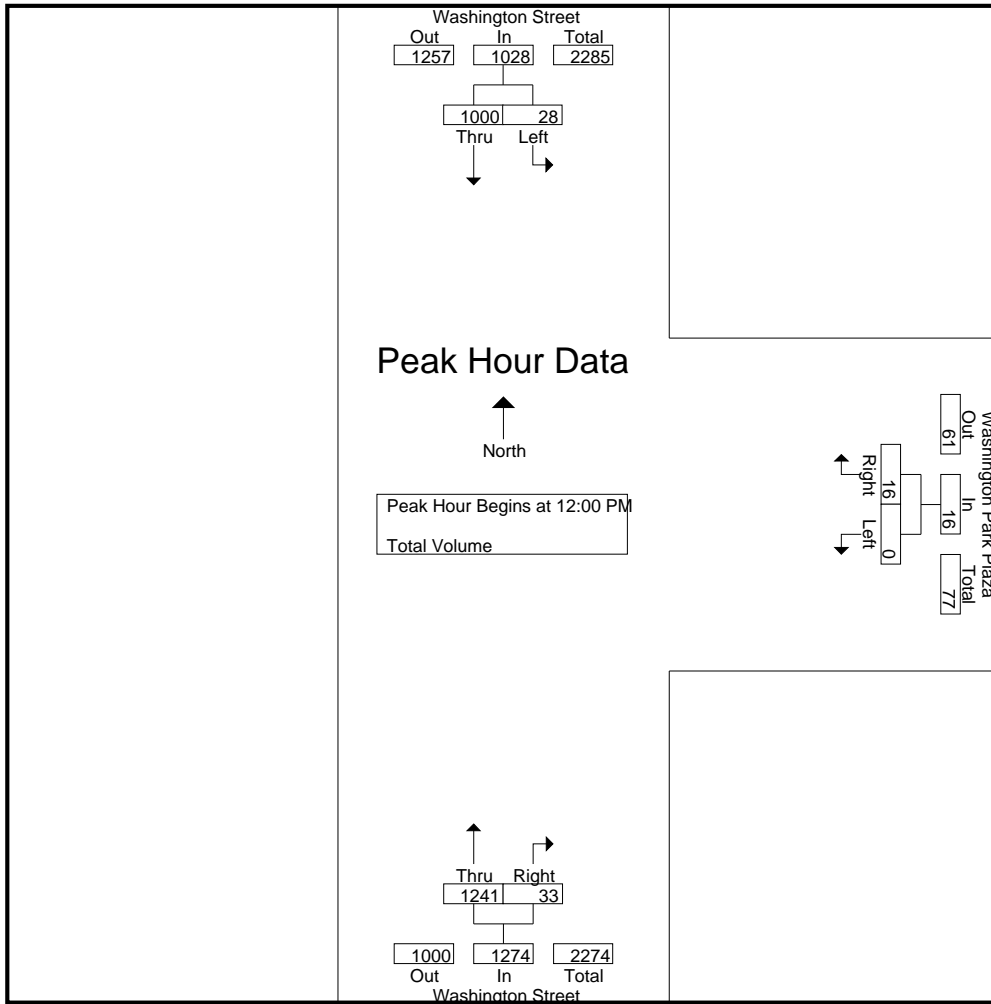
Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM	8	221	229	0	3	3	327	6	333	565
12:15 PM	3	284	287	0	4	4	289	6	295	586
12:30 PM	10	242	252	0	4	4	296	11	307	563
12:45 PM	7	253	260	0	5	5	329	10	339	604
Total Volume	28	1000	1028	0	16	16	1241	33	1274	2318
% App. Total	2.7	97.3		0	100		97.4	2.6		
PHF	.700	.880	.895	.000	.800	.800	.943	.750	.940	.959

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

City of La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza
 Weather: Clear

File Name : LQAWAWPSAT
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

	12:00 PM			12:00 PM			11:30 AM		
+0 mins.	8	221	229	0	3	3	305	3	308
+15 mins.	3	284	287	0	4	4	342	4	346
+30 mins.	10	242	252	0	4	4	327	6	333
+45 mins.	7	253	260	0	5	5	289	6	295
Total Volume	28	1000	1028	0	16	16	1263	19	1282
% App. Total	2.7	97.3		0	100		98.5	1.5	
PHF	.700	.880	.895	.000	.800	.800	.923	.792	.926

Location: La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza



Date: 5/7/2014
 File : LQAWAWP

WEEKDAY

	North Leg Washington Street	East Leg Washington Park Plaza	South Leg Washington Street	West Leg Washington Park Plaza	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	1	0	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Washington Street	East Leg Washington Park Plaza	South Leg Washington Street	West Leg Washington Park Plaza	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	1	0	0	0	1
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Washington Park Plaza	South Leg Washington Street	West Leg Washington Park Plaza	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta
 N/S: Washington Street
 E/W: Washington Park Plaza



Date: 5/7/2014
 File: LQAWAWP

WEEKDAY

	North Leg Washington Street	East Leg Washington Park Plaza	South Leg Washington Street	West Leg Washington Park Plaza	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	5	5

	North Leg Washington Street	East Leg Washington Park Plaza	South Leg Washington Street	West Leg Washington Park Plaza	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	2	0	2
3:45 PM	0	0	0	0	0
4:00 PM	0	0	2	0	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	5	0	5

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Washington Park Plaza	South Leg Washington Street	West Leg Washington Park Plaza	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	1	1
12:00 PM	0	0	0	1	1
12:15 PM	0	0	0	2	2
12:30 PM	0	7	0	0	7
12:45 PM	0	2	0	0	2
TOTAL VOLUMES:	0	9	0	4	13

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

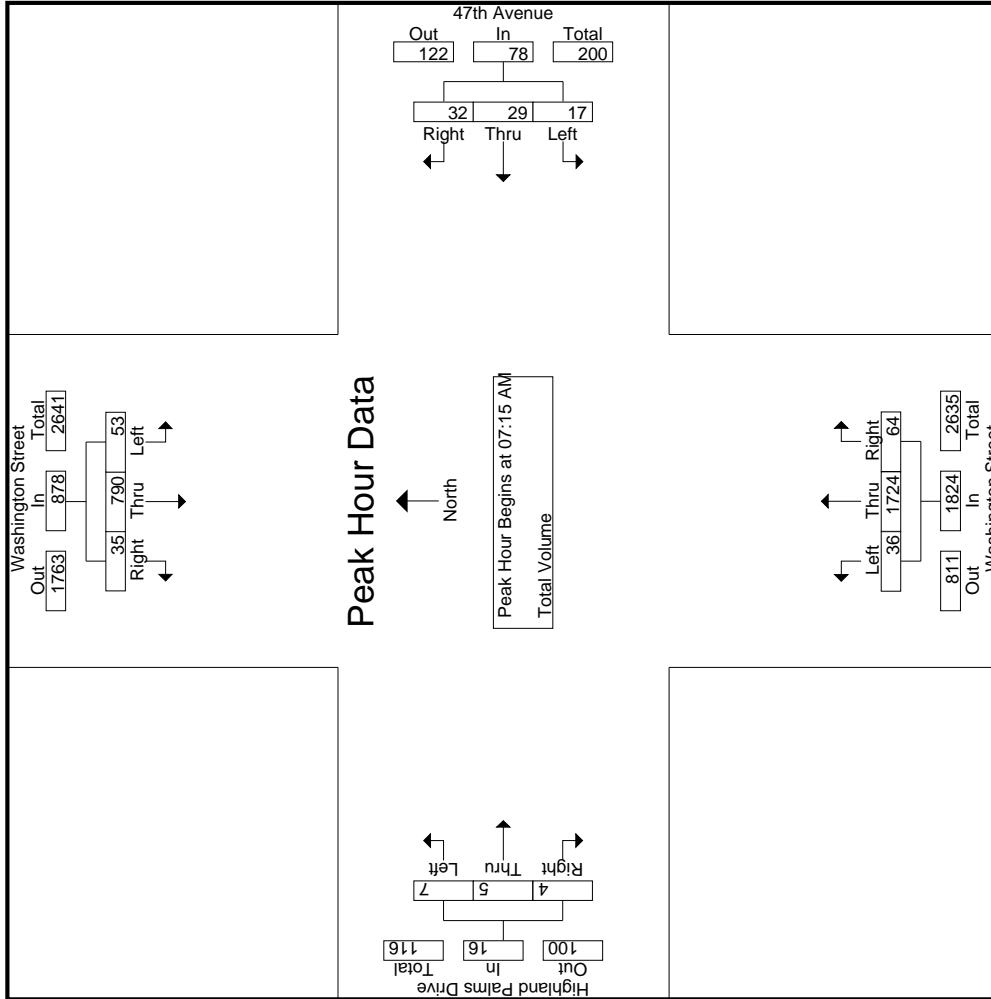
Start Time	Washington Street Southbound					47th Avenue Westbound					Washington Street Northbound					Highland Palms Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	4	89	0	0	93	1	1	1	1	3	1	256	7	0	264	0	0	0	0	0	1	360	361
06:45 AM	3	133	0	0	136	2	0	3	3	5	3	286	6	1	295	1	0	1	1	2	5	438	443
Total	7	222	0	0	229	3	1	4	4	8	4	542	13	1	559	1	0	1	1	2	6	798	804
07:00 AM	5	94	5	0	104	2	5	8	8	15	6	359	6	0	371	3	1	1	0	5	8	495	503
07:15 AM	5	159	2	0	166	4	3	5	3	12	5	463	30	1	498	4	1	1	1	6	5	682	687
07:30 AM	8	176	10	1	194	3	8	11	9	22	7	476	17	1	500	2	1	0	0	3	11	719	730
07:45 AM	15	261	18	1	294	3	13	9	5	25	16	463	10	0	489	1	0	3	3	4	9	812	821
Total	33	690	35	2	758	12	29	33	25	74	34	1761	63	2	1858	10	3	5	4	18	33	2708	2741
08:00 AM	25	194	5	1	224	7	5	7	6	19	8	322	7	0	337	0	3	0	0	3	7	583	590
08:15 AM	16	199	4	1	219	1	2	10	9	13	0	403	12	1	415	0	0	0	0	0	11	647	658
Grand Total	81	1305	44	4	1430	23	37	54	44	114	46	3028	95	4	3169	11	6	6	5	23	57	4736	4793
Approch %	5.7	91.3	3.1		30.2	20.2	32.5	47.4		2.4	1.5	95.6	3		66.9	47.8	26.1	26.1		0.5	1.2	98.8	
Total %	1.7	27.6	0.9		30.2	0.5	0.8	1.1		2.4	1	63.9	2		66.9	0.2	0.1	0.1		0.5	1.2	98.8	

Start Time	Washington Street Southbound					47th Avenue Westbound					Washington Street Northbound					Highland Palms Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM to 08:15 AM - Peak 1 of 1	5	159	2		166	4	3	5		12	5	463	30		30	4	1	1		498	1	6	682
Peak Hour for Entire Intersection Begins at 07:15 AM	8	176	10		194	3	8	11		22	7	476	17		17	2	1	0		500	1	3	719
07:15 AM	15	261	18		294	3	13	9		25	16	463	10		10	1	0	3		489	0	4	812
07:30 AM	25	194	5		224	7	5	7		19	8	322	7		7	0	3	0		337	0	3	583
07:45 AM	53	790	35		878	17	29	32		78	36	1724	64		64	7	5	4		1824	5	16	2796
08:00 AM	6	90	4		94	2	37.2	41		41	2	94.5	3.5		3.5	43.8	31.2	25		31.2	.417	.667	.861
Total Volume	.530	.757	.486		.747	.607	.558	.727		.780	.563	.905	.533		.533	.438	.417	.333		.912	.667	.667	.861

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			47th Avenue Westbound			Washington Street Northbound			Highland Palms Drive Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:00 AM			07:00 AM				
+0 mins.	8	176	10	3	8	11	6	359	6	3	1	1	371	5
+15 mins.	15	261	18	3	13	9	5	463	30	4	1	1	498	6
+30 mins.	25	194	5	7	5	7	7	476	17	2	1	0	500	3
+45 mins.	16	199	4	1	2	10	16	463	10	1	0	3	489	4
Total Volume	64	830	37	14	28	37	34	1761	63	10	3	5	1858	18
% App. Total	6.9	89.2	4	17.7	35.4	46.8	1.8	94.8	3.4	55.6	16.7	27.8		
PHF	.640	.795	.514	.500	.538	.841	.531	.925	.525	.625	.750	.417	.929	.750

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound					47th Avenue Westbound					Washington Street Northbound					Highland Palms Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	02:30 PM	12	292	4	0	308	14	3	15	12	32	2	312	11	0	325	3	2	1	1	6	13	671
02:45 PM	8	312	5	1	325	12	2	16	10	30	4	310	23	0	337	1	4	0	0	5	11	697	708
Total	20	604	9	1	633	26	5	31	22	62	6	622	34	0	662	4	6	1	1	11	24	1368	1392
03:00 PM	15	321	2	0	338	15	1	9	5	25	3	292	13	1	308	2	2	0	0	4	6	675	681
03:15 PM	8	357	1	0	366	9	3	12	9	24	2	279	18	1	299	0	4	0	0	4	10	693	703
03:30 PM	10	330	1	0	341	12	1	25	24	38	5	310	12	0	327	2	2	0	0	4	24	710	734
03:45 PM	13	345	0	0	358	16	1	19	15	36	2	286	13	0	301	2	1	0	0	3	15	698	713
Total	46	1353	4	0	1403	52	6	65	53	123	12	1167	56	2	1235	6	9	0	0	15	55	2776	2831
04:00 PM	11	348	2	0	361	11	5	23	21	39	1	263	15	0	279	1	1	1	0	3	21	682	703
04:15 PM	6	381	0	0	387	4	1	15	13	20	1	262	10	0	273	1	0	1	1	2	14	682	696
04:30 PM	6	316	0	0	322	14	2	21	16	37	1	290	10	1	301	2	2	1	0	5	17	665	682
04:45 PM	11	363	0	0	374	12	0	11	10	23	6	258	15	0	279	2	3	1	1	6	11	682	693
Total	34	1408	2	0	1444	41	8	70	60	119	9	1073	50	1	1132	6	6	4	2	16	63	2711	2774
05:00 PM	8	405	0	0	413	16	2	21	18	39	0	294	18	0	312	1	1	0	0	2	18	766	784
05:15 PM	7	405	3	2	415	9	3	15	12	27	2	303	14	2	319	2	1	2	2	5	18	766	784
Grand Total	115	4175	18	3	4308	144	24	202	165	370	29	3459	172	5	3660	19	23	7	5	49	178	8387	8565
Approch %	2.7	96.9	0.4			38.9	6.5	54.6	4.7		0.8	94.5	4.7		43.6	38.8	46.9	14.3		0.6	2.1	97.9	
Total %	1.4	49.8	0.2		51.4	1.7	0.3	2.4	2.1	4.4	0.3	41.2	2.1		0.2	0.3	0.3	0.1					

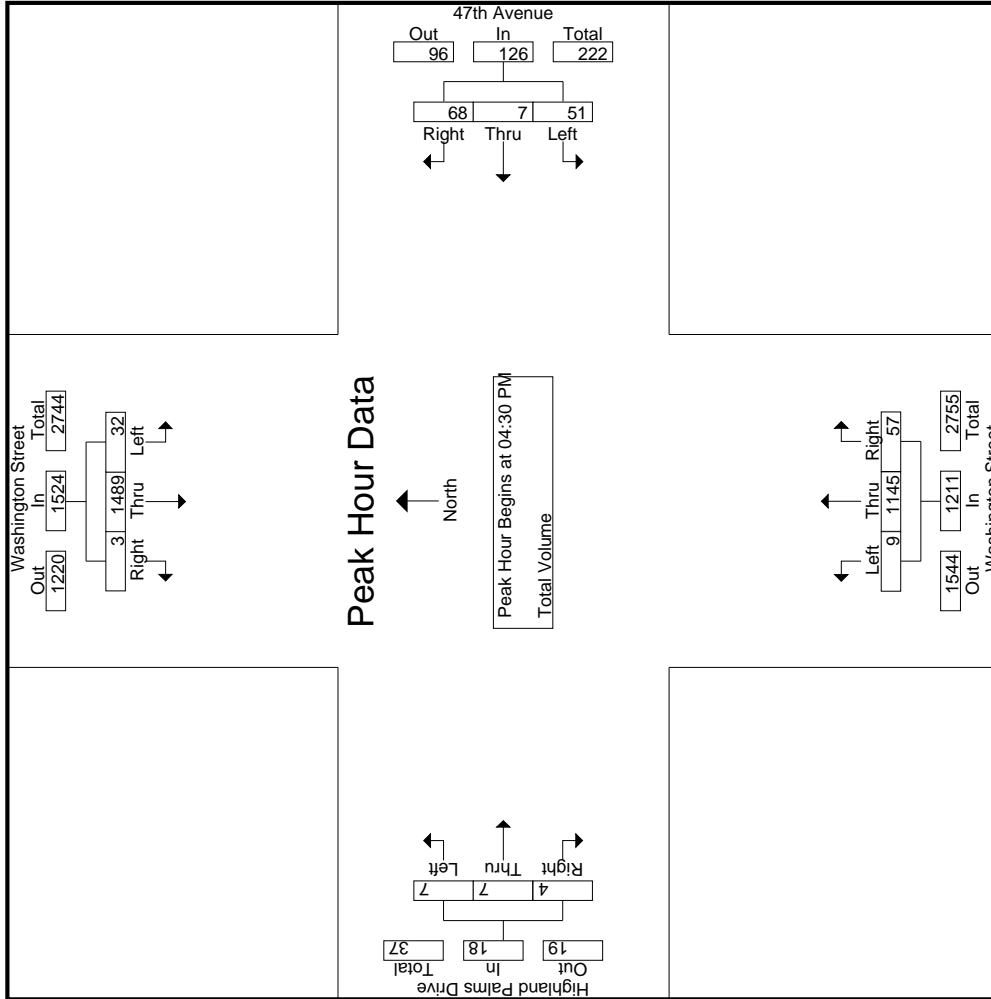
Start Time	Washington Street Southbound					47th Avenue Westbound					Washington Street Northbound					Highland Palms Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	04:30 PM	6	316	0		322	14	2	21		21	37	1	290	10	301	2	2	1		5		
04:45 PM	11	363	0		374	12	0	11		11	23	6	258	15	279	2	3	1		6			682
05:00 PM	8	405	0		413	16	2	21		21	39	0	294	18	312	1	1	0		2			766
05:15 PM	7	405	3		415	9	3	15		12	27	2	303	14	319	2	1	2		5			8565
Total Volume	32	1489	3		1524	51	7	68		68	126	9	1145	57	1211	7	7	4		18			2879
% App. Total	2.1	97.7	0.2		0.2	40.5	5.6	54		54	0.8	94.5	4.7		38.9	38.9	38.9	22.2					.940
PHF	.727	.919	.250		.918	.797	.583	.810		.808	.808	.375	.945	.792	.949	.875	.583	.500		.750			

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Washington Street Southbound			47th Avenue Westbound			Washington Street Northbound			Highland Palms Drive Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			03:15 PM			02:45 PM			02:30 PM				
+0 mins.	6	316	0	322	9	12	24	4	310	23	3	2	1	6
+15 mins.	11	363	0	374	12	25	38	3	292	13	1	4	0	5
+30 mins.	8	405	0	413	16	19	36	2	279	18	2	2	0	4
+45 mins.	7	405	3	415	11	23	39	5	310	12	0	4	0	4
Total Volume	32	1489	3	1524	48	79	137	14	1191	66	6	12	1	19
% App. Total	2.1	97.7	0.2	98.1	3.5	57.7	8.7	1.1	93.7	5.2	31.6	63.2	5.3	
PHF	.727	.919	.250	.918	.750	.790	.878	.700	.960	.717	.500	.750	.250	.792

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Total Volume

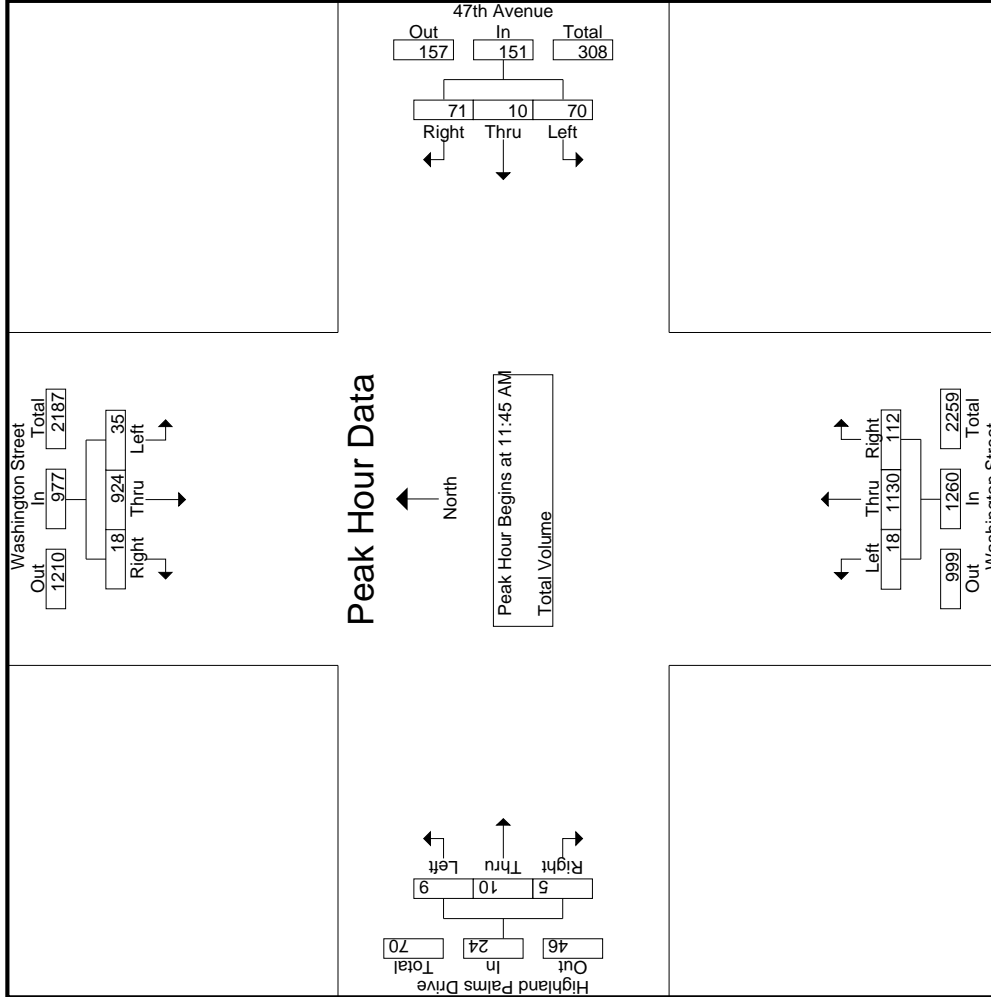
Start Time	Washington Street Southbound				47th Avenue Westbound				Washington Street Northbound				Highland Palms Drive Eastbound				Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR	App. Total
11:00 AM	4	196	3	0	203	14	1	9	2	24	4	287	25	1	316	5	2	0	0	7	3	550	553
11:15 AM	4	225	4	0	233	14	5	4	6	23	4	261	9	0	274	7	1	0	0	8	6	538	544
11:30 AM	8	210	3	0	221	14	0	10	0	24	7	305	20	0	332	9	7	1	0	17	0	594	594
11:45 AM	13	212	5	2	230	10	5	13	9	28	4	315	36	1	355	5	6	3	2	14	14	627	641
Total	29	843	15	2	887	52	11	36	17	99	19	1168	90	2	1277	26	16	4	2	46	23	2309	2332
12:00 PM	13	204	4	0	221	23	0	21	15	44	6	317	26	0	349	3	2	1	1	6	16	620	636
12:15 PM	3	245	2	0	250	19	3	16	14	38	3	240	19	1	262	1	2	1	1	4	16	554	570
12:30 PM	6	263	7	0	276	18	2	21	17	41	5	258	31	1	294	0	0	0	0	0	18	611	629
12:45 PM	8	236	6	0	250	13	1	19	12	33	4	298	20	0	322	3	3	0	0	6	12	611	623
Total	30	948	19	0	997	73	6	77	58	156	18	1113	96	2	1227	7	7	2	2	16	62	2396	2458
Grand Total	59	1791	34	2	1884	125	17	113	75	255	37	2281	186	4	2504	33	23	6	4	62	85	4705	4790
Approch %	3.1	95.1	1.8			49	6.7	44.3		5.4	1.5	91.1	7.4		53.2	0.7	37.1	9.7	1.3		1.8	98.2	
Total %	1.3	38.1	0.7			2.7	0.4	2.4			0.8	48.5	4		0.7	0.5	0.1						

Start Time	Washington Street Southbound				47th Avenue Westbound				Washington Street Northbound				Highland Palms Drive Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:45 AM																							
11:45 AM	13	212	5		230	10	5	13		28	4	315	36		355	5	6	3		14		627	
12:00 PM	13	204	4		221	23	0	21	15	44	6	317	26		349	3	2	1		6		620	
12:15 PM	3	245	2		250	19	3	16	14	38	3	240	19		262	1	2	1		4		554	
12:30 PM	6	263	7		276	18	2	21	17	41	5	258	31		294	0	0	0		0		611	
Total Volume	35	924	18		977	70	10	71		151	18	1130	112		1260	9	10	5		24		2412	
% App. Total	3.6	94.6	1.8			46.4	6.6	47		5.4	1.4	89.7	8.9		37.5	0.7	41.7	20.8					
PHF	.673	.878	.643		.885	.761	.500	.845		.858	.750	.891	.778		.887	.450	.417	.417		.429		.962	

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue
 Weather: Clear

File Name : LQAWA47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Washington Street Southbound			47th Avenue Westbound			Washington Street Northbound			Highland Palms Drive Eastbound			App. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	12:00 PM			12:00 PM			11:15 AM			11:00 AM					
+0 mins.	13	204	4	23	0	21	44	4	261	9	274	5	2	0	7
+15 mins.	3	245	2	19	3	16	38	7	305	20	332	7	1	0	8
+30 mins.	6	263	7	18	2	21	41	4	315	36	355	9	7	1	17
+45 mins.	8	236	6	13	1	19	33	6	317	26	349	5	6	3	14
Total Volume	30	948	19	73	6	77	156	21	1198	91	1310	26	16	4	46
% App. Total	3	95.1	1.9	46.8	3.8	49.4	.886	1.6	91.5	6.9	.923	56.5	34.8	8.7	
PHF	.577	.901	.679	.793	.500	.917	.886	.750	.945	.632	.923	.722	.571	.333	.676

Location: La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue



Date: 5/7/2014
 File : LQAWAWP

WEEKDAY

	North Leg Washington Street	East Leg 47th Avenue	South Leg Washington Street	West Leg Highland Palms Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

	North Leg Washington Street	East Leg 47th Avenue	South Leg Washington Street	West Leg Highland Palms Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	2	1	0	0	3
3:45 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	3	0	0	0	3
5:15 PM	1	0	0	0	1
TOTAL VOLUMES:	6	2	0	0	8

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg 47th Avenue	South Leg Washington Street	West Leg Highland Palms Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta
 N/S: Washington Street
 E/W: Highland Palms Drive / 47th Avenue



Date: 5/7/2014
 File : LQAWAWP

WEEKDAY

	North Leg Washington Street	East Leg 47th Avenue	South Leg Washington Street	West Leg Highland Palms Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	2	1	0	0	3
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	2	0	0	0	2
8:15 AM	1	0	0	0	1
TOTAL VOLUMES:	5	1	0	0	6

	North Leg Washington Street	East Leg 47th Avenue	South Leg Washington Street	West Leg Highland Palms Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	1	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
TOTAL VOLUMES:	4	0	1	0	5

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg 47th Avenue	South Leg Washington Street	West Leg Highland Palms Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

City of La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive
 Weather: Clear

File Name : LQAWALLAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	3	80	83	0	1	1	280	0	280	364
06:45 AM	3	128	131	0	0	0	263	0	263	394
Total	6	208	214	0	1	1	543	0	543	758
07:00 AM	3	92	95	0	0	0	363	1	364	459
07:15 AM	5	149	154	0	3	3	453	1	454	611
07:30 AM	7	169	176	0	3	3	529	1	530	709
07:45 AM	20	229	249	0	5	5	438	2	440	694
Total	35	639	674	0	11	11	1783	5	1788	2473
08:00 AM	17	156	173	0	3	3	355	1	356	532
08:15 AM	16	147	163	0	3	3	314	3	317	483
Grand Total	74	1150	1224	0	18	18	2995	9	3004	4246
Apprch %	6	94		0	100		99.7	0.3		
Total %	1.7	27.1	28.8	0	0.4	0.4	70.5	0.2	70.7	

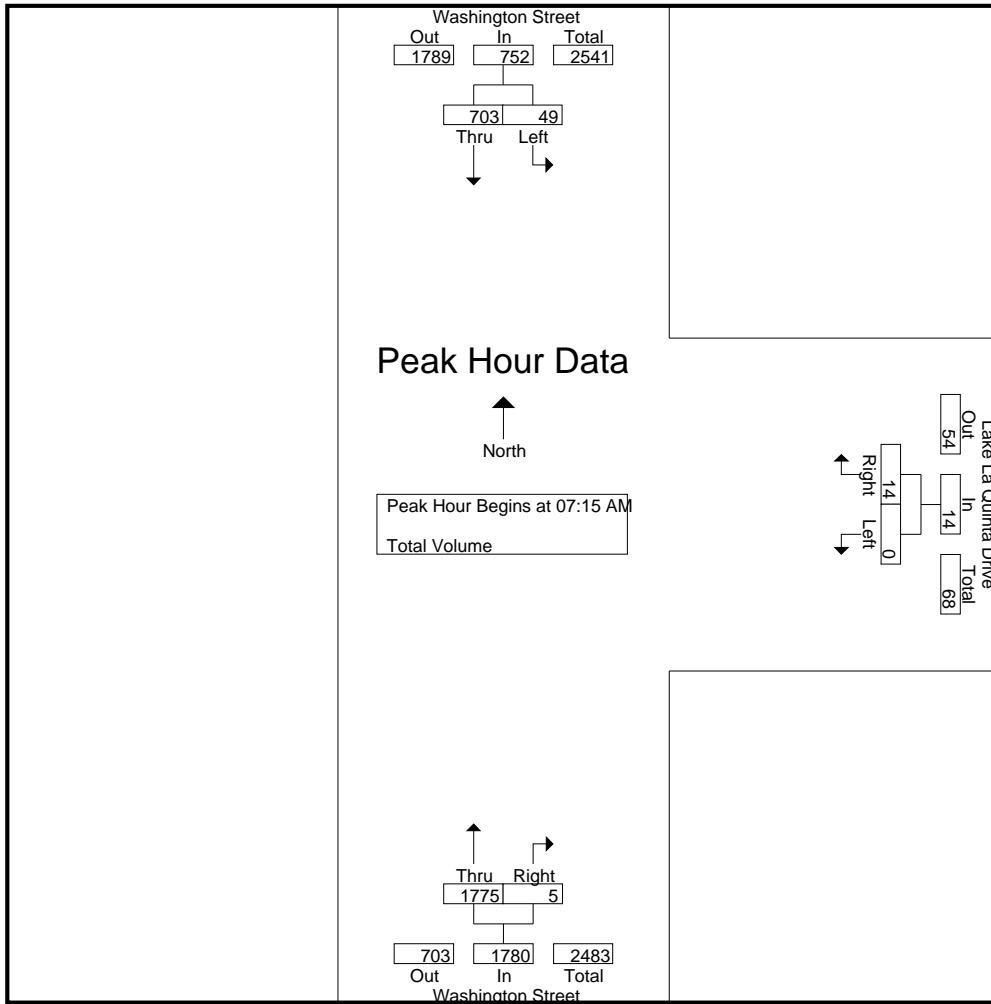
Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	5	149	154	0	3	3	453	1	454	611
07:30 AM	7	169	176	0	3	3	529	1	530	709
07:45 AM	20	229	249	0	5	5	438	2	440	694
08:00 AM	17	156	173	0	3	3	355	1	356	532
Total Volume	49	703	752	0	14	14	1775	5	1780	2546
% App. Total	6.5	93.5		0	100		99.7	0.3		
PHF	.613	.767	.755	.000	.700	.700	.839	.625	.840	.898

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive
 Weather: Clear

File Name : LQAWALLAM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	7	169	176	0	3	3	363	1	364
+15 mins.	20	229	249	0	3	3	453	1	454
+30 mins.	17	156	173	0	5	5	529	1	530
+45 mins.	16	147	163	0	3	3	438	2	440
Total Volume	60	701	761	0	14	14	1783	5	1788
% App. Total	7.9	92.1		0	100		99.7	0.3	
PHF	.750	.765	.764	.000	.700	.700	.843	.625	.843

City of La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive
 Weather: Clear

File Name : LQAWALLPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

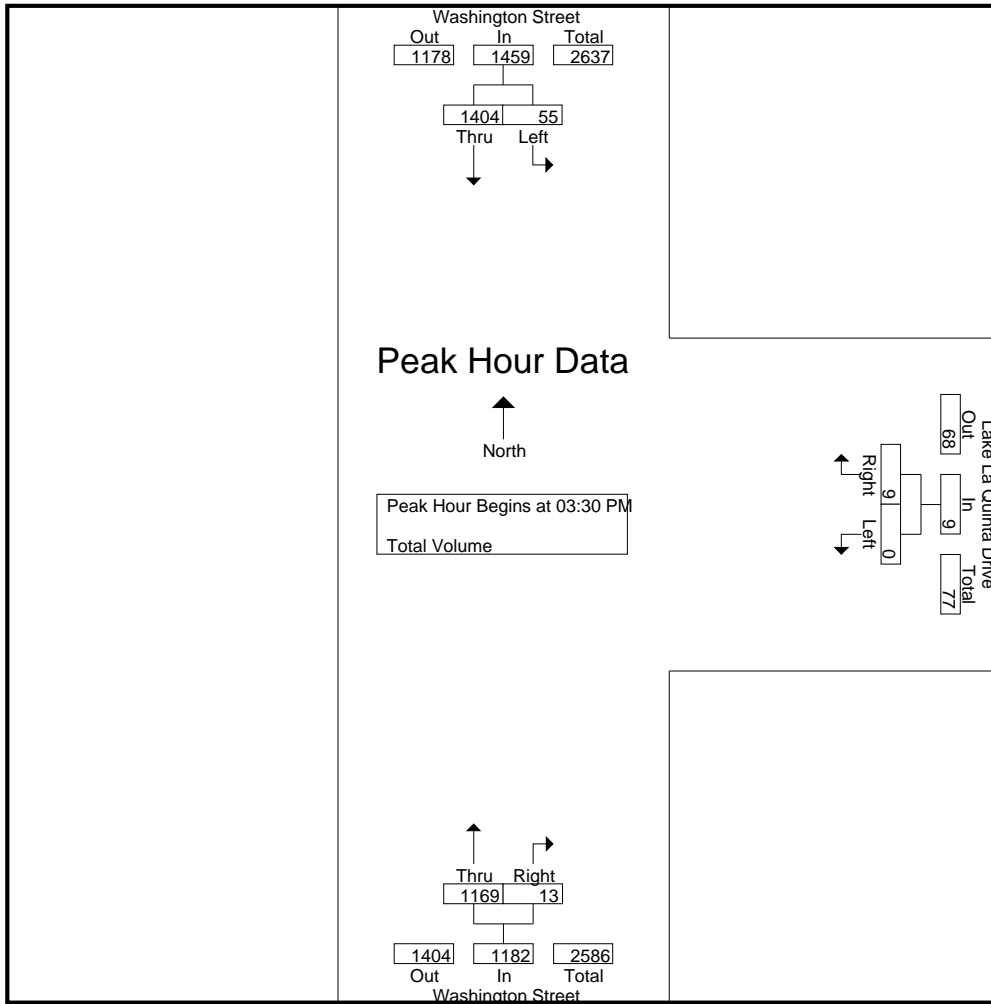
Groups Printed- Total Volume

Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:30 PM	10	314	324	0	6	6	311	5	316	646
02:45 PM	17	303	320	0	5	5	301	3	304	629
Total	27	617	644	0	11	11	612	8	620	1275
03:00 PM	15	295	310	0	4	4	329	5	334	648
03:15 PM	8	335	343	0	5	5	279	3	282	630
03:30 PM	15	334	349	0	5	5	307	1	308	662
03:45 PM	14	321	335	0	2	2	306	3	309	646
Total	52	1285	1337	0	16	16	1221	12	1233	2586
04:00 PM	14	346	360	0	1	1	295	1	296	657
04:15 PM	12	403	415	0	1	1	261	8	269	685
04:30 PM	19	352	371	0	4	4	288	17	305	680
04:45 PM	12	416	428	0	4	4	258	1	259	691
Total	57	1517	1574	0	10	10	1102	27	1129	2713
05:00 PM	16	413	429	0	7	7	302	0	302	738
05:15 PM	2	408	410	0	4	4	306	2	308	722
Grand Total	154	4240	4394	0	48	48	3543	49	3592	8034
Apprch %	3.5	96.5		0	100		98.6	1.4		
Total %	1.9	52.8	54.7	0	0.6	0.6	44.1	0.6	44.7	

Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	15	334	349	0	5	5	307	1	308	662
03:45 PM	14	321	335	0	2	2	306	3	309	646
04:00 PM	14	346	360	0	1	1	295	1	296	657
04:15 PM	12	403	415	0	1	1	261	8	269	685
Total Volume	55	1404	1459	0	9	9	1169	13	1182	2650
% App. Total	3.8	96.2		0	100		98.9	1.1		
PHF	.917	.871	.879	.000	.450	.450	.952	.406	.956	.967

City of La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive
 Weather: Clear

File Name : LQAWALLPM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:30 PM			02:30 PM			02:30 PM		
+0 mins.	15	334	349	0	6	6	311	5	316
+15 mins.	14	321	335	0	5	5	301	3	304
+30 mins.	14	346	360	0	4	4	329	5	334
+45 mins.	12	403	415	0	5	5	279	3	282
Total Volume	55	1404	1459	0	20	20	1220	16	1236
% App. Total	3.8	96.2		0	100		98.7	1.3	
PHF	.917	.871	.879	.000	.833	.833	.927	.800	.925

City of La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive
 Weather: Clear

File Name : LQAWALLSAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	9	191	200	0	2	2	292	0	292	494
11:15 AM	7	216	223	0	1	1	269	5	274	498
11:30 AM	3	224	227	0	4	4	320	1	321	552
11:45 AM	31	215	246	0	1	1	324	0	324	571
Total	50	846	896	0	8	8	1205	6	1211	2115
12:00 PM	29	207	236	0	6	6	309	1	310	552
12:15 PM	25	262	287	0	5	5	245	0	245	537
12:30 PM	7	291	298	0	3	3	291	0	291	592
12:45 PM	5	278	283	0	2	2	302	0	302	587
Total	66	1038	1104	0	16	16	1147	1	1148	2268
Grand Total	116	1884	2000	0	24	24	2352	7	2359	4383
Apprch %	5.8	94.2		0	100		99.7	0.3		
Total %	2.6	43	45.6	0	0.5	0.5	53.7	0.2	53.8	

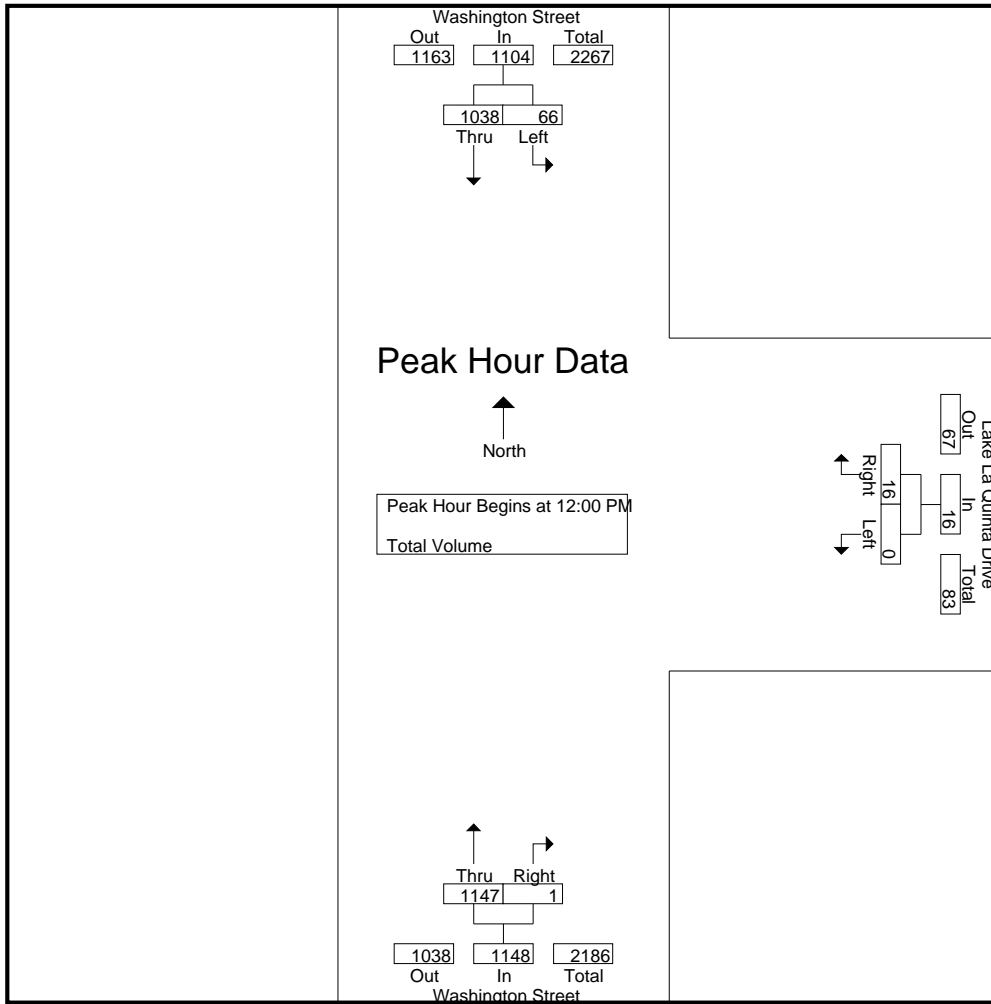
Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM	29	207	236	0	6	6	309	1	310	552
12:15 PM	25	262	287	0	5	5	245	0	245	537
12:30 PM	7	291	298	0	3	3	291	0	291	592
12:45 PM	5	278	283	0	2	2	302	0	302	587
Total Volume	66	1038	1104	0	16	16	1147	1	1148	2268
% App. Total	6	94		0	100		99.9	0.1		
PHF	.569	.892	.926	.000	.667	.667	.928	.250	.926	.958

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

City of La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive
 Weather: Clear

File Name : LQAWALLSAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

	12:00 PM			11:30 AM			11:15 AM		
+0 mins.	29	207	236	0	4	4	269	5	274
+15 mins.	25	262	287	0	1	1	320	1	321
+30 mins.	7	291	298	0	6	6	324	0	324
+45 mins.	5	278	283	0	5	5	309	1	310
Total Volume	66	1038	1104	0	16	16	1222	7	1229
% App. Total	6	94		0	100		99.4	0.6	
PHF	.569	.892	.926	.000	.667	.667	.943	.350	.948

Location: La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive



Date: 5/7/2014
 File : LQAWALL

WEEKDAY

	North Leg Washington Street	East Leg Lake La Quinta Drive	South Leg Washington Street	West Leg Lake La Quinta Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	2	0	0	0	2
TOTAL VOLUMES:	2	0	3	0	5

	North Leg Washington Street	East Leg Lake La Quinta Drive	South Leg Washington Street	West Leg Lake La Quinta Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	1	0	0	0	1
2:45 PM	1	0	0	0	1
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	1	0	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	0	1
TOTAL VOLUMES:	7	0	0	0	7

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Lake La Quinta Drive	South Leg Washington Street	West Leg Lake La Quinta Drive	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	1	0	0	0	1
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	1	0	0	0	1
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

Location: La Quinta
 N/S: Washington Street
 E/W: Lake La Quinta Drive



Date: 5/7/2014
 File : LQAWALL

WEEKDAY

	North Leg Washington Street	East Leg Lake La Quinta Drive	South Leg Washington Street	West Leg Lake La Quinta Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	0	0
6:45 AM	2	0	0	0	2
7:00 AM	1	1	0	0	2
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	4	1	0	0	5

	North Leg Washington Street	East Leg Lake La Quinta Drive	South Leg Washington Street	West Leg Lake La Quinta Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	1	0	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	2	4

SATURDAY

Date: 5/10/2014

	North Leg Washington Street	East Leg Lake La Quinta Drive	South Leg Washington Street	West Leg Lake La Quinta Drive	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	1	1
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	1	1
12:00 PM	0	0	0	1	1
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	6	6
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	9	9

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound									
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
06:30 AM	2	0	2	2	3	96	1	0	100	4	0	0	0	4	0	0	0	4	2	56	0	0	58	2	166	168		
06:45 AM	3	0	0	0	3	136	2	0	139	2	0	1	1	3	2	87	1	0	2	87	1	0	90	1	235	236		
Total	5	0	2	2	7	232	3	0	239	6	0	1	1	7	4	143	1	0	4	143	1	0	148	3	401	404		
07:00 AM	3	0	0	0	3	139	1	0	141	1	1	5	2	7	5	93	2	0	5	93	2	0	100	2	251	253		
07:15 AM	5	0	0	0	5	221	3	0	225	7	2	6	4	15	5	118	0	0	5	118	0	0	123	4	368	372		
07:30 AM	6	1	0	0	7	244	2	0	249	7	1	4	3	12	2	151	3	0	2	151	3	0	156	3	424	427		
07:45 AM	6	0	0	0	6	256	3	1	265	10	0	3	3	13	4	151	1	0	4	151	1	0	156	4	440	444		
Total	20	1	0	0	21	860	9	1	860	25	4	18	12	47	16	513	6	0	16	513	6	0	535	13	1483	1496		
08:00 AM	4	0	0	0	4	191	1	0	196	6	0	3	2	9	5	149	7	0	5	149	7	0	161	2	370	372		
08:15 AM	8	0	0	0	8	182	5	0	195	11	8	5	2	24	8	152	5	0	8	152	5	0	165	2	392	394		
Grand Total	37	1	2	2	40	2714	18	1	2710	48	12	27	17	87	33	957	19	0	33	957	19	0	1009	20	2646	2666		
Approach %	92.5	2.5	5			1.8	97	1.2	57.1	55.2	13.8	31		3.3	3.3	94.8	1.9		3.3	94.8	1.9		38.1	0.8	99.2			
Total %	1.4	0	0.1			1.5	55.4	0.7	57.1	1.8	0.5	1		3.3	1.2	36.2	0.7		1.2	36.2	0.7		38.1	0.8	99.2			
Passenger Vehicles	37	1	1	1	40	2613	17		1437	44	12	27		100	30	908	17		30	908	17		955	0	0	2532		
% Passenger Vehicles	100	100	50	50	95.2	96.3	95.1	94.4	100	91.7	100	100	100	96.2	90.9	94.9	89.5	0	94.6	90.9	94.9	89.5	0	94.6	0	0	95	
Large 2 Axle Vehicles	0	0	0	0	0	52	1		53	4	0	0		4	3	34	2		3	34	2		39	0	0	96		
% Large 2 Axle Vehicles	0	0	0	0	0	3.5	5.6	0	3.5	8.3	0	0	0	3.8	9.1	3.6	10.5	0	3.9	9.1	3.6	10.5	0	3.9	0	0	3.6	
3 Axle Vehicles	0	0	0	0	0	4	0		4	0	0	0		0	0	1	0		0	1	0		1	0	0	5		
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.2	
4+ Axle Trucks	0	0	1		2	16	0		17	0	0	0		0	0	14	0		0	14	0		14	0	0	33		
% 4+ Axle Trucks	0	0	50	50	4.8	3.7	1.1	0	1.1	0	0	0	0	0	0	1.5	0	0	0	1.5	0	0	1.4	0	0	1.2		

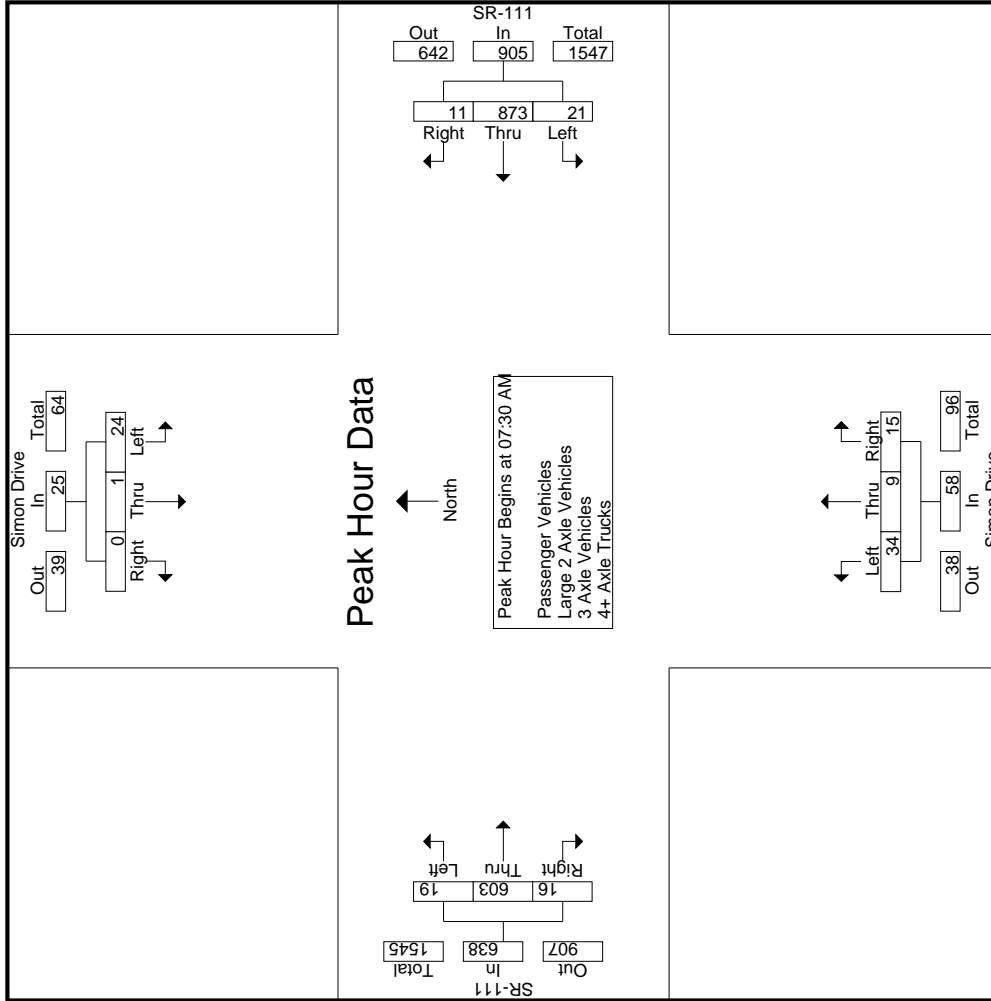
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound									
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
07:30 AM	6	1	0	0	7	3	244	2	249	7	1	4		4	2	151	3		2	151	3		156	3	156	424		
07:45 AM	6	0	0	0	6	6	256	3	265	10	0	3		3	4	151	1		4	151	1		156	1	156	440		
08:00 AM	4	0	0	0	4	4	191	1	196	6	0	3		0	5	149	7		5	149	7		161	7	161	370		
08:15 AM	8	0	0	0	8	8	182	5	195	11	8	5		5	8	152	5		8	152	5		165	5	165	392		
Total Volume	24	1	0	0	25	21	873	11	905	34	9	15		15	19	603	16		19	603	16		638	16	638	1626		
% App. Total	96	4	0	0	99.6	2.3	96.5	1.2	98.4	58.6	15.5	25.9		25.9	3	94.5	2.5		3	94.5	2.5		96.7	2.5	96.7	924		
PHF	.750	.250	.000		.781	.656	.853	.550	.854	.773	.281	.750		.750	.604	.594	.992	.571	.594	.992	.571		.967	.571	.967	.924		

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:15 AM			07:30 AM			07:30 AM				
+0 mins.	6	1	0	1	221	3	225	7	1	4	2	151	3	156
+15 mins.	6	0	0	3	244	2	249	10	0	3	4	151	1	156
+30 mins.	4	0	0	6	256	3	265	6	0	3	5	149	7	161
+45 mins.	8	0	0	4	191	1	196	11	8	5	8	152	5	165
Total Volume	24	1	0	14	912	9	935	34	9	15	19	603	16	638
% App. Total	96	4	0	1.5	97.5	1	58.6	58.6	15.5	25.9	3	94.5	2.5	
PHF	.750	.250	.000	.583	.891	.750	.882	.773	.281	.750	.594	.992	.571	.967

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

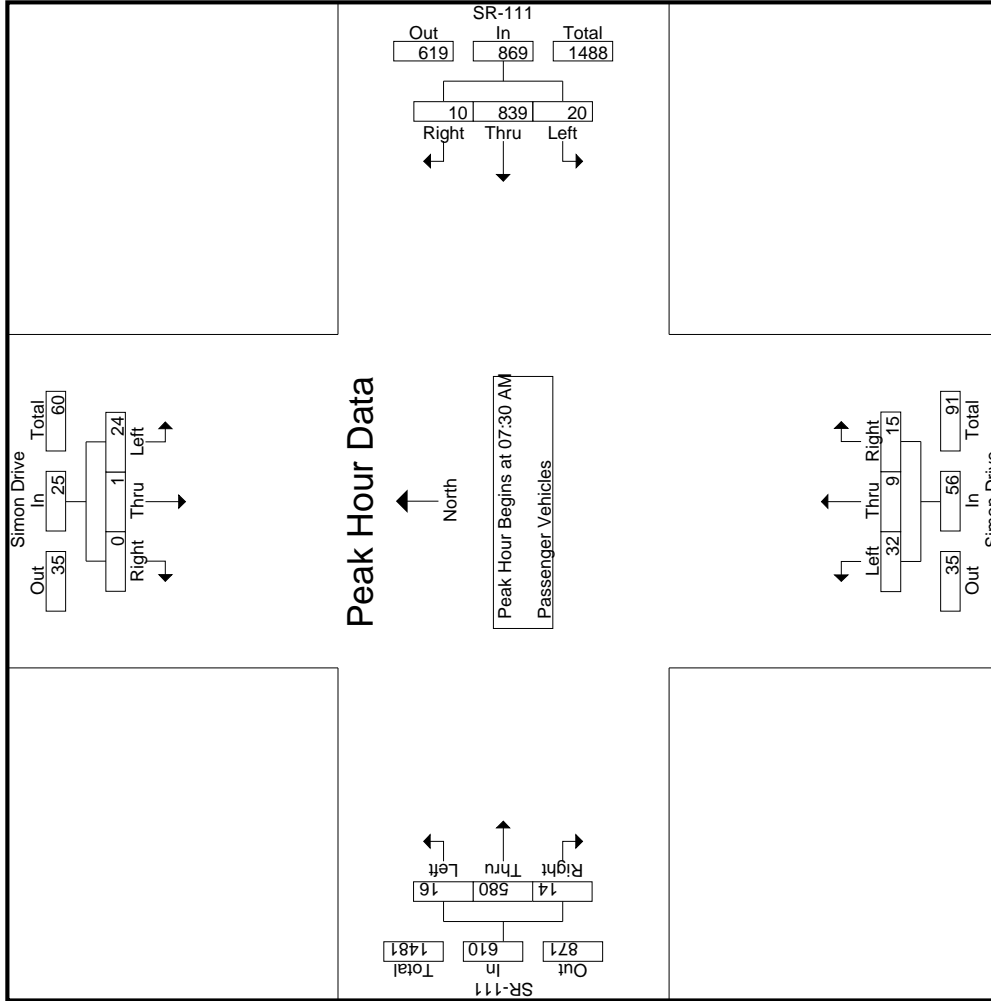
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	06:30 AM	2	0	1	1	3	89	3	0	0	0	3	3	2	0	0	0	2	55	2	0	0	0	2
06:45 AM	3	0	0	0	3	131	2	0	1	1	3	3	2	0	1	1	3	79	2	0	1	0	3	219
Total	5	0	1	1	6	220	5	0	1	1	6	6	4	0	1	1	6	134	4	0	1	0	5	371
07:00 AM	3	0	0	0	3	134	0	1	5	2	6	6	5	86	2	0	93	86	2	236	2	0	93	236
07:15 AM	5	0	0	0	5	213	7	2	6	4	15	15	5	108	0	0	113	108	4	346	3	0	113	350
07:30 AM	6	1	0	0	7	242	6	1	4	3	11	11	1	144	3	0	148	144	3	408	4	0	148	411
07:45 AM	6	0	0	0	6	247	10	0	3	3	13	13	4	146	1	0	151	146	4	426	4	0	151	430
Total	20	1	0	0	21	845	23	4	18	12	45	45	15	484	6	0	505	484	13	1416	13	0	505	1429
08:00 AM	4	0	0	0	4	184	6	0	3	2	9	9	4	144	5	0	153	144	2	350	2	0	153	352
08:15 AM	8	0	0	0	8	187	10	8	5	2	23	23	7	146	5	0	158	146	2	376	2	0	158	378
Grand Total	37	1	1	1	39	1436	44	12	27	17	83	83	30	908	17	0	955	908	19	2513	19	0	955	2532
Approch %	94.9	2.6	2.6			57.1	53	14.5	32.5		3.3	3.3	3.1	95.1	1.8		38	95.1	0.8	99.2	0.8		38	99.2
Total %	1.5	0	0		1.6	57.1	1.8	0.5	1.1		3.3	3.3	1.2	36.1	0.7		38	36.1	0.8	99.2	0.8		38	99.2

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	07:30 AM	6	1	0	0	7	237	3	237	2	242	2	242	6	1	4	4	11	11	1	144	3	0	148
07:45 AM	6	0	0	0	6	247	6	247	3	256	3	256	10	0	3	3	13	13	4	146	1	0	151	151
08:00 AM	4	0	0	0	4	180	4	180	0	184	0	184	6	0	3	3	9	9	4	144	5	0	153	153
08:15 AM	8	0	0	0	8	175	7	175	5	187	5	187	10	8	8	5	23	23	7	146	5	0	158	158
Total Volume	24	1	0	0	25	839	20	839	10	869	10	869	32	9	15	15	56	56	16	580	14	0	610	610
% App. Total	96	4	0			96.5	2.3	96.5	1.2	57.1	16.1	26.8	57.1	16.1	26.8		95.1	2.3	2.6	95.1	2.3		95.1	2.3
PHF	.750	.250	.000		.781	.849	.714	.849	.500	.849	.750	.750	.800	.281	.750		.609	.609	.571	.700	.700		.965	.965

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM			07:30 AM			07:30 AM			07:30 AM			07:30 AM		
+0 mins.	6	1	0	3	237	2	242	6	1	4	11	1	144	3	148
+15 mins.	6	0	0	6	247	3	256	10	0	3	13	4	146	1	151
+30 mins.	4	0	0	4	180	0	184	6	0	3	9	4	144	5	153
+45 mins.	8	0	0	7	175	5	187	10	8	5	23	7	146	5	158
Total Volume	24	1	0	20	839	10	869	32	9	15	56	16	580	14	610
% App. Total	96	4	0	2.3	96.5	1.2	57.1	16.1	26.8	2.6	95.1	2.3	95.1	2.3	95.1
PHF	.750	.250	.000	.781	.849	.500	.849	.800	.281	.750	.609	.571	.993	.700	.965

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

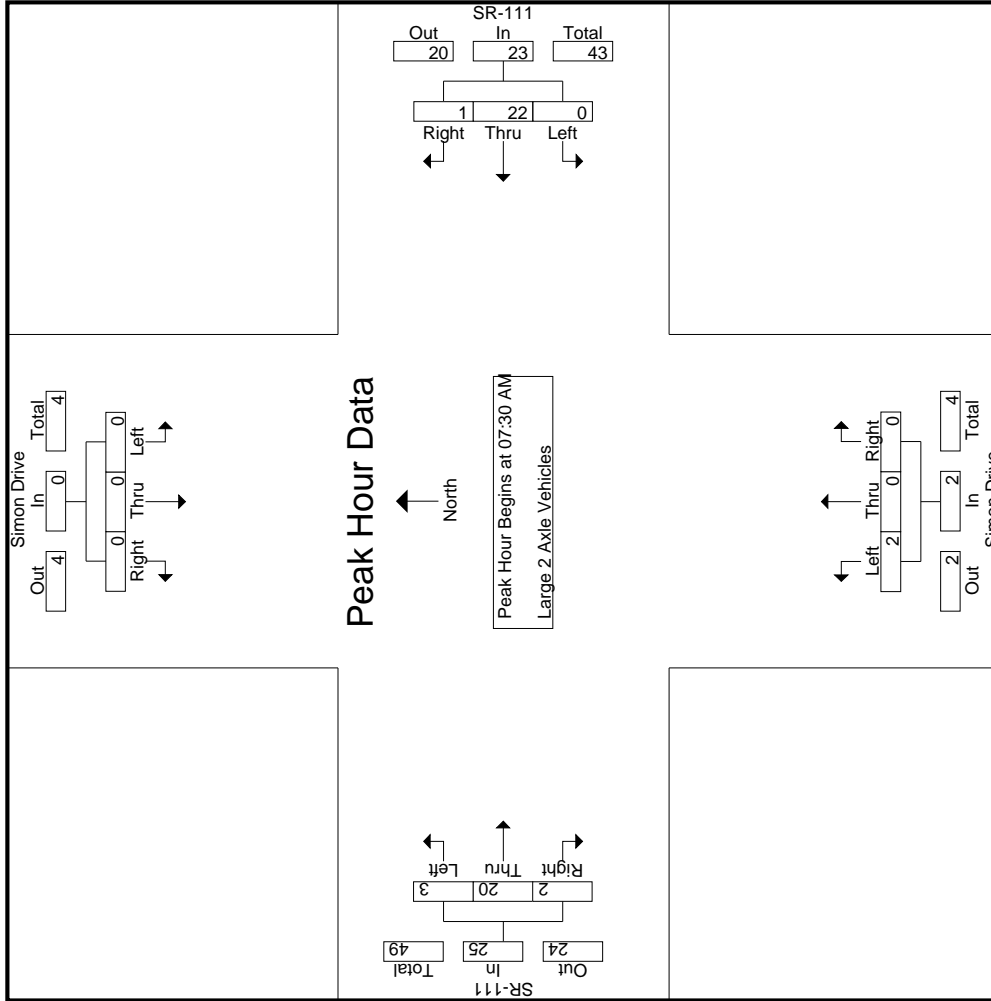
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound													
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total			
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru			
06:30 AM	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	10	10
06:45 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	9	9
Total	0	0	0	0	0	0	0	14	0	0	0	14	1	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	19	19
07:00 AM	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	11	11
07:15 AM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	16	16
07:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	1	6	0	0	0	7	0	0	0	0	0	0	0	14	14
07:45 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8	8
Total	0	0	0	0	0	0	0	27	0	0	0	27	2	0	0	0	2	1	19	0	0	0	20	0	0	0	0	0	0	0	49	49
08:00 AM	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	1	5	2	0	0	8	0	0	0	0	0	0	0	17	17
08:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	6	0	0	0	7	0	0	0	0	0	0	0	11	11
Grand Total	0	0	0	0	0	0	0	52	1	0	0	53	4	0	0	0	4	3	34	2	0	0	39	0	0	0	0	0	0	0	96	96
Approch %	0	0	0	0	0	0	0	98.1	1.9	0	0	98.1	100	0	0	0	4.2	7.7	87.2	5.1	0	0	40.6	0	0	0	0	0	0	0	100	100
Total %	0	0	0	0	0	0	0	54.2	1	0	0	55.2	4.2	0	0	0	4.2	3.1	35.4	2.1	0	0	40.6	0	0	0	0	0	0	0	49	49

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound													
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total			
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru			
07:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	7	14
07:45 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	8
08:00 AM	0	0	0	0	0	0	0	8	1	0	0	9	9	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	8	17
08:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	1	0	0	1	1	6	0	0	0	7	0	0	0	0	0	0	0	7	11
Total Volume	0	0	0	0	0	0	0	22	1	0	0	23	2	0	0	0	2	3	20	2	0	0	25	2	2	2	2	2	2	2	50	50
% App. Total	0	0	0	0	0	0	0	95.7	4.3	0	0	95.7	100	0	0	0	100	12	80	8	0	0	80	8	8	8	8	8	8	8	735	735
PHF	.000	.000	.000	.000	.000	.000	.000	.688	.250	.000	.639	.500	.000	.000	.500	.000	.750	.833	.250	.781	.735	.735	.735	.735	.735	.735	.735	.735	.735	.735	.735	

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:30 AM			07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	6	0	1	0	0	1	6	0
+15 mins.	0	0	0	0	5	0	0	0	0	0	3	0
+30 mins.	0	0	0	0	8	1	0	0	0	1	5	2
+45 mins.	0	0	0	0	3	0	1	0	0	1	6	0
Total Volume	0	0	0	0	22	1	2	0	0	3	20	2
% App. Total	0	0	0	0	95.7	4.3	100	0	0	12	80	8
PHF	.000	.000	.000	.000	.688	.250	.500	.000	.000	.750	.833	.250
					.639		.500		.500		.781	

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	06:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	80	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0

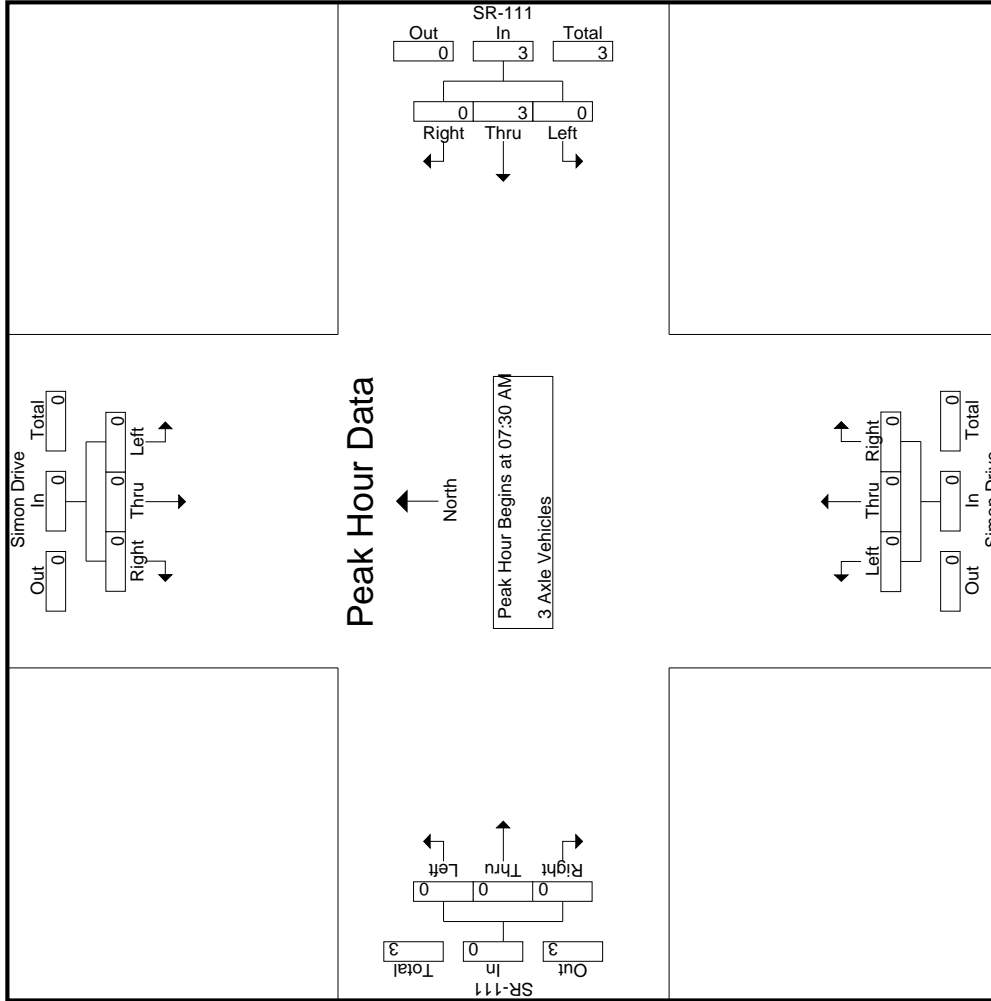
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQASI111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:30 AM			07:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

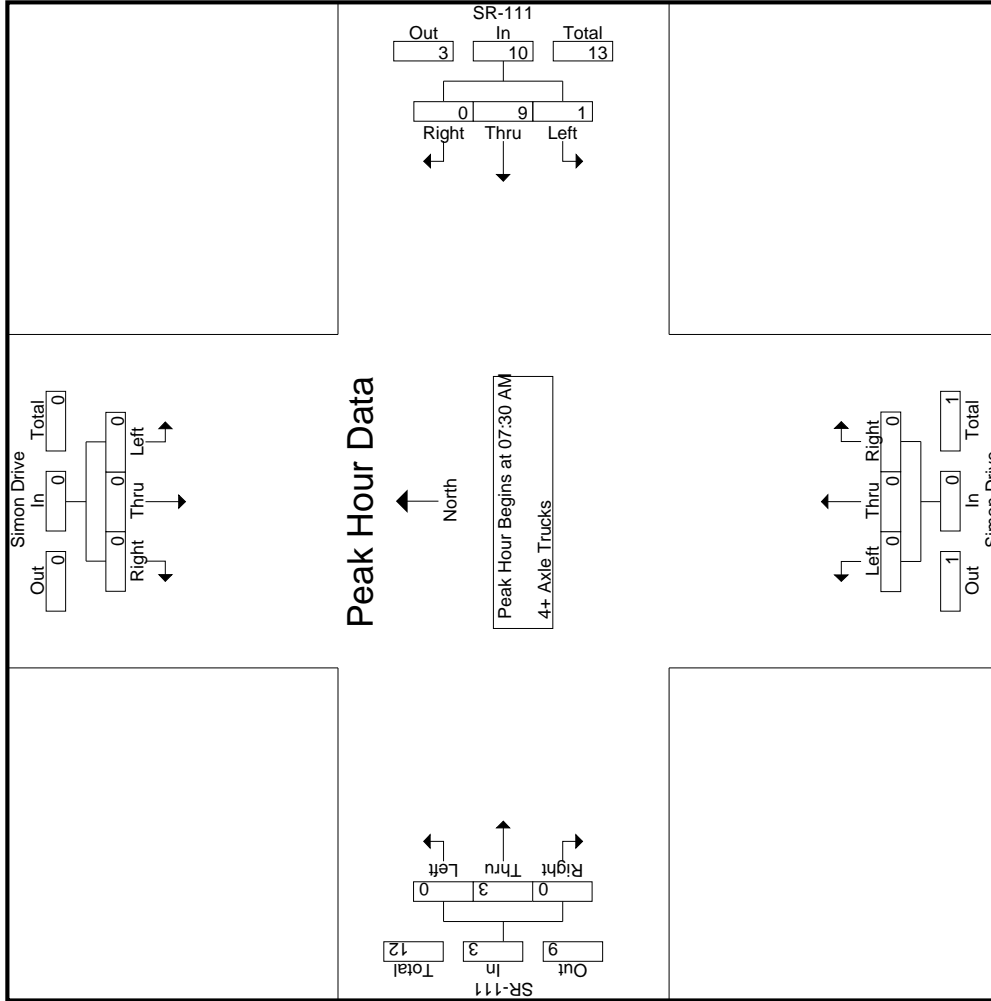
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	06:30 AM	0	0	1	1	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0
Total	0	0	1	1	1	1	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0
07:15 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0
07:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0
Total	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	9	0	0	9	0
08:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	1	1	0	16	0	0	17	0	0	0	0	0	0	0	0	14	0	0	14	0
Approch %	0	0	100		5.9	94.1	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	3.1		3.1	53.1	0	3.1	50	0	53.1	0	0	0	0	0	0	0	0	43.8	0	0	43.8	0

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
07:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0
08:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	10	9	0	0	10	0	0	0	0	0	0	0	0	3	0	0	3	0
% App. Total	0	0	0	0	0	0	.250	.90	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000
PHF	.000	.000	.000	.000	.000	.000	.250	.750	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM			07:30 AM			07:30 AM			07:30 AM			
+0 mins.	0	0	0	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	3	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	9	0	0	0	0	0	3	0	3
% App. Total	0	0	0	10	90	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.250	.750	.000	.625	.000	.000	.000	.375	.000	.375

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Simon Drive Southbound										Simon Drive Northbound										SR-111 Westbound										SR-111 Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
02:30 PM	33	8	2	2	43	18	239	14	1	271	20	3	4	0	27	27	14	288	16	0	318	14	288	16	0	318	3	659	662	3	659	662								
02:45 PM	30	5	4	3	39	18	242	13	1	273	11	4	18	17	33	23	266	8	0	297	21	642	663	21	642	663	24	1301	1325	24	1301	1325								
Total	63	13	6	5	82	36	481	27	2	544	31	7	22	17	60	37	554	24	0	615	24	1301	1325	24	1301	1325	24	1301	1325	24	1301	1325								
03:00 PM	25	6	6	6	37	17	250	12	4	279	15	6	14	11	35	20	283	8	0	311	21	662	683	21	662	683	21	662	683	21	662	683								
03:15 PM	33	4	5	4	42	15	233	16	0	264	18	3	24	18	45	16	315	13	0	344	22	695	717	22	695	717	22	695	717	22	695	717								
03:30 PM	43	7	11	7	61	14	265	13	4	292	20	1	15	12	36	12	284	9	2	305	25	694	719	25	694	719	25	694	719	25	694	719								
03:45 PM	33	6	6	4	45	22	236	7	1	265	17	1	19	18	37	10	276	7	0	293	23	640	663	23	640	663	23	640	663	23	640	663								
Total	134	23	28	21	185	68	984	48	9	1100	70	11	72	59	153	58	1158	37	2	1253	91	2691	2782	91	2691	2782	91	2691	2782	91	2691	2782								
04:00 PM	26	5	5	2	36	9	217	15	1	241	20	8	11	6	39	16	227	12	1	255	10	571	581	10	571	581	10	571	581	10	571	581								
04:15 PM	39	5	4	4	48	17	193	15	0	225	11	4	16	13	31	15	214	10	1	239	18	543	561	18	543	561	18	543	561	18	543	561								
04:30 PM	31	8	2	2	41	18	247	10	0	275	5	2	13	10	20	10	259	9	1	278	13	614	627	13	614	627	13	614	627	13	614	627								
04:45 PM	38	4	3	3	45	19	197	12	3	228	11	3	16	12	30	13	247	11	1	271	19	574	593	19	574	593	19	574	593	19	574	593								
Total	134	22	14	11	170	63	854	52	4	969	47	17	56	41	120	54	947	42	4	1043	60	2302	2362	60	2302	2362	60	2302	2362	60	2302	2362								
05:00 PM	27	3	1	1	31	12	247	15	2	274	12	2	27	23	41	18	272	10	0	300	26	646	672	26	646	672	26	646	672	26	646	672								
05:15 PM	22	2	2	0	26	9	206	10	0	225	10	2	18	14	30	12	316	10	0	338	14	619	633	14	619	633	14	619	633	14	619	633								
Grand Total	380	63	51	38	494	188	2772	152	17	3112	170	39	195	154	404	179	3247	123	6	3549	215	7559	7774	215	7559	7774	215	7559	7774	215	7559	7774								
Approach %	76.9	12.8	10.3			6	89.1	4.9			42.1	9.7	48.3			5	91.5	3.5																						
Total %	5	0.8	0.7		6.5	2.5	36.7	2		41.2	2.2	0.5	2.6		5.3	2.4	43	1.6		47	2.8	97.2																		
Passenger Vehicles	379	63	51		531	187	2730	152		3086	169	38	194		555	179	3191	122		3498	0	0																		
% Passenger Vehicles	99.7	100	100	100	99.8	99.5	98.5	100	100	98.6	99.4	97.4	99.5	100	99.5	100	98.3	99.2	100	98.4	0	0																		
Large 2 Axle Vehicles	1	0	0	0	0.2	0.5	1.4	0	0	1.2	0.6	2.6	0.5	0	0.5	0	1.4	0.8	0	1.4	0	0																		
% Large 2 Axle Vehicles	0.3	0	0	0	0.2	0.5	1.4	0	0	1.2	0.6	2.6	0.5	0	0.5	0	1.4	0.8	0	1.4	0	0																		
3 Axle Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0																		
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0																		
4+ Axle Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0																		
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0																		

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

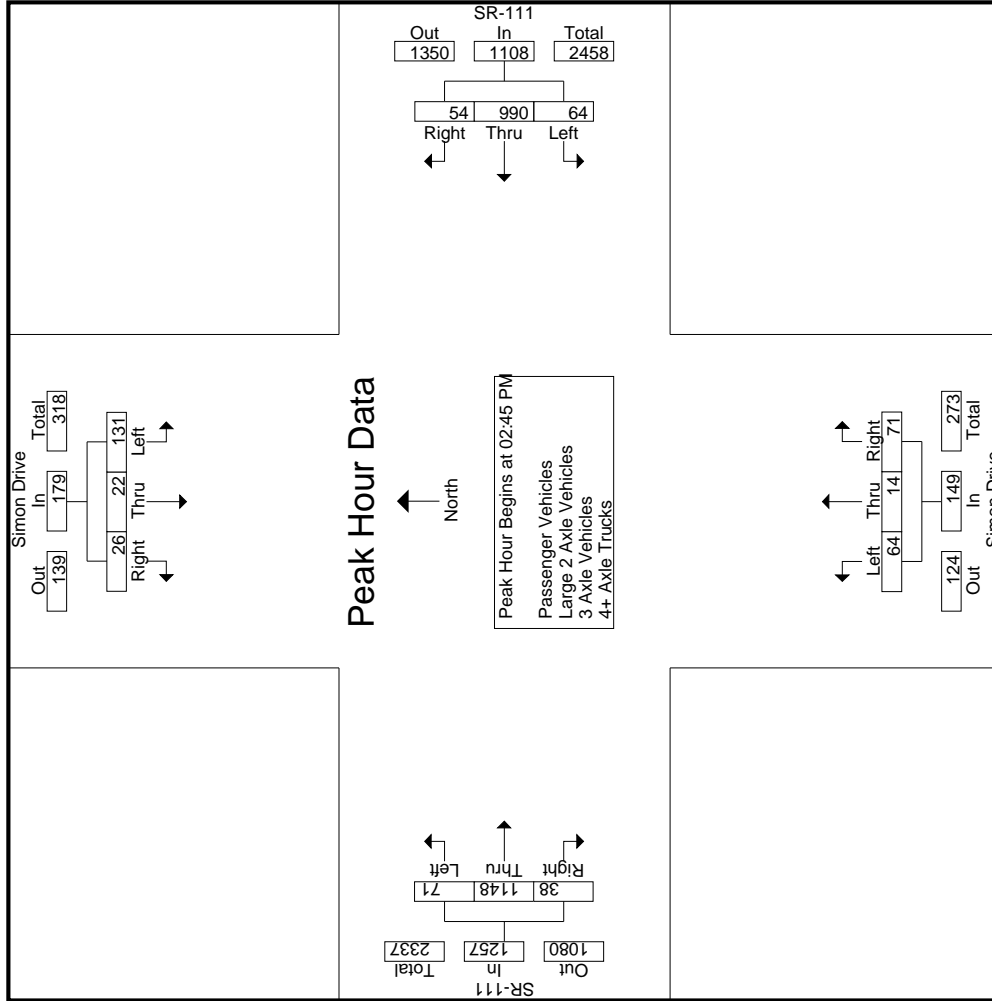
File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 02:45 PM																
02:45 PM	30	5	4	39	18	242	13	273	11	4	18	33	23	266	8	297
03:00 PM	25	6	6	37	17	250	12	279	15	6	14	35	20	283	8	311
03:15 PM	33	4	5	42	15	233	16	264	18	3	24	45	16	315	13	344
03:30 PM	43	7	11	61	14	265	13	292	20	1	15	36	12	284	9	305
Total Volume	131	22	26	179	64	990	54	1108	64	14	71	149	71	1148	38	1257
% App. Total	73.2	12.3	14.5	4.9	5.8	89.4	4.9	43	43	9.4	47.7	5.6	5.6	91.3	3	91.3
PHF	.762	.786	.591	.734	.889	.934	.844	.949	.800	.583	.740	.828	.772	.911	.731	.914

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 4

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:30 PM				02:45 PM				03:15 PM				02:30 PM			
+0 mins.	43	7	11	61	18	242	13	273	18	3	24	45	14	288	16	318
+15 mins.	33	6	6	45	17	250	12	279	20	1	15	36	23	266	8	297
+30 mins.	26	5	5	36	15	233	16	264	17	1	19	37	20	283	8	311
+45 mins.	39	5	4	48	14	265	13	292	20	8	11	39	16	315	13	344
Total Volume	141	23	26	190	64	990	54	1108	75	13	69	157	73	1152	45	1270
% App. Total	74.2	12.1	13.7	77.9	5.8	89.4	4.9	94.9	47.8	8.3	43.9	57	5.7	90.7	3.5	92.3
PHF	.820	.821	.591	.779	.889	.934	.844	.949	.938	.406	.719	.872	.793	.914	.703	.923

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
02:30 PM	33	8	2	2	43	18	235	14	1	267	20	3	3	0	26	14	284	16	0	314	3	650	3	650	21	637	21	637	24	1287	24	1287	21	647	21	647
02:45 PM	30	5	4	3	39	18	240	13	1	271	11	4	18	17	33	23	263	8	0	294	21	637	21	637	21	637	21	637	24	1287	24	1287	21	647	21	647
Total	63	13	6	5	82	36	475	27	2	538	31	7	21	17	59	37	547	24	0	608	42	1287	42	1287	42	1287	42	1287	48	2574	48	2574	42	1227	42	1227
03:00 PM	25	6	6	6	37	17	243	12	4	272	15	5	14	11	34	20	277	7	0	304	21	647	21	647	21	647	21	647	24	1287	24	1287	21	647	21	647
03:15 PM	32	4	5	4	41	15	228	16	0	259	18	3	24	18	45	16	309	13	0	338	22	683	22	683	22	683	22	683	25	707	25	707	22	683	22	683
03:30 PM	43	7	11	7	61	14	260	13	4	287	19	1	15	12	35	12	278	9	2	299	25	682	25	682	25	682	25	682	23	628	23	628	23	628	23	628
03:45 PM	33	6	6	4	45	21	232	7	1	260	17	1	19	18	37	10	269	7	0	286	23	628	23	628	23	628	23	628	23	628	23	628	23	628	23	628
Total	133	23	28	21	184	67	963	48	9	1078	69	10	72	59	151	58	1133	36	2	1227	91	2640	91	2640	91	2640	91	2640	91	2640	91	2640	91	2640	91	2640
04:00 PM	26	5	5	2	36	9	215	15	1	239	20	8	11	6	39	16	218	12	1	246	10	560	10	560	10	560	10	560	10	560	10	560	10	560	10	560
04:15 PM	39	5	4	4	48	17	190	15	0	222	11	4	16	13	31	15	211	10	1	236	18	537	18	537	18	537	18	537	18	537	18	537	18	537	18	537
04:30 PM	31	8	2	2	41	18	244	10	0	272	5	2	13	10	20	10	255	9	1	274	13	607	13	607	13	607	13	607	13	607	13	607	13	607	13	607
04:45 PM	38	4	3	3	45	19	194	12	3	225	11	3	16	12	30	13	245	11	1	269	19	569	19	569	19	569	19	569	19	569	19	569	19	569	19	569
Total	134	22	14	11	170	63	843	52	4	958	47	17	56	41	120	54	929	42	4	1025	60	2273	60	2273	60	2273	60	2273	60	2273	60	2273	60	2273	60	2273
05:00 PM	27	3	1	1	31	12	244	15	2	271	12	2	27	23	41	18	269	10	0	297	26	640	26	640	26	640	26	640	26	640	26	640	26	640	26	640
05:15 PM	22	2	2	0	26	9	205	10	0	224	10	2	18	14	30	12	313	10	0	335	14	615	14	615	14	615	14	615	14	615	14	615	14	615	14	615
Grand Total	379	63	51	38	493	187	2730	152	17	3069	169	38	194	154	401	179	3191	122	6	3492	215	7455	215	7455	215	7455	215	7455	215	7455	215	7455	215	7455	215	7455
Approach %	76.9	12.8	10.3			6.1	89	5			42.1	9.5	48.4			5.1	91.4	3.5			2.8	97.2	2.8	97.2	2.8	97.2	2.8	97.2	2.8	97.2	2.8	97.2	2.8	97.2		
Total %	5.1	0.8	0.7			2.5	36.6	2			2.3	0.5	2.6			2.4	42.8	1.6			46.8		46.8		46.8		46.8		46.8		46.8		46.8		46.8	

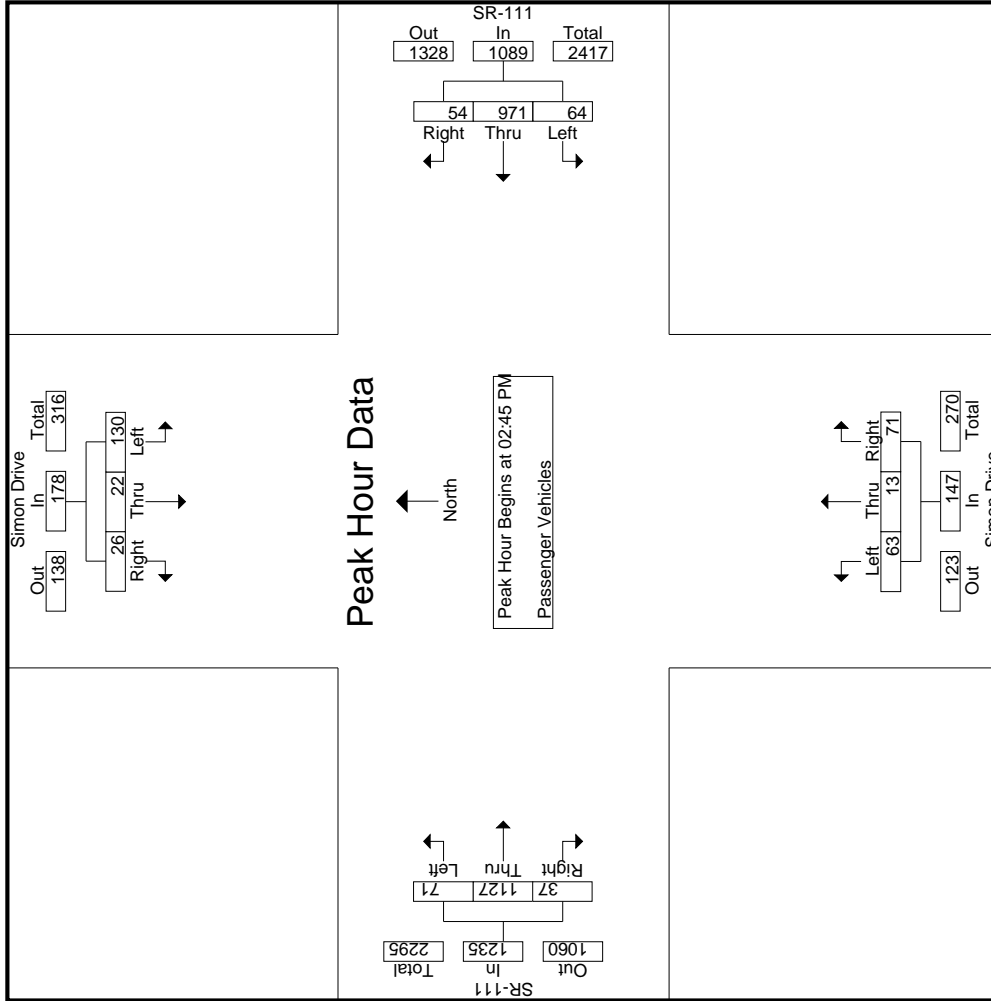
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
02:45 PM	30	5	4	3	39	18	240	13	1	271	11	4	18	17	33	23	263	8	0	294	21	637	21	637	21	637	21	637	24	1287	24	1287	21	647	21	647
03:00 PM	25	6	6	6	37	17	243	12	4	272	15	5	14	11	34	20	277	7	0	304	21	647	21	647	21	647	21	647	24	1287	24	1287	21	647	21	647
03:15 PM	32	4	5	4	41	15	228	16	0	259	18	3	24	18	45	16	309	13	0	338	22	683	22	683	22	683	22	683	25	707	25	707	22	683	22	683
03:30 PM	43	7	11	7	61	14	260	13	4	287	19	1	15	12	35	12	278	9	2	299	25	682	25	682	25	682	25	682	23	628	23	628	23	628	23	628
03:45 PM	33	6	6	4	45	21	232	7	1	260	17	1	19	18	37	10	269	7	0	286	23	628	23	628	23	628	23	628	23	628	23	628	23	628	23	628
Total	130	22	14	11	170	64	971	54	5	1089	63	13	71	59	151	58	1133	36	2	1227	91	2640	91	2640	91	2640	91	2640	91	2640	91	2640	91	2640	91	2640
% App. Total	73	12.4	14.6			5.9	89.2	5			42.9	8.8	48.3			5.7	91.3	3			46.8		46.8		46.8		46.8		46.8		46.8		46.8		46.8	
PHF	.756	.786	.591			.889	.934	.844			.829	.650	.740			.817	.817	.712			.772	.712	.913		.772	.712	.913		.913		.913		.913		.913	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	30	5	4	39	18	240	13	271	11	4	18	33	23	263	8	294
+15 mins.	25	6	6	37	17	243	12	272	15	5	14	34	20	277	7	304
+30 mins.	32	4	5	41	15	228	16	259	18	3	24	45	16	309	13	338
+45 mins.	43	7	11	61	14	260	13	287	19	1	15	35	12	278	9	299
Total Volume	130	22	26	178	64	971	54	1089	63	13	71	147	71	1127	37	1235
% App. Total	73	12.4	14.6	7.30	5.9	89.2	5	9.49	42.9	8.8	48.3	5.7	5.7	91.3	3	9.13
PHF	.756	.786	.591	.730	.889	.934	.844	.949	.829	.650	.740	.817	.772	.912	.712	.913

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
02:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	0	4	0	0	0	4	0	0	8	0	8	
02:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4			
Total	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	6	0	0	6	0	0	12	0	12				
03:00 PM	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	5	1	0	6	0	0	14	0	14				
03:15 PM	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	11	0	11				
03:30 PM	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	0	0	12	0	12				
03:45 PM	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	12	0	12				
Total	1	0	0	0	1	0	1	21	0	0	22	1	1	0	0	2	0	23	1	0	24	0	0	49	0	49				
04:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	10	0	10				
04:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	5	0	5				
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3				
04:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4				
Total	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	22	0	22				
05:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4				
05:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4				
Grand Total	1	0	0	0	0	1	1	38	0	0	39	1	1	1	0	3	0	47	1	0	48	0	0	91	0	91				
Approch %	100	0	0	0	0	1.1	2.6	97.4	0	0	33.3	33.3	33.3	33.3	3.3	0	97.9	2.1	0	52.7	0	0	100	0	100					
Total %	1.1	0	0	0	0	1.1	1.1	41.8	0	0	42.9	1.1	1.1	1.1	0.000	0	51.6	1.1	0	52.7	0	0	100	0	100					

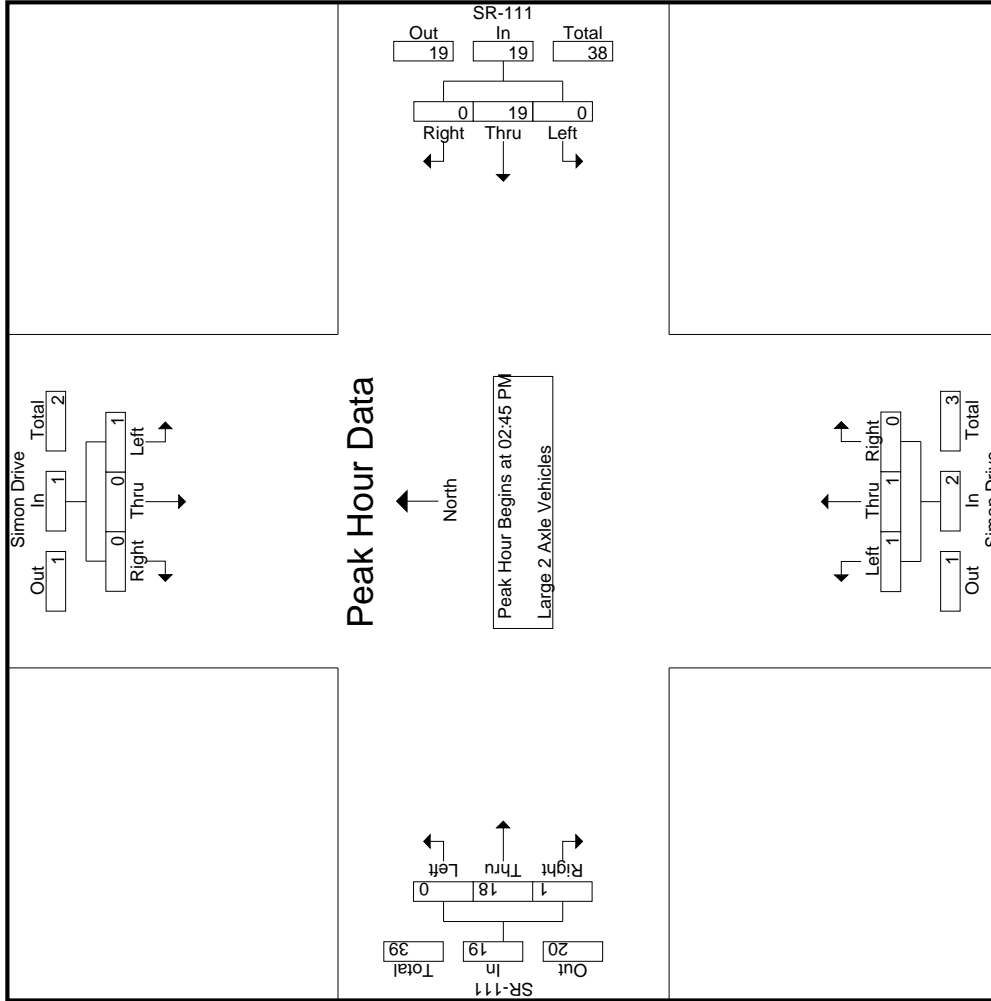
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
02:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4				
03:00 PM	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	5	1	0	6	0	0	14	0	14				
03:15 PM	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	11	0	11				
03:30 PM	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	0	0	12	0	12				
03:45 PM	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	12	0	12				
Total	1	0	0	0	1	0	1	21	0	0	22	1	1	0	0	2	0	23	1	0	24	0	0	49	0	49				
PHF	.250	.000	.000	.000	.250	.000	.000	.679	.000	.679	.000	.250	.250	.250	.000	.500	.500	.000	.750	.750	.250	.250	.750	.750	.732					

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	02:45 PM			02:45 PM			02:45 PM			02:45 PM			
+0 mins.	0	0	0	2	0	0	2	0	0	0	2	0	2
+15 mins.	0	0	0	7	0	0	7	0	0	1	5	1	6
+30 mins.	1	0	0	5	0	0	5	0	0	0	5	0	5
+45 mins.	0	0	0	5	0	0	5	1	0	0	6	0	6
Total Volume	1	0	0	19	0	0	19	1	1	0	18	1	19
% App. Total	100	0	0	100	0	0	100	50	50	0	94.7	5.3	
PHF	.250	.000	.000	.679	.000	.000	.679	.250	.250	.000	.750	.250	.792

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total	
02:30 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
02:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:30 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
04:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
04:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
04:30 PM	0	0	0	0	0		2	0	0	0	2		0	0	0	0	0		0	0	0	0	0		0	0	0	
04:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Total	0	0	0	0	0		2	0	0	0	2		0	0	0	0	0		0	0	0	0	0		0	0	0	
05:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
05:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Grand Total	0	0	0	0	0		2	0	0	0	2		0	0	0	0	0		0	0	0	0	0		0	0	0	
Approach %	0	0	0	0	0		100	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Total %	0	0	0	0	0		66.7	0	0	0	66.7		0	0	0	0	0		0	0	0	0	0		0	0	0	

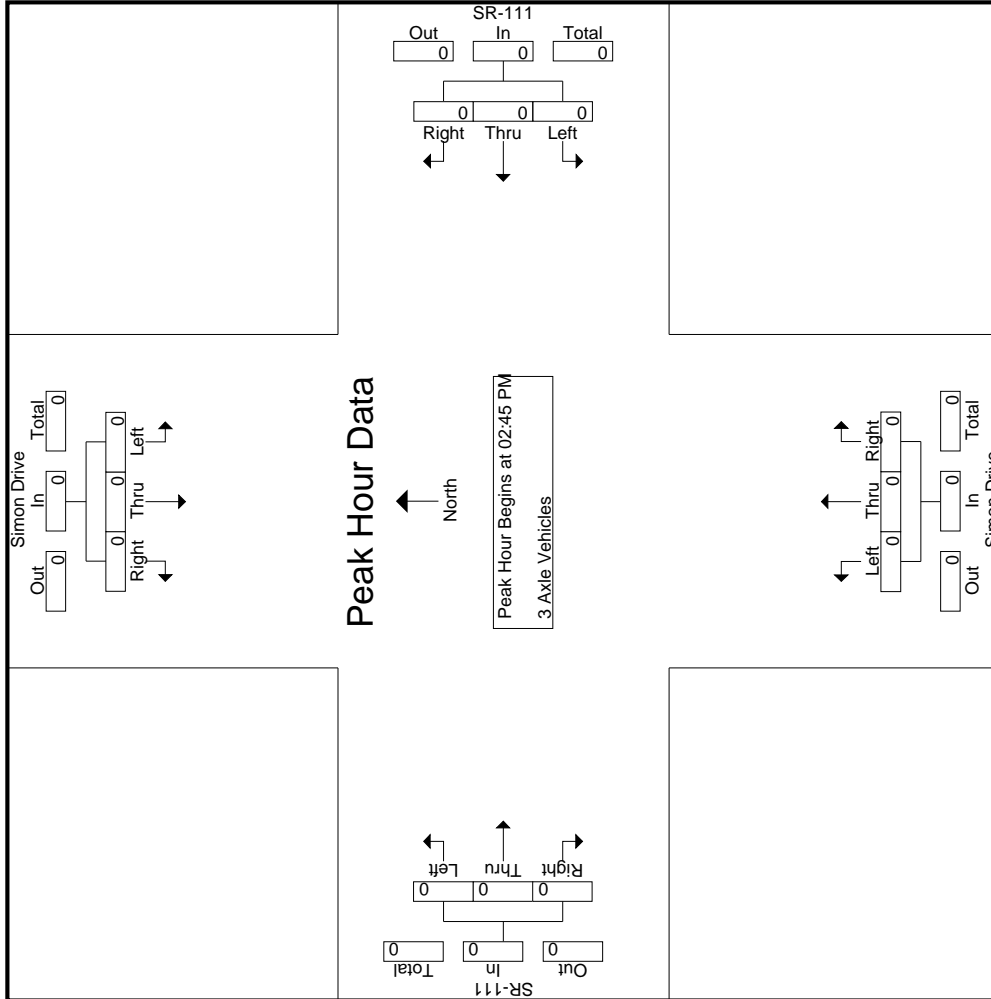
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total	
02:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
03:30 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
Total Volume	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
% App. Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000		.000	.000	.000	.000	.000		.000	.000	.000	.000	.000		.000	.000	.000	.000	.000		.000	.000	.000	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS1111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

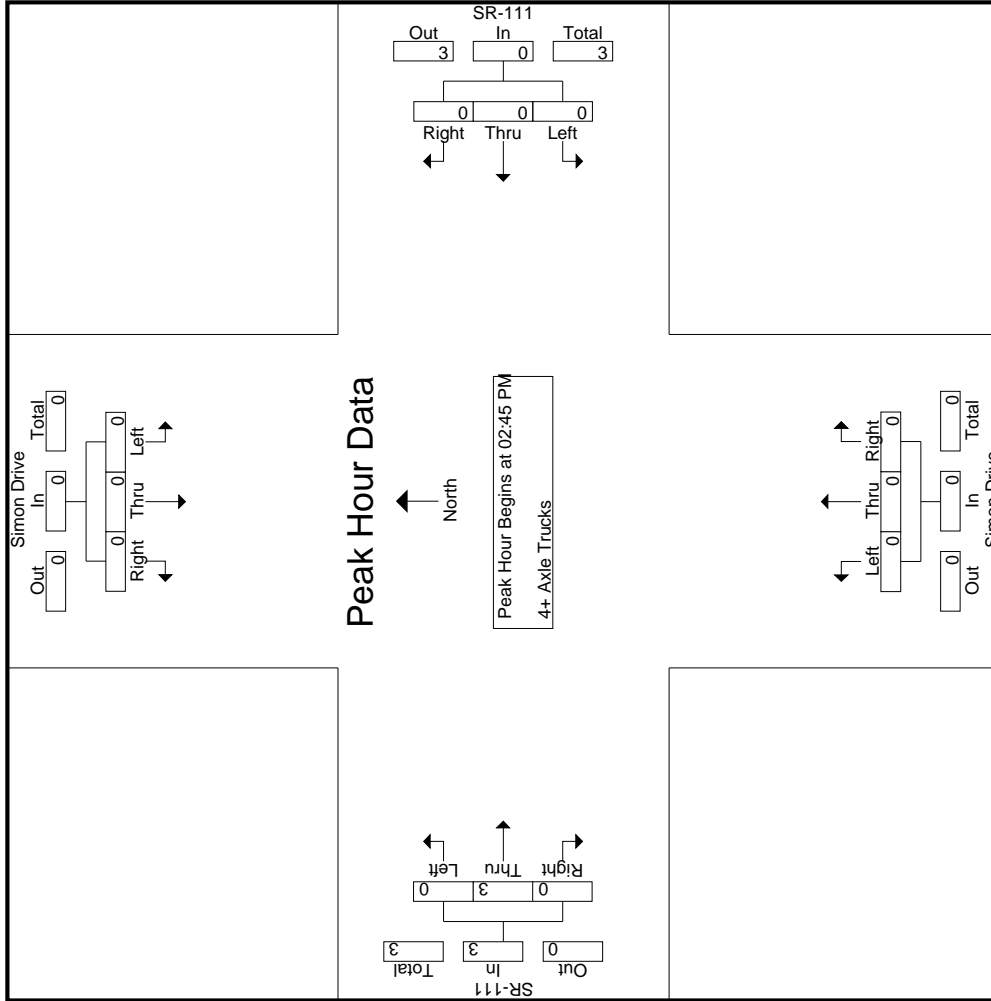
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound																	
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Approch %	0	0	0	0	0	0	0	100	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
Total %	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	80	100	100

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound																		
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour for Entire Intersection Begins at 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750		

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

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

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
11:00 AM	27	11	5	4	43		22	244	18	2	284		17	7	2	0	26		18	250	14	2	282		8	635	643			
11:15 AM	28	6	2	1	36		18	292	13	2	323		19	5	20	18	44		21	250	15	0	286		21	689	710			
11:30 AM	27	10	4	4	41		22	265	16	4	303		23	5	21	18	49		18	257	14	0	289		26	682	708			
11:45 AM	30	2	4	3	36		30	254	14	5	298		20	5	16	16	41		20	271	16	1	307		25	682	707			
Total	112	29	15	12	156		92	1055	61	13	1208		79	22	59	52	160		77	1028	59	3	1164		80	2688	2768			
12:00 PM	38	4	4	3	46		19	251	12	0	282		14	4	27	23	45		31	266	15	0	312		26	685	711			
12:15 PM	28	7	4	2	39		15	272	18	1	305		27	10	24	17	61		17	285	9	1	311		21	716	737			
12:30 PM	43	6	5	4	54		17	265	17	2	299		13	7	29	25	49		29	294	9	0	332		31	734	765			
12:45 PM	42	6	8	5	56		15	240	28	6	283		22	5	18	15	45		34	267	6	0	307		26	691	717			
Total	151	23	21	14	195		66	1028	75	9	1169		76	26	98	80	200		111	1112	39	1	1262		104	2826	2930			
Grand Total	263	52	36	26	351		158	2083	136	22	2377		155	48	157	132	360		188	2140	98	4	2426		184	5514	5698			
Approach %	74.9	14.8	10.3				6.6	87.6	5.7				43.1	13.3	43.6				7.7	88.2	4				3.2	96.8				
Total %	4.8	0.9	0.7		6.4		2.9	37.8	2.5		43.1		2.8	0.9	2.8		6.5		3.4	38.8	1.8		44							
Passenger Vehicles	262	52	33		373		158	2056	134		2369		154	48	156		490		187	2120	96		2406		0	0	0		0	5638
% Passenger Vehicles	99.6	100	91.7	100	98.9		100	98.7	98.5	95.5	98.7		99.4	100	99.4	100	99.6		99.5	99.1	98	75	99		0	0	0		0	98.9
Large 2 Axle Vehicles	1	0	3		4		0	22	2		25		1	0	1		2		1	17	1		19		0	0	0		0	50
% Large 2 Axle Vehicles	0.4	0	8.3	0	1.1		0	1.1	1.5	4.5	1		0.6	0	0.6	0	0.4		0.5	0.8	1	0	0.8		0	0	0		0	0.9
3 Axle Vehicles	0	0	0		0		0	1	0		1		0	0	0		0		0	1	0		1		0	0	0		0	2
% 3 Axle Vehicles	0	0	0		0		0	0	0	0	0		0	0	0		0		0	0	0		0		0	0	0		0	0
4+ Axle Trucks	0	0	0		0		0	4	0		4		0	0	0		0		0	2	1		4		0	0	0		0	8
% 4+ Axle Trucks	0	0	0		0		0	0.2	0	0	0.2		0	0	0		0		0	0.1	1	25	0.2		0	0	0		0	0.1

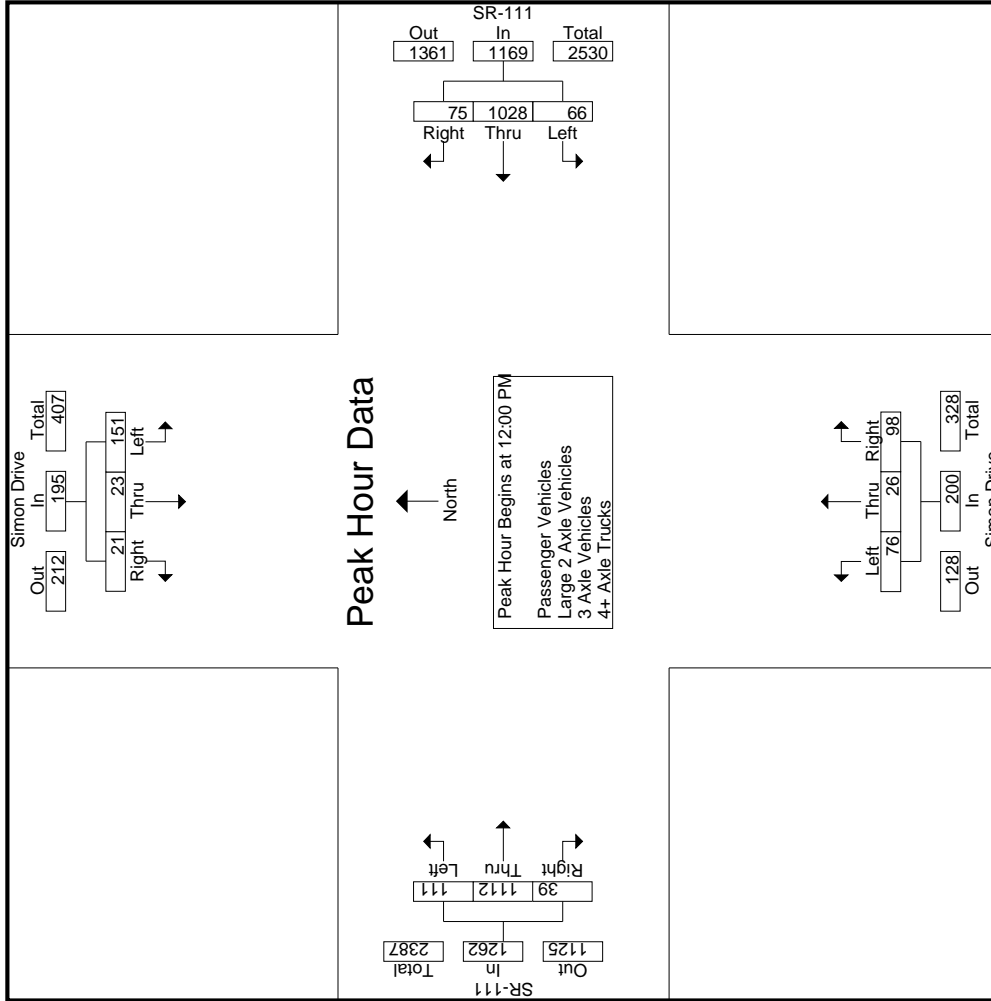
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
12:00 PM	38	4	4		46		19	251	12		282		14	4	27		45		31	266	15		312		26	685	711			
12:15 PM	28	7	4		39		15	272	18		305		27	10	24		61		17	285	9		311		21	716	737			
12:30 PM	43	6	5		54		17	265	17		299		13	7	29		49		29	294	9		332		31	734	765			
12:45 PM	42	6	8		56		15	240	28		283		22	5	18		45		34	267	6		307		26	691	717			
Total Volume	151	23	21		195		66	1028	75		1169		76	26	98		200		111	1112	39		1262		104	2826	2930			
% App. Total	77.4	11.8	10.8				5.6	87.9	6.4		6.4		38	13	49		88.1		8.8	88.1	3.1		3.1		3.1	96.3				
PHF	.878	.821	.656		.871		.868	.945	.670		.958		.704	.650	.845		.820		.816	.946	.650		.950		.963					

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

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQASI11SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
				App. Total			App. Total			App. Total			Int. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			11:00 AM			12:00 PM			11:45 AM				
+0 mins.	38	4	4	46	22	244	18	284	14	4	27	271	16	307
+15 mins.	28	7	4	39	18	292	13	323	27	10	24	266	15	312
+30 mins.	43	6	5	54	22	265	16	303	13	7	29	285	9	311
+45 mins.	42	6	8	56	30	254	14	298	22	5	18	294	9	332
Total Volume	151	23	21	195	92	1055	61	1208	76	26	98	1116	49	1262
% App. Total	77.4	11.8	10.8	7.6	87.3	87.3	5	935	38	13	49	88.4	3.9	1262
PHF	.878	.821	.656	.871	.767	.903	.847	.935	.704	.650	.845	.949	.766	.950

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Passenger Vehicles

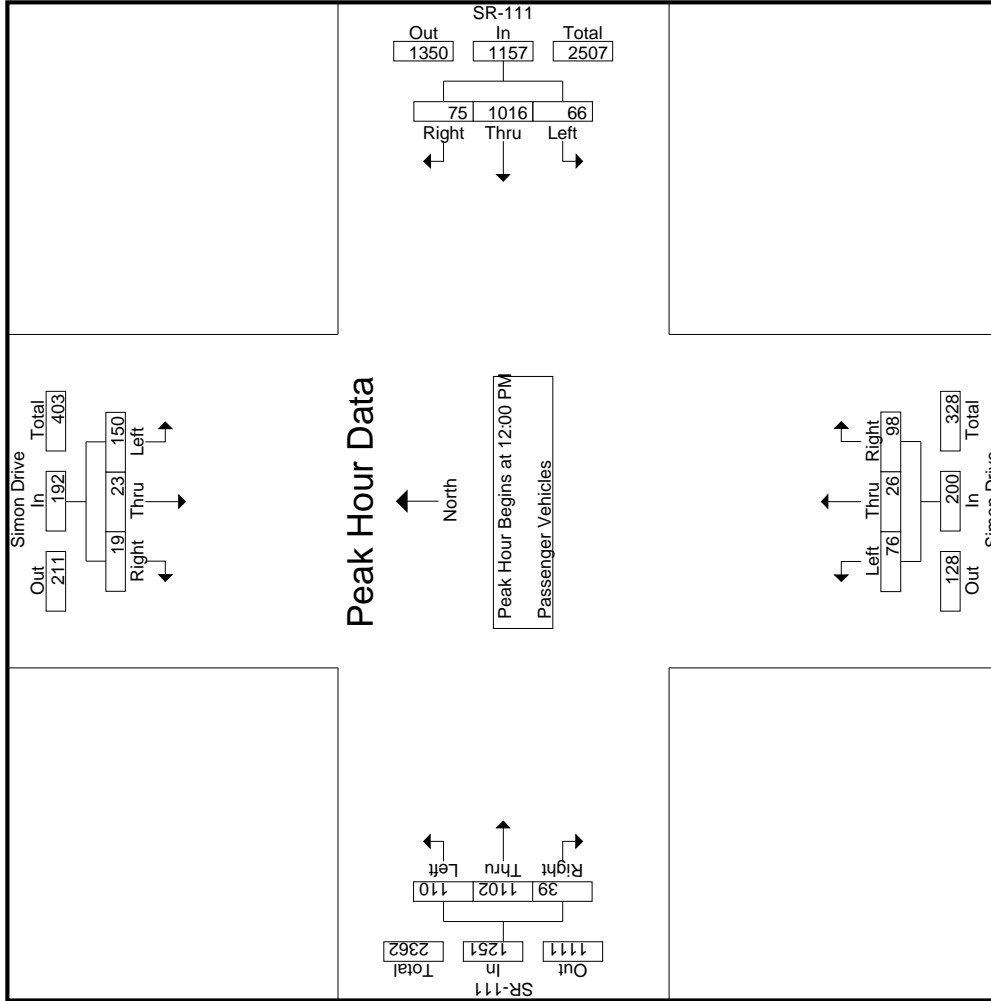
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
	11:00 AM	27	11	5	4	43	280	22	241	17	2	280	280	17	7	1	0	25	279	18	249	12	1	279	634
11:15 AM	28	6	1	1	35	317	18	286	13	2	317	317	18	5	20	18	43	285	21	249	15	0	285	701	
11:30 AM	27	10	4	4	41	301	22	264	15	3	301	301	23	5	21	18	49	284	18	252	14	0	284	700	
11:45 AM	30	2	4	3	36	293	30	249	14	5	293	293	20	5	16	16	41	304	20	268	16	1	304	699	
Total	112	29	14	12	155	1191	92	1040	59	12	1191	1191	78	22	58	52	158	1152	77	1018	57	2	1152	2734	
12:00 PM	38	4	4	3	46	280	19	249	12	0	280	280	14	4	27	23	45	310	31	264	15	0	310	707	
12:15 PM	28	7	2	2	37	300	15	267	18	1	300	300	27	10	24	17	61	306	17	280	9	1	306	725	
12:30 PM	42	6	5	4	53	298	17	264	17	2	298	298	13	7	29	25	49	329	28	292	9	0	329	760	
12:45 PM	42	6	8	5	56	279	15	236	28	6	279	279	22	5	18	15	45	306	34	266	6	0	306	712	
Total	150	23	19	14	192	1157	66	1016	75	9	1157	1157	76	26	98	80	200	1251	110	1102	39	1	1251	2904	
Grand Total	262	52	33	26	347	2348	154	48	156	132	358	358	187	2120	96	3	2403	5638	182	5456					
Approach %	75.5	15	9.5		6.4	43	6.7	87.6	5.7	43	43.6	6.6	7.8	88.2	4	44									
Total %	4.8	1	0.6				2.9	37.7	2.5		2.9		3.4	38.9	1.8									3.2	96.8

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	12:00 PM	38	4	4	2	46	280	19	249	12	0	280	280	14	4	27	23	45	310	31	264	15	0	310
12:15 PM	28	7	2	2	37	300	15	267	18	1	300	300	27	10	24	17	61	306	17	280	9	1	306	725
12:30 PM	42	6	5	4	53	298	17	264	17	2	298	298	13	7	29	25	49	329	28	292	9	0	329	760
12:45 PM	42	6	8	5	56	279	15	236	28	6	279	279	22	5	18	15	45	306	34	266	6	0	306	712
Total Volume	150	23	19	14	192	1157	66	1016	75	9	1157	1157	76	26	98	80	200	1251	110	1102	39	1	1251	2904
% App. Total	78.1	12	9.9		6.4	43	6.7	87.8	6.5	43	43.6	6.6	7.8	88.1	3.1	44								
PHF	.893	.821	.594		.857	.670	.868	.951	.670	.964	.820	.845	.809	.943	.650	.951								.960

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI11SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	12:00 PM			12:00 PM			12:00 PM			12:00 PM			12:00 PM		
+0 mins.	38	4	4	19	249	12	280	14	4	27	31	264	15	310	
+15 mins.	28	7	2	15	267	18	300	27	10	24	17	280	9	306	
+30 mins.	42	6	5	17	264	17	298	13	7	29	28	292	9	329	
+45 mins.	42	6	8	15	236	28	279	22	5	18	34	266	6	306	
Total Volume	150	23	19	66	1016	75	1157	76	26	98	110	1102	39	1251	
% App. Total	78.1	12	9.9	5.7	87.8	6.5	96.4	38	13	49	8.8	88.1	3.1	125.1	
PHF	.893	.821	.594	.868	.951	.670	.964	.704	.650	.845	.809	.943	.650	.951	

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	0	1	0	2	0	7	7
11:15 AM	0	0	1	0	1	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	8	8
11:30 AM	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	4	0	0	4	1	6	7
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6
Total	0	0	1	0	1	0	13	2	1	15	1	0	1	0	2	0	8	1	0	9	1	27	28
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
12:15 PM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	11	11
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	5	5
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	0	2	0	3	0	9	0	0	9	0	0	0	0	0	1	9	0	0	10	0	22	22
Grand Total	1	0	3	0	4	0	22	2	1	24	1	0	1	0	2	1	17	1	0	19	1	49	50
Approach %	25	0	75		8.2	0	91.7	8.3		49	50	0	50		4.1	5.3	89.5	5.3		38.8	2	98	
Total %	2	0	6.1			0	44.9	4.1			2	0	2			2	34.7	2			2		

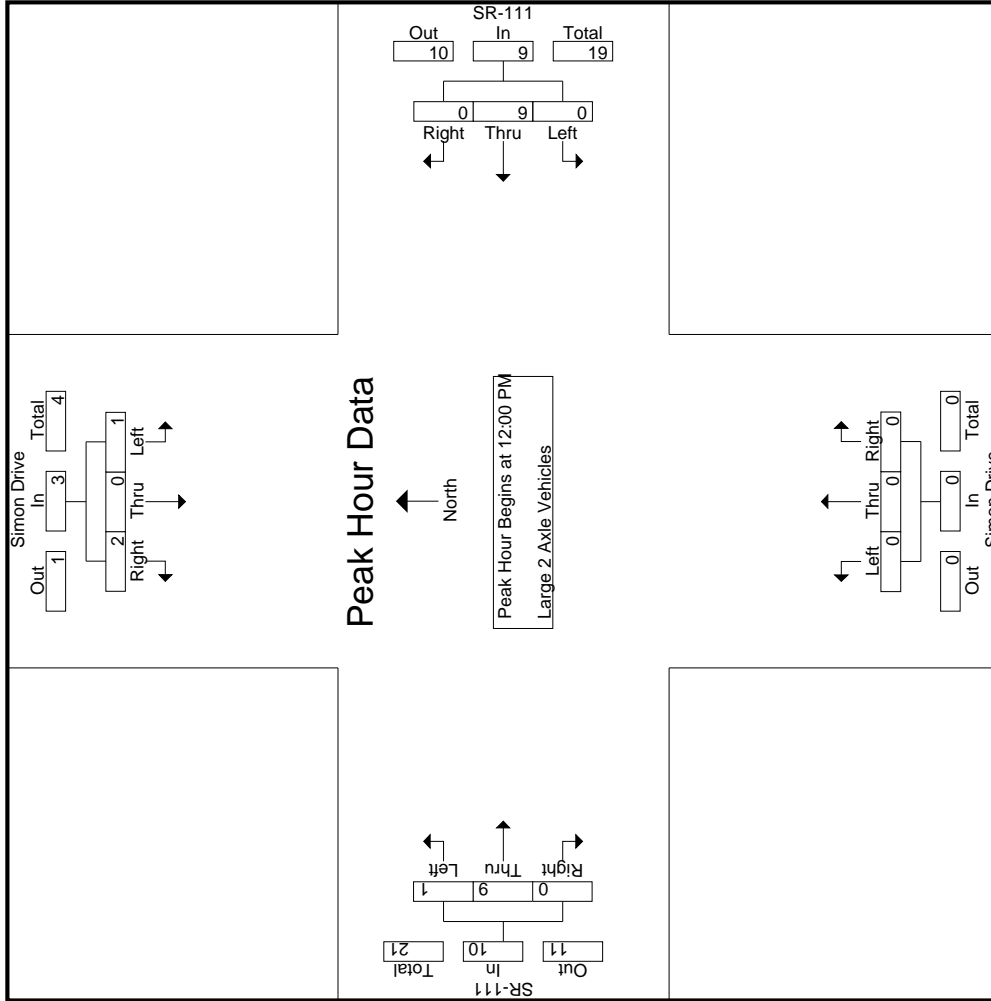
Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	3
12:15 PM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	4	11
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	5	5
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Total Volume	1	0	2		3	0	9	0		9	0	0	0		0	1	9	0		10	0	22	
% App. Total	33.3	0	66.7			0	100	0		100	0	0	0		0	10	90	0		100	0	100	
PHF	.250	.000	.250		.375	.000	.450	.000		.450	.000	.000	.000		.000	.250	.563	.000		.625	.000	.500	

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0
+15 mins.	0	0	2	2	5	0	0	0	0	4	0	4
+30 mins.	1	0	0	1	1	0	0	0	0	2	0	3
+45 mins.	0	0	0	0	2	0	0	0	0	1	0	1
Total Volume	1	0	2	3	9	0	0	0	0	9	0	10
% App. Total	33.3	0	66.7	0	100	0	0	0	0	10	0	90
PHF	.250	.000	.250	.375	.450	.000	.000	.450	.000	.250	.563	.625

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

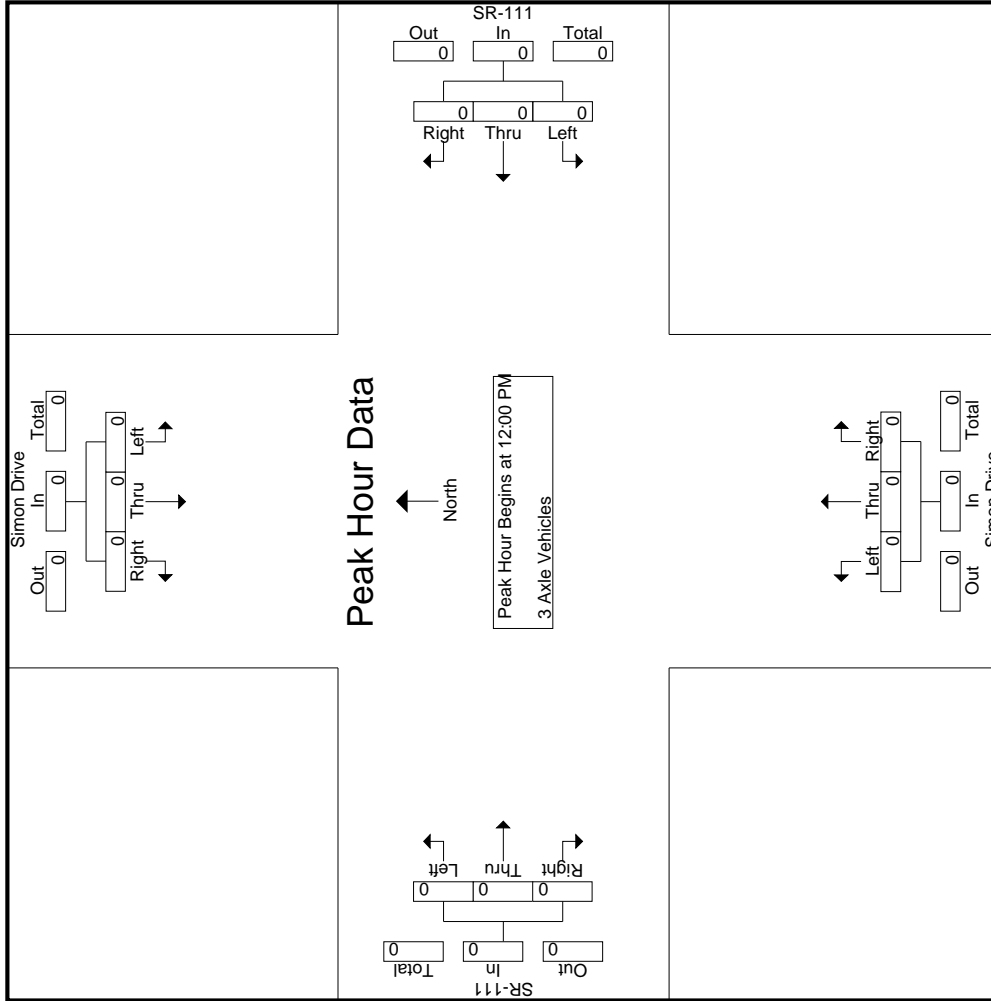
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	50	0	50	0	0	0	50	0	0	0	0	100	

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour for Entire Intersection Begins at 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000		

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			12:00 PM			12:00 PM			12:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQAS111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

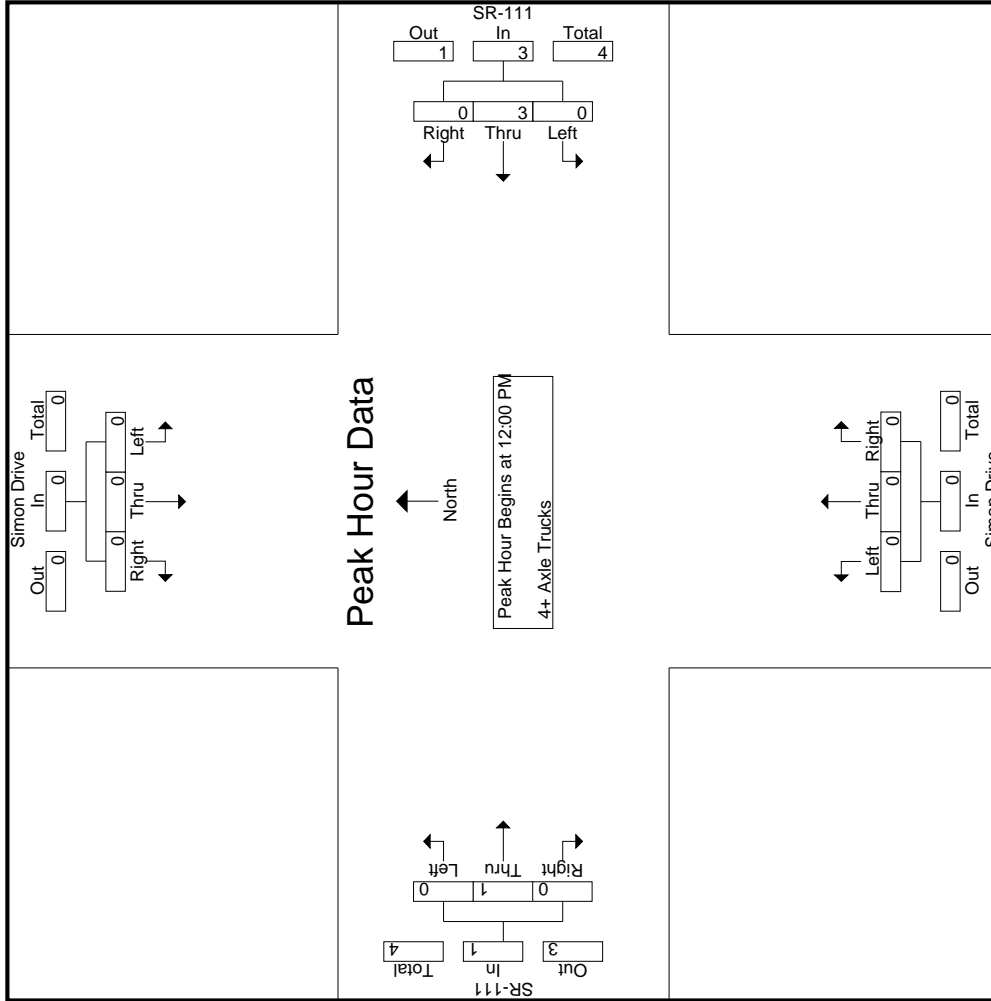
Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	1	2	1	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4	4	4
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	1	1	3	1	7	8
Approach %	0	0	0	0	0	0	100	0	0	57.1	0	0	0	0	0	0	66.7	33.3	0	0	42.9	12.5	87.5	87.5
Total %	0	0	0	0	0	0	57.1	0	0	57.1	0	0	0	0	0	0	28.6	14.3	0	0	42.9	12.5	87.5	87.5

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.500	

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

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQASI111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Simon Drive
 E/W: SR-111
 Weather: Clear

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			12:00 PM			12:00 PM			12:00 PM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	100	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.000	.250

Location: La Quinta
 N/S: Simon Drive
 E/W: SR-111



Date: 5/7/2014
 File: LQASI111

WEEKDAY

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	2	2
3:00 PM	0	0	0	0	0
3:15 PM	0	0	3	2	5
3:30 PM	0	0	2	0	2
3:45 PM	0	0	1	1	2
4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	0	5	6	6	17

SATURDAY

Date: 5/10/2014

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	1	1
12:30 PM	0	0	0	1	1
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

Location: La Quinta
 N/S: Simon Drive
 E/W: SR-111



Date: 5/7/2014
 File: LQASI111

WEEKDAY

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	1	0	0	1
6:45 AM	0	1	0	0	1
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	4

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	1	1	2
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	0	1
4:00 PM	0	1	0	2	3
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	5	8

SATURDAY

Date: 5/10/2014

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	2	2	0	4
11:30 AM	0	0	0	1	1
11:45 AM	0	1	0	1	2
12:00 PM	1	0	0	0	1
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	3	2	2	8

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	La Quinta Center Drive Southbound						La Quinta Center Drive Northbound						SR-111 Eastbound						SR-111 Westbound												
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
06:30 AM	0	5	4	112	3	0	119	1	1	1	1	1	1	2	47	0	0	49	5	174	179	179	179	179	179	179	179	179	179	179	
06:45 AM	1	3	8	120	6	0	129	2	3	4	2	9	2	7	94	2	0	103	10	253	263	263	263	263	263	263	263	263	263	263	
Total	1	3	13	232	9	0	248	2	3	5	3	10	2	9	141	2	0	152	15	427	442	442	442	442	442	442	442	442	442		
07:00 AM	0	0	9	135	5	0	149	0	0	3	0	3	0	3	92	4	0	99	9	260	269	269	269	269	269	269	269	269	269	269	
07:15 AM	0	4	15	247	12	0	267	1	3	3	0	7	7	7	109	2	0	118	11	411	422	422	422	422	422	422	422	422	422	422	
07:30 AM	4	2	12	233	12	2	256	1	7	2	0	10	12	12	143	2	0	157	11	441	452	452	452	452	452	452	452	452	452	452	
07:45 AM	0	3	21	247	10	0	273	2	3	6	3	11	6	6	136	7	0	149	20	457	477	477	477	477	477	477	477	477	477	477	
Total	4	9	57	862	39	2	945	4	13	14	3	31	28	480	15	0	523	51	1569	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	1620	
08:00 AM	5	3	12	197	11	2	223	5	6	2	2	13	11	144	7	0	162	15	418	433	433	433	433	433	433	433	433	433	433	433	
08:15 AM	5	4	12	177	16	0	204	4	6	6	4	16	12	136	9	0	157	12	398	410	410	410	410	410	410	410	410	410	410	410	
Grand Total	15	19	94	1468	75	4	1620	15	28	27	12	70	60	901	33	0	994	93	2812	2905	2905	2905	2905	2905	2905	2905	2905	2905	2905	2905	
Approch %	11.7	14.8	73.4	90.6	4.6		57.6	21.4	40	38.6		2.5	6	90.6	3.3		35.3	3.2	96.8												
Total %	0.5	0.7	3.3	52.2	2.7		2.7	0.5	1	1		1	2.1	32	1.2		35.3	3.2	96.8												
Passenger Vehicles	13	19	93	1383	74		1536	11	28	26		76	58	868	30		956	0	0	2769	2769	2769	2769	2769	2769	2769	2769	2769	2769	2769	
% Passenger Vehicles	86.7	100	98.9	98.7	100		94.6	73.3	100	96.3		91.7	96.7	96.3	90.9		96.2	0	0	95.3	95.3	95.3	95.3	95.3	95.3	95.3	95.3	95.3	95.3	95.3	95.3
Large 2 Axle Vehicles	2	0	0	34	0		35	1	0	0		1	2	14	1		17	0	0	55	55	55	55	55	55	55	55	55	55	55	55
% Large 2 Axle Vehicles	13.3	0	0	2.3	0		2.2	6.7	0	0		1.2	3.3	1.6	3		1.7	0	0	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
3 Axle Vehicles	0	0	0	24	0		24	0	0	0		0	0	5	0		5	0	0	29	29	29	29	29	29	29	29	29	29	29	29
% 3 Axle Vehicles	0	0	0	1.6	0		1.5	0	0	0		0	0	0.6	0		0.5	0	0	1	1	1	1	1	1	1	1	1	1	1	1
4+ Axle Trucks	0	0	1	27	1		29	3	0	1		5	0	14	2		16	0	0	52	52	52	52	52	52	52	52	52	52	52	52
% 4+ Axle Trucks	0	0	1.1	1.8	1.3		1.8	20	0	3.7		6.1	0	1.6	6.1		1.6	0	0	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8

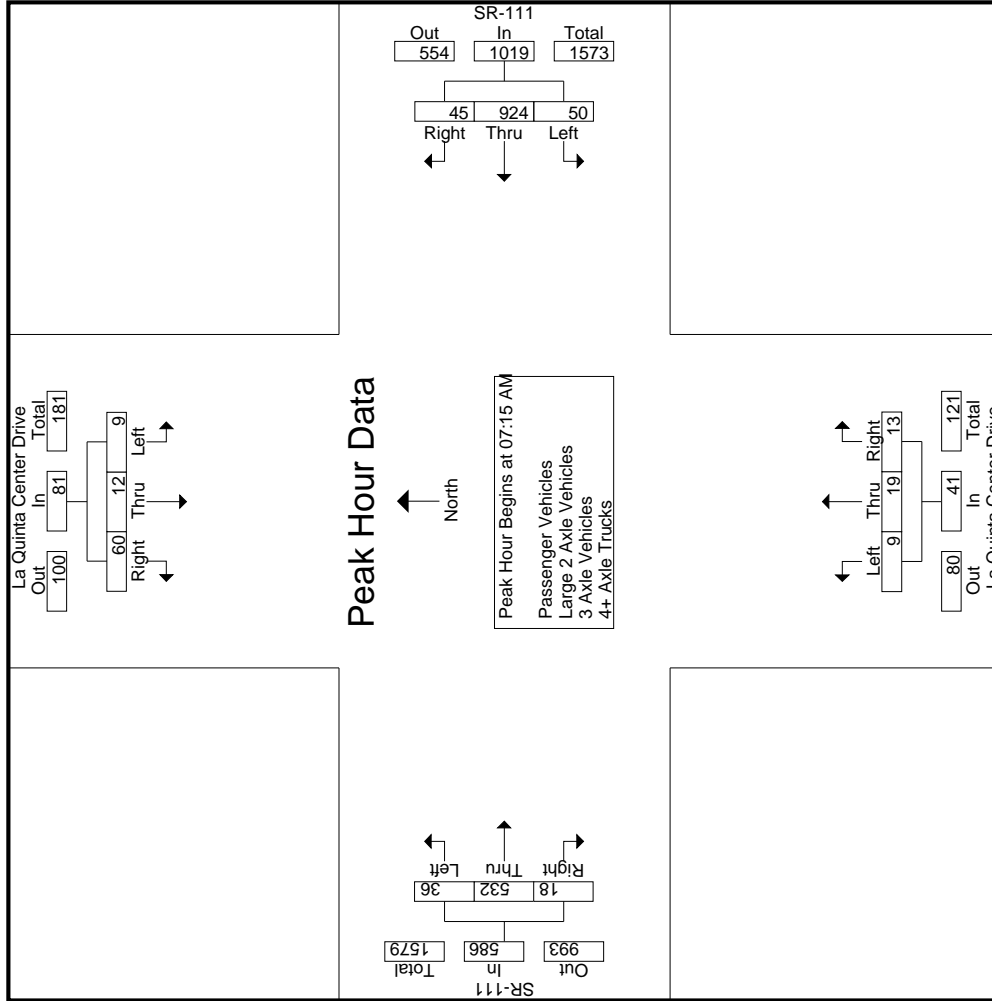
Start Time	La Quinta Center Drive Southbound						La Quinta Center Drive Northbound						SR-111 Eastbound						SR-111 Westbound												
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
07:15 AM	0	4	15	19	15		19	8	247	12		267	1	3	3		7	7	109	2	118	411	411	411	411	411	411	411	411	411	411
07:30 AM	4	2	12	247	10		256	1	7	2		256	1	7	2		10	12	143	2	157	441	441	441	441	441	441	441	441	441	441
07:45 AM	0	3	21	247	10		273	2	3	6		273	2	3	6		11	6	136	7	149	457	457	457	457	457	457	457	457	457	457
08:00 AM	5	3	12	197	11		223	15	197	11		223	5	6	2		13	11	144	7	162	418	418	418	418	418	418	418	418	418	418
Total Volume	9	12	60	81	45		1019	9	924	45		1019	9	19	13		41	36	532	18	586	1727	1727	1727	1727	1727	1727	1727	1727	1727	1727
% App. Total	11.1	14.8	74.1	90.7	4.4		938	22	46.3	31.7		938	22	46.3	31.7		90.8	6.1	90.8	3.1	90.4	945	945	945	945	945	945	945	945	945	945
PHF	.450	.750	.714	.781	.938		.938	.450	.679	.542		.938	.450	.679	.542		.788	.750	.924	.643	.904	.945	.945	.945	.945	.945	.945	.945	.945	.945	.945

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM			07:15 AM			07:30 AM			07:30 AM					
+0 mins.	4	2	12	8	247	12	267	1	7	2	10	12	143	2	157
+15 mins.	0	3	21	11	233	12	256	2	3	6	11	6	136	7	149
+30 mins.	5	3	12	16	247	10	273	5	6	2	13	11	144	7	162
+45 mins.	5	4	12	15	197	11	223	4	6	6	16	12	136	9	157
Total Volume	14	12	57	50	924	45	1019	12	22	16	50	41	559	25	625
% App. Total	16.9	14.5	68.7	4.9	90.7	4.4		24	44	32	6.6	89.4		4	
PHF	.700	.750	.679	.781	.935	.938	.933	.600	.786	.667	.781	.854	.970	.694	.965

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

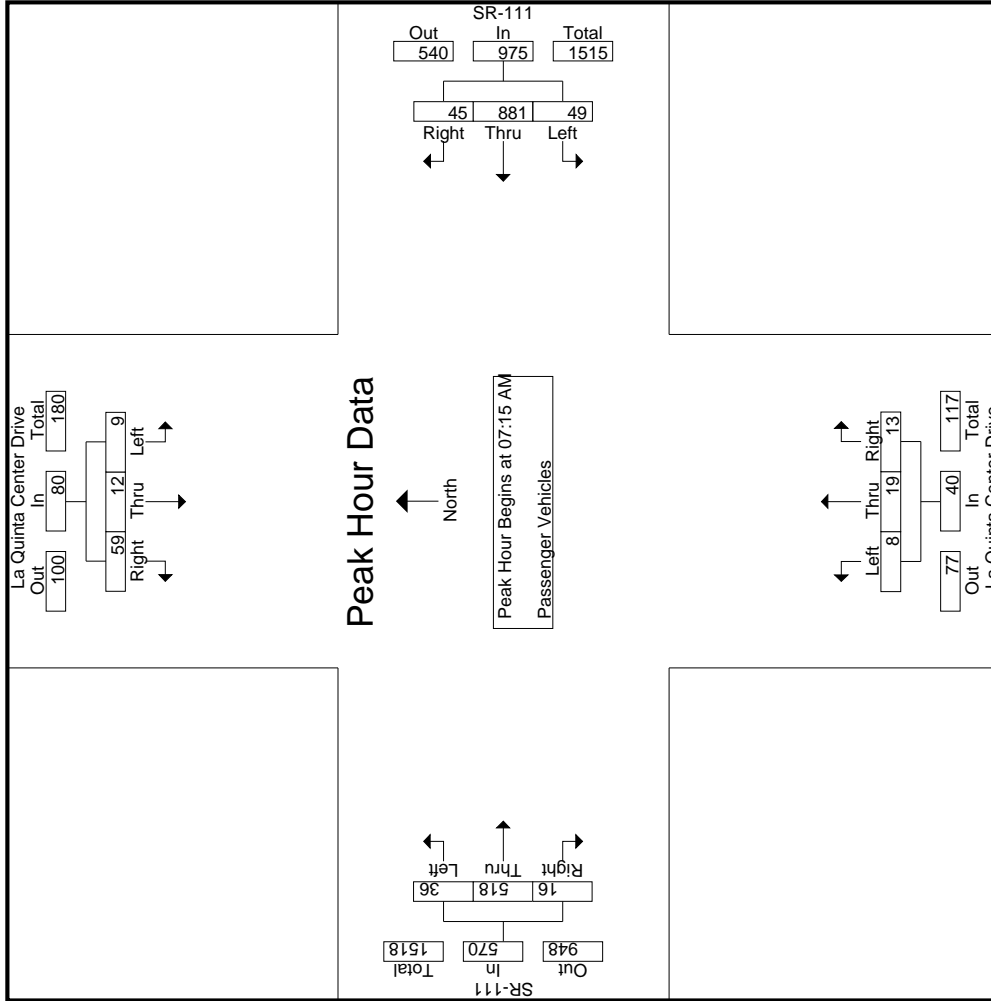
Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	0	0	5	4	5	3	98	3	0	104	0	0	1	1	1	1	46	0	0	47	5	157	162
06:45 AM	0	3	8	8	11	3	111	6	0	120	1	3	4	2	8	7	87	2	0	96	10	235	245
Total	0	3	13	12	16	6	209	9	0	224	1	3	5	3	9	8	133	2	0	143	15	392	407
07:00 AM	0	0	9	9	9	9	123	5	0	137	0	0	3	0	3	3	86	4	0	93	9	242	251
07:15 AM	0	4	14	10	18	8	237	12	0	257	1	3	3	0	7	7	106	1	0	114	10	396	406
07:30 AM	4	2	12	9	18	10	225	12	2	247	1	7	2	0	10	12	138	2	0	152	11	427	438
07:45 AM	0	3	21	17	24	16	236	10	0	262	2	3	6	3	11	6	133	6	0	145	20	442	462
Total	4	9	56	45	69	43	821	39	2	903	4	13	14	3	31	28	463	13	0	504	50	1507	1557
08:00 AM	5	3	12	11	20	15	183	11	2	209	4	6	2	2	12	11	141	7	0	159	15	400	415
08:15 AM	4	4	12	8	20	11	170	15	0	196	2	6	5	3	13	11	131	8	0	150	11	379	390
Grand Total	13	19	93	76	125	75	1383	74	4	1532	11	28	26	11	65	58	868	30	0	956	91	2678	2769
Approch %	10.4	15.2	74.4		4.7	4.9	90.3	4.8		57.2	16.9	43.1	40		2.4	6.1	90.8	3.1		35.7	3.3	96.7	
Total %	0.5	0.7	3.5		4.7	2.8	51.6	2.8		57.2	0.4	1	1		2.4	2.2	32.4	1.1		35.7			

Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:15 AM																							
07:15 AM	0	4	14		18	8	237	12		257	1	3	3		7	7	106	1		114	1	114	396
07:30 AM	4	2	12		18	10	225	12		247	1	7	2		10	12	138	2		152	2	152	427
07:45 AM	0	3	21		24	16	236	10		262	2	3	6		11	6	133	6		145	6	145	442
08:00 AM	5	3	12		20	15	183	11		209	4	6	2		12	11	141	7		159	7	159	400
Total Volume	9	12	59		80	49	881	45		975	8	19	13		40	36	518	16		570	16	570	1665
% App. Total	11.2	15	73.8		73.8	5	90.4	4.6		32.5	20	47.5	32.5		90.9	6.3	90.9	2.8		896	2.8	896	942
PHF	.450	.750	.702		.833	.766	.929	.938		.930	.500	.679	.542		.833	.750	.918	.571		.896			

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	14	18	8	237	12	257	1	3	3	7	7	106	1	114
+15 mins.	4	2	12	18	10	225	12	247	1	7	2	10	12	138	2	152
+30 mins.	0	3	21	24	16	236	10	262	2	3	6	11	6	133	6	145
+45 mins.	5	3	12	20	15	183	11	209	4	6	2	12	11	141	7	159
Total Volume	9	12	59	80	49	881	45	975	8	19	13	40	36	518	16	570
% App. Total	11.2	15	73.8	83.3	5	90.4	4.6	930	20	47.5	32.5	40	6.3	90.9	2.8	896
PHF	.450	.750	.702	.833	.766	.929	.938	.930	.500	.679	.542	.833	.750	.918	.571	.896

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

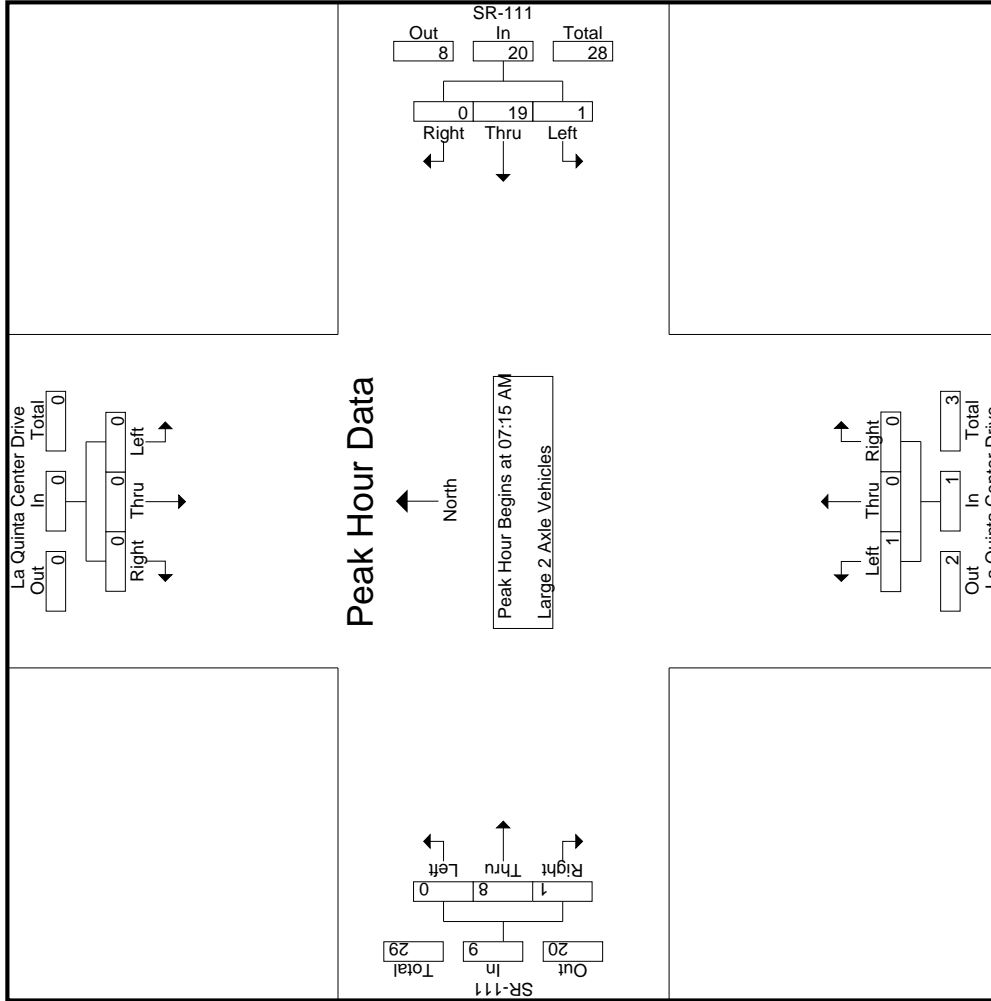
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound															
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
06:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	7	7	
06:45 AM	1	0	0	0	1	1	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	6	
Total	1	0	0	0	1	9	0	9	0	0	0	9	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	13	13	
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3	
07:15 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	8	8	
07:30 AM	0	0	0	0	0	0	1	4	0	0	5	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	9	
07:45 AM	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	6	
Total	0	0	0	0	0	0	1	16	0	0	17	17	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	26	26	
08:00 AM	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7	7		
08:15 AM	1	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	9	9		
Grand Total	2	0	0	0	2	2	1	34	0	0	35	1	0	0	0	0	0	1	2	14	1	0	17	0	0	0	0	0	0	0	55	55		
Approch %	100	0	0	0	0	3.6	2.9	97.1	0	0	63.6	100	0	0	0	0	0	11.8	82.4	5.9	1	0	30.9	0	0	0	0	0	0	0	100	100		
Total %	3.6	0	0	0	0	3.6	1.8	61.8	0	0	63.6	1.8	0	0	0	0	0	3.6	25.5	1.8	0	0	30.9	0	0	0	0	0	0	0	100	100		

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound														
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Int. Total		
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:15 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	4	4	
07:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	1	19	0	0	20	1	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	8	8	
% App. Total	0	0	0	0	0	0	5	95	0	0	95	100	0	0	0	0	0	0	88.9	11.1	0	0	11.1	0	0	0	0	0	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.250	.792	.000	.000	.833	.250	.000	.000	.000	.000	.000	.250	.500	.250	.000	.000	.563	.250	.500	.250	.000	.000	.000	.833	.833	.833	

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	1	19	0	20	1	0	0	0	0	8	1	9	
% App. Total	0	0	0	0	5	95	0	100	100	0	0	0	0	88.9	11.1		
PHF	.000	.000	.000	.000	.250	.792	.000	.833	.250	.000	.000	.250	.000	.500	.250	.563	

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

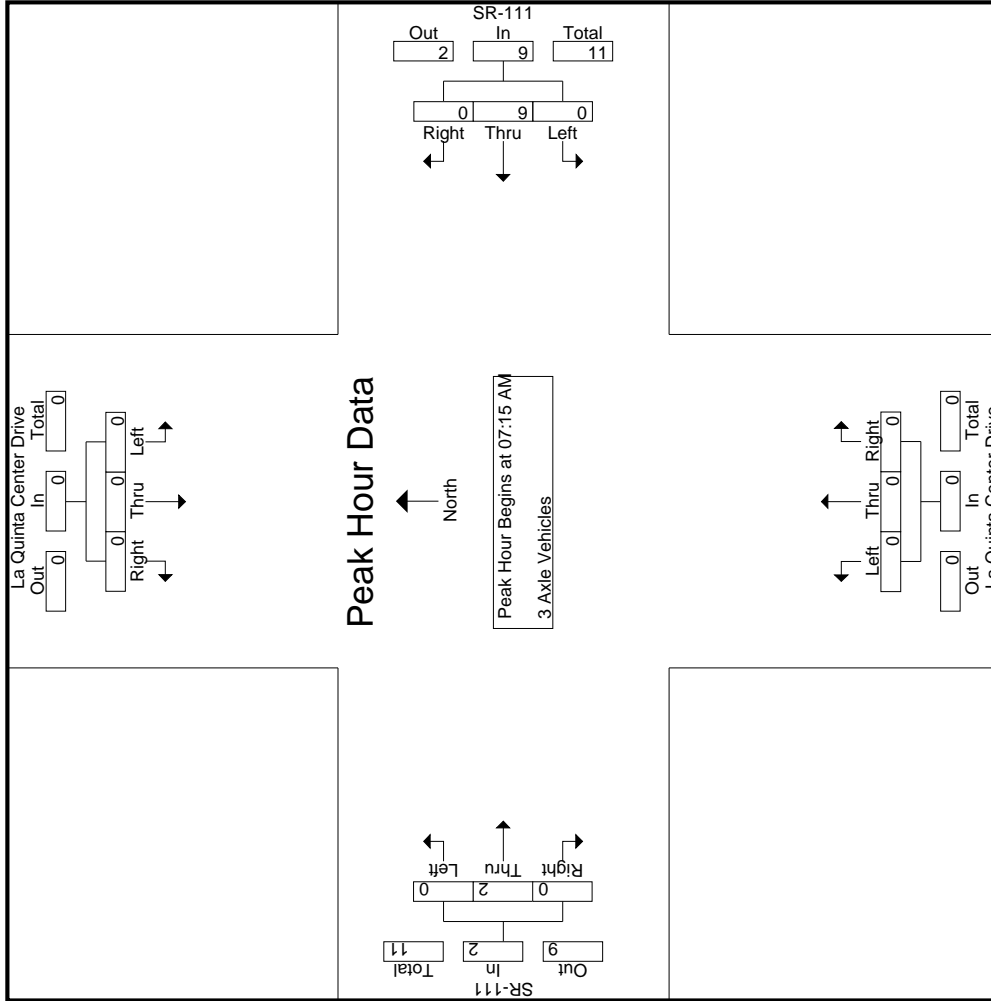
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																	
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
06:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	4			
06:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3			
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7	7			
07:00 AM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7			
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3			
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
Total	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	14	14			
08:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	4			
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	4			
Grand Total	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	29	29			
Approch %	0	0	0	0	0	0	0	100	0	0	0	82.8	0	0	0	0	0	0	0	100	0	0	0	17.2	0	0	0	0	0	0	0	100	100			
Total %	0	0	0	0	0	0	0	82.8	0	0	0	82.8	0	0	0	0	0	0	0	17.2	0	0	0	17.2	0	0	0	0	0	0	0	100	100			

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																	
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour for Entire Intersection Begins at 07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% App. Total	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.688			

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	0	3	0	0	0	0	1	0	1
Total Volume	0	0	0	0	9	9	0	0	9	0	0	0	0	2	0	2
% App. Total	0	0	0	0	100	100	0	0	100	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.500	.000	.500

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

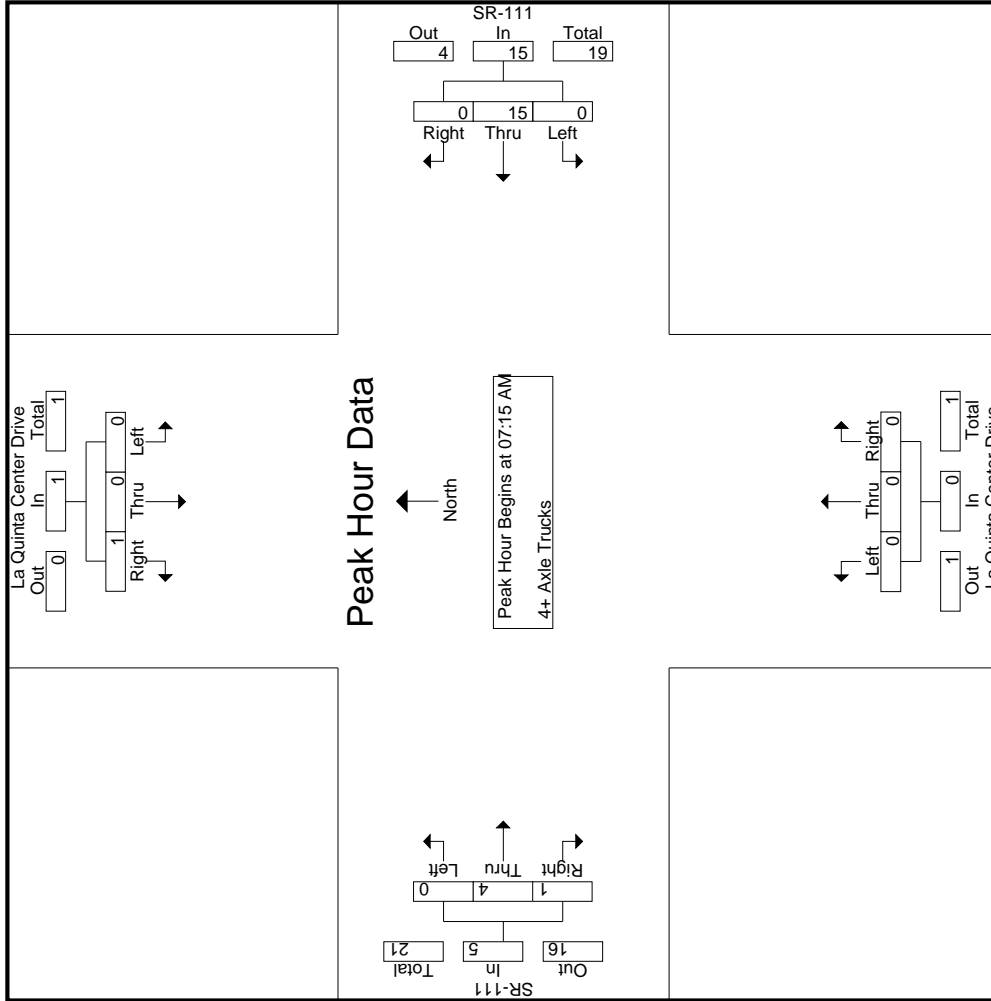
Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
06:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
06:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	9	0	0	9
Total	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	0	5	0	0	5	0	0	15	0	0	15
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	8	0	0	8
07:15 AM	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	4	1	1	4
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3
07:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	7	0	0	7
Total	0	0	1	1	1	0	12	0	0	12	0	0	0	0	0	0	8	1	0	9	1	1	22	1	1	23
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	7	0	0	7
08:15 AM	0	0	0	0	0	0	1	1	0	2	2	0	1	1	3	0	0	1	0	1	1	1	6	1	1	7
Grand Total	0	0	1	1	1	1	27	1	0	29	3	0	1	1	4	0	14	2	0	16	2	2	50	2	2	52
Approch %	0	0	100			3.4	93.1	3.4		58	75	0	25		8	0	87.5	12.5		32	3.8	96.2		3.8	96.2	
Total %	0	0	2			2	54	2		58	6	0	2		8	0	28	4		32						

Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
07:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	1	1	2	1	1	7
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
Total Volume	0	0	1	1	1	0	15	0	0	15	0	0	0	0	0	0	4	1	0	5	1	1	21	1	1	21
% App. Total	0	0	100			0	100	0		100	0	0	0		0	0	80	20		20	3.8	96.2		3.8	96.2	
PHF	.000	.000	.250			.000	.625	.000		.000	.000	.000	.000		.000	.000	1.00	.250		.750						

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQALQ111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	2
+45 mins.	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	15	0	0	0	0	4	1	5
% App. Total	0	0	100	.250	0	0	0	0	100	0	0	0	0	80	20	.625
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.625	.000	.000	.000	.000	1.000	.250	.625

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Start Time	Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																						
	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	4	6	11	10	21	29	246	16	0	291	19	4	17	4	40	6	323	11	0	340	14	692	706
02:45 PM	12	4	18	16	34	25	261	22	3	308	15	5	18	4	38	9	296	10	1	315	24	695	719
Total	16	10	29	26	55	54	507	38	3	599	34	9	35	8	78	15	619	21	1	655	38	1387	1425
03:00 PM	7	9	14	13	30	30	246	16	0	292	26	10	17	4	53	13	300	17	1	330	18	705	723
03:15 PM	14	9	12	6	35	30	235	18	0	283	19	6	21	7	46	9	331	25	0	365	13	729	742
03:30 PM	12	4	10	7	26	47	267	20	0	334	15	5	20	0	40	13	311	18	0	342	7	742	749
03:45 PM	13	5	10	1	28	16	244	16	0	276	20	8	18	0	46	6	300	13	0	319	1	669	670
Total	46	27	46	27	119	123	992	70	0	1185	80	29	76	11	185	41	1242	73	1	1356	39	2845	2884
04:00 PM	12	3	11	6	26	31	208	16	0	255	15	8	19	1	42	9	244	13	0	266	7	589	596
04:15 PM	8	8	14	2	30	28	208	10	0	246	13	3	19	0	35	8	256	14	0	278	2	589	591
04:30 PM	12	8	13	9	33	26	240	15	2	281	15	8	18	4	41	9	262	16	1	287	16	642	658
04:45 PM	15	8	13	8	36	19	213	15	2	247	12	2	23	20	37	10	255	21	6	286	36	606	642
Total	47	27	51	25	125	104	869	56	4	1029	55	21	79	25	155	36	1017	64	7	1117	61	2426	2487
05:00 PM	10	6	6	4	22	19	251	5	3	275	24	8	16	8	48	13	293	15	3	321	18	666	684
05:15 PM	10	6	6	3	22	24	202	13	3	239	19	9	20	12	48	27	301	23	0	351	18	660	678
Grand Total	129	76	138	85	343	324	2821	182	13	3327	212	76	226	64	514	132	3472	196	12	3800	174	7984	8158
Approach %	37.6	22.2	40.2			9.7	84.8	5.5			41.2	14.8	44		6.4	3.5	91.4	5.2		47.6	2.1	97.9	
Total %	1.6	1	1.7		4.3	4.1	35.3	2.3		41.7	2.7	1	2.8		6.4	1.7	43.5	2.5		47.6	2.1	97.9	
Passenger Vehicles	129	76	138		428	324	2784	182		3303	212	75	225		575	132	3410	196		3750	0	0	8056
% Passenger Vehicles	100	100	100		100	100	98.7	100		98.9	100	98.7	99.6		99.5	100	98.2	100		98.4	0	0	98.7
Large 2 Axle Vehicles	0	0	0		0	0	26	0		26	0	1	1		3	0	38	0		38	0	0	67
% Large 2 Axle Vehicles	0	0	0		0	0	0.9	0		0.8	0	1.3	0.4		0.5	0	1.1	0		1	0	0	0.8
3 Axle Vehicles	0	0	0		0	0	6	0		6	0	0	0		0	0	11	0		11	0	0	17
% 3 Axle Vehicles	0	0	0		0	0	0.2	0		0.2	0	0	0		0	0	0.3	0		0.3	0	0	0.2
4+ Axle Trucks	0	0	0		0	0	5	0		5	0	0	0		0	0	13	0		13	0	0	18
% 4+ Axle Trucks	0	0	0		0	0	0.2	0		0.1	0	0	0		0	0	0.4	0		0.3	0	0	0.2

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

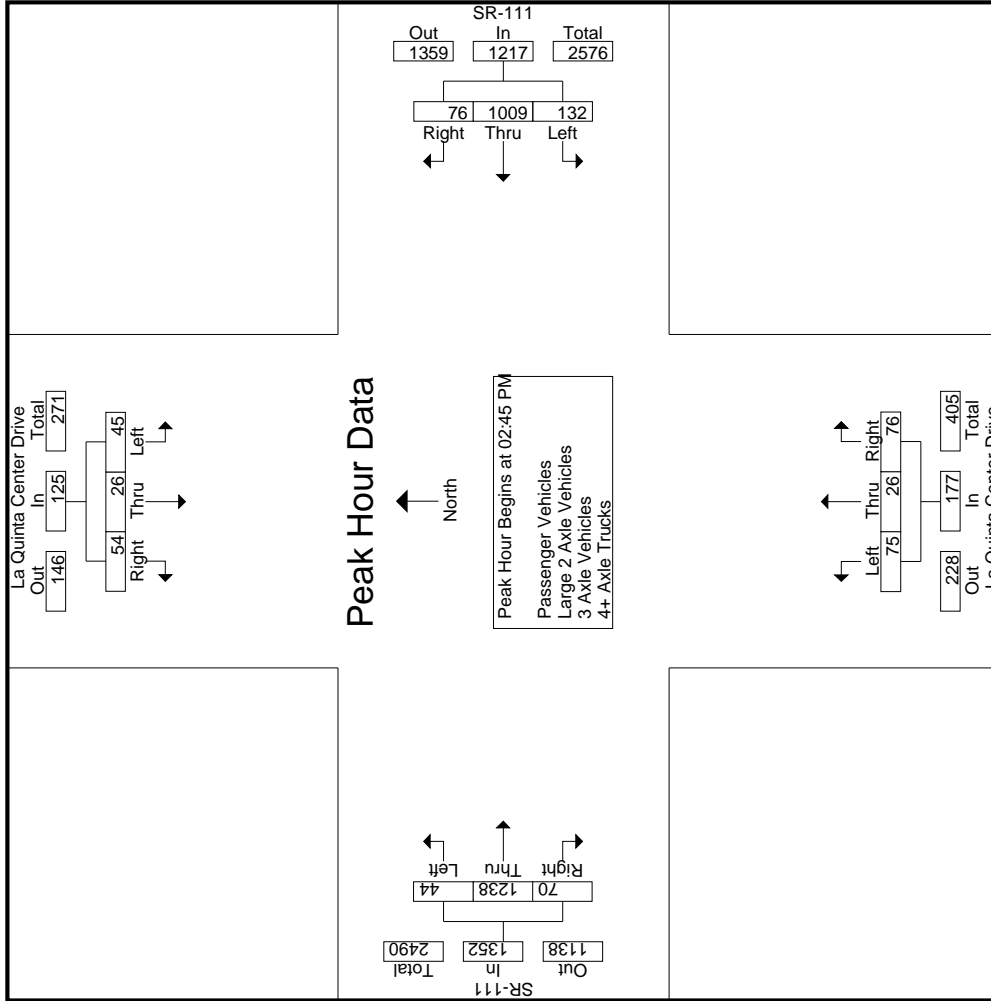
File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 02:45 PM																
02:45 PM	12	4	18	34	25	261	22	308	15	5	18	38	9	296	10	315
03:00 PM	7	9	14	30	30	246	16	292	26	10	17	53	13	300	17	330
03:15 PM	14	9	12	35	30	235	18	283	19	6	21	46	9	331	25	365
03:30 PM	12	4	10	26	47	267	20	334	15	5	20	40	13	311	18	342
Total Volume	45	26	54	125	132	1009	76	1217	75	26	76	177	44	1238	70	1352
% App. Total	36	20.8	43.2	10.8	10.8	82.9	6.2	42.4	14.7	14.7	42.9	3.3	3.3	91.6	5.2	96.7
PHF	.804	.722	.750	.893	.702	.945	.864	.911	.721	.650	.905	.835	.846	.935	.700	.926

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 4

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				03:00 PM				03:00 PM			
+0 mins.	12	4	18	34	25	261	22	308	26	10	17	53	13	300	17	330
+15 mins.	7	9	14	30	30	246	16	292	19	6	21	46	9	331	25	365
+30 mins.	14	9	12	35	30	235	18	283	15	5	20	40	13	311	18	342
+45 mins.	12	4	10	26	47	267	20	334	20	8	18	46	6	300	13	319
Total Volume	45	26	54	125	132	1009	76	1217	80	29	76	185	41	1242	73	1356
% App. Total	36	20.8	43.2	10.8	82.9	6.2	43.2	15.7	41.1	3	5.4	3	3	91.6	5.4	92.9
PHF	.804	.722	.750	.893	.702	.945	.864	.911	.769	.725	.905	.873	.788	.938	.730	.929

Groups Printed- Passenger Vehicles

Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	4	6	11	10	21	29	242	16	0	287	19	4	17	4	40	6	317	11	0	334	14	682	696
02:45 PM	12	4	18	16	34	25	259	22	3	306	15	5	18	4	38	9	293	10	1	312	24	690	714
Total	16	10	29	26	55	54	501	38	3	593	34	9	35	8	78	15	610	21	1	646	38	1372	1410
03:00 PM	7	9	14	13	30	30	238	16	0	284	26	10	17	4	53	13	294	17	1	324	18	691	709
03:15 PM	14	9	12	6	35	30	230	18	0	278	19	6	20	6	45	9	321	25	0	355	12	713	725
03:30 PM	12	4	10	7	26	47	263	20	0	330	15	5	20	0	40	13	302	18	0	333	7	729	736
03:45 PM	13	5	10	1	28	16	242	16	0	274	20	7	18	0	45	6	294	13	0	313	1	660	661
Total	46	27	46	27	119	123	973	70	0	1166	80	28	75	10	183	41	1211	73	1	1325	38	2793	2831
04:00 PM	12	3	11	6	26	31	207	16	0	254	15	8	19	1	42	9	235	13	0	257	7	579	586
04:15 PM	8	8	14	2	30	28	203	10	0	241	13	3	19	0	35	8	253	14	0	275	2	581	583
04:30 PM	12	8	13	9	33	26	238	15	2	279	15	8	18	4	41	9	259	16	1	284	16	637	653
04:45 PM	15	8	13	8	36	19	213	15	2	247	12	2	23	20	37	10	253	21	6	284	36	604	640
Total	47	27	51	25	125	104	861	56	4	1021	55	21	79	25	155	36	1000	64	7	1100	61	2401	2462
05:00 PM	10	6	6	4	22	19	248	5	3	272	24	8	16	8	48	13	290	15	3	318	18	660	678
05:15 PM	10	6	6	3	22	24	201	13	3	238	19	9	20	12	48	27	299	23	0	349	18	657	675
Grand Total	129	76	138	85	343	324	2784	182	13	3290	212	75	225	63	512	132	3410	196	12	3738	173	7883	8056
Approach %	37.6	22.2	40.2			9.8	84.6	5.5		41.7	41.4	14.6	43.9		6.5	3.5	91.2	5.2		47.4	2.1	97.9	
Total %	1.6	1	1.8		4.4	4.1	35.3	2.3		41.7	2.7	1	2.9		6.5	1.7	43.3	2.5		47.4	2.1	97.9	

Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:45 PM	12	4	18	16	34	25	259	22	3	306	15	5	18	4	38	9	293	10	1	312	24	690	714
03:00 PM	7	9	14	13	30	30	238	16	0	284	26	10	17	4	53	13	294	17	1	324	18	691	709
03:15 PM	14	9	12	6	35	30	230	18	0	278	19	6	20	6	45	9	321	25	0	355	12	713	725
03:30 PM	12	4	10	7	26	47	263	20	0	330	15	5	20	0	40	13	302	18	0	333	7	729	736
03:45 PM	13	5	10	1	28	16	242	16	0	274	20	7	18	0	45	6	294	13	0	313	1	660	661
Total	46	27	46	27	119	123	973	70	0	1166	80	28	75	10	183	41	1211	73	1	1325	38	2793	2831
04:00 PM	10	6	6	4	22	19	248	5	3	272	24	8	16	8	48	13	290	15	3	318	18	660	678
04:15 PM	10	6	6	3	22	24	201	13	3	238	19	9	20	12	48	27	299	23	0	349	18	657	675
Grand Total	129	76	138	85	343	324	2784	182	13	3290	212	75	225	63	512	132	3410	196	12	3738	173	7883	8056
Approach %	37.6	22.2	40.2		4.4	9.8	84.6	5.5		41.7	41.4	14.6	43.9		6.5	3.5	91.2	5.2		47.4	2.1	97.9	
Total %	1.6	1	1.8		4.4	4.1	35.3	2.3		41.7	2.7	1	2.9		6.5	1.7	43.3	2.5		47.4	2.1	97.9	

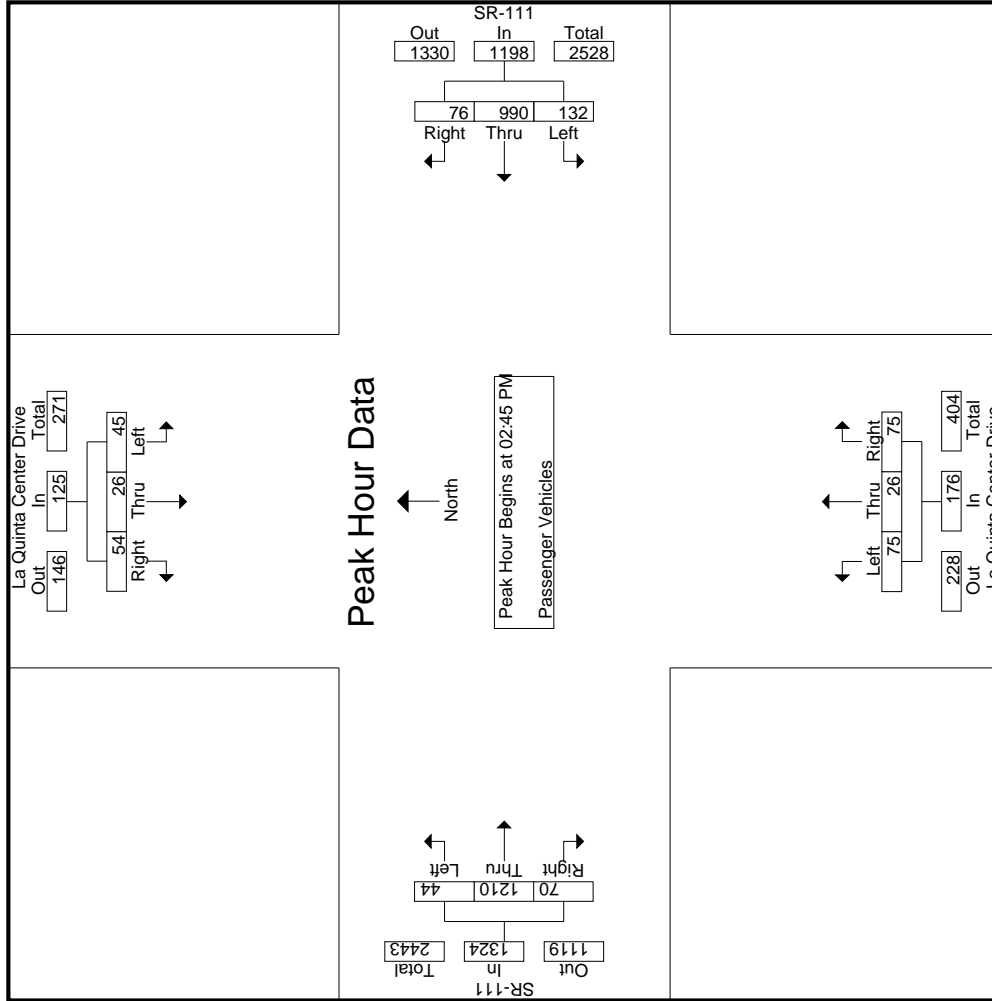
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

02:45 PM	12	4	18	16	34	25	259	22	3	306	15	5	18	4	38	9	293	10	1	312	24	690	714
03:00 PM	7	9	14	13	30	30	238	16	0	284	26	10	17	4	53	13	294	17	1	324	18	691	709
03:15 PM	14	9	12	6	35	30	230	18	0	278	19	6	20	6	45	9	321	25	0	355	12	713	725
03:30 PM	12	4	10	7	26	47	263	20	0	330	15	5	20	0	40	13	302	18	0	333	7	729	736
Total Volume	45	26	54	26	125	132	990	76	0	1198	75	26	75	10	176	44	1210	70	1	1324	33	729	2823
% App. Total	36	20.8	43.2		4.4	11	82.6	6.3		41.7	42.6	14.8	42.6		6.5	3.3	91.4	5.3		47.4	2.1	97.9	
PHF	.804	.722	.750		.893	.702	.941	.864		.908	.721	.650	.938		.830	.846	.942	.700		.932	.968		

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	12	4	18	34	25	259	22	306	15	5	18	38	9	293	10	312
+15 mins.	7	9	14	30	30	238	16	284	26	10	17	53	13	294	17	324
+30 mins.	14	9	12	35	30	230	18	278	19	6	20	45	9	321	25	355
+45 mins.	12	4	10	26	47	263	20	330	15	5	20	40	13	302	18	333
Total Volume	45	26	54	125	132	990	76	1198	75	26	75	176	44	1210	70	1324
% App. Total	36	20.8	43.2	11	82.6	6.3	11	42.6	14.8	42.6	5.3	3.3	91.4	5.3	3.3	93.2
PHF	.804	.722	.750	.893	.702	.941	.864	.908	.721	.650	.938	.830	.846	.942	.700	.932

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total
02:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3
02:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	4	
03:00 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	
03:15 PM	0	0	0	0	0	0	0	4	0	0	1	4	0	0	1	1	1	1	1	0	0	0	6	0	6	0	0	0	6	
03:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	6	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	6	
Total	0	0	0	0	0	0	0	14	0	0	1	14	0	0	1	1	1	2	0	0	0	0	20	0	20	0	0	0	20	
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	5	
04:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	
04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	
Total	0	0	0	0	0	0	0	6	0	0	6	6	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	10	
05:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3	
05:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	26	0	0	26	0	1	1	1	1	2	0	0	0	38	0	38	0	38	0	0	0	38	
Approach %	0	0	0	0	0	0	0	100	0	0	100	0	50	50	0	0	0	0	0	0	100	0	100	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	39.4	0	0	39.4	0	1.5	1.5	0	3	0	3	0	0	57.6	0	57.6	0	57.6	0	0	57.6		
													1.5	1.5	0	1.5	0	1.5	0	0	98.5	0	98.5	0	98.5	0	0	98.5		

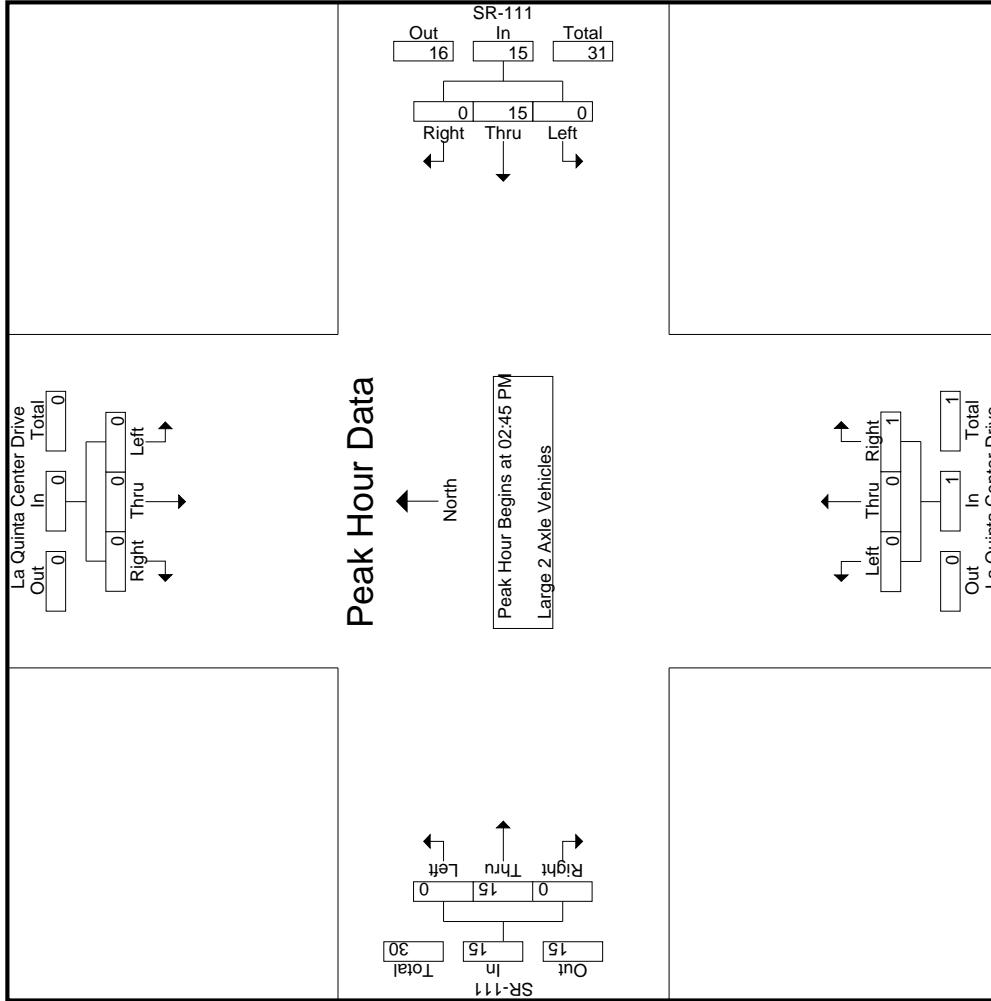
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	6	0	0	0	6	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	4	0	0	0	4	0	1	0	0	6	0	6
+45 mins.	0	0	0	0	4	0	0	0	4	0	0	0	0	6	0	6
Total Volume	0	0	0	0	15	0	0	0	15	0	1	0	0	15	0	15
% App. Total	0	0	0	0	100	0	0	0	100	0	100	0	0	100	0	100
PHF	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.250	.000	.000	.625	.000	.625

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

City of La Quinta
N/S: La Quinta Center Drive
E/W: SR-111
Weather: Clear

File Name : LQALQ111PM
Site Code : 05114190
Start Date : 5/7/2014
Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound					
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	5	5
03:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	6	0	0	0	0	0	0	0	11	0	0	17	17
Approach %	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	35.3	0	0	0	0	0	0	0	64.7	0	0	100	100

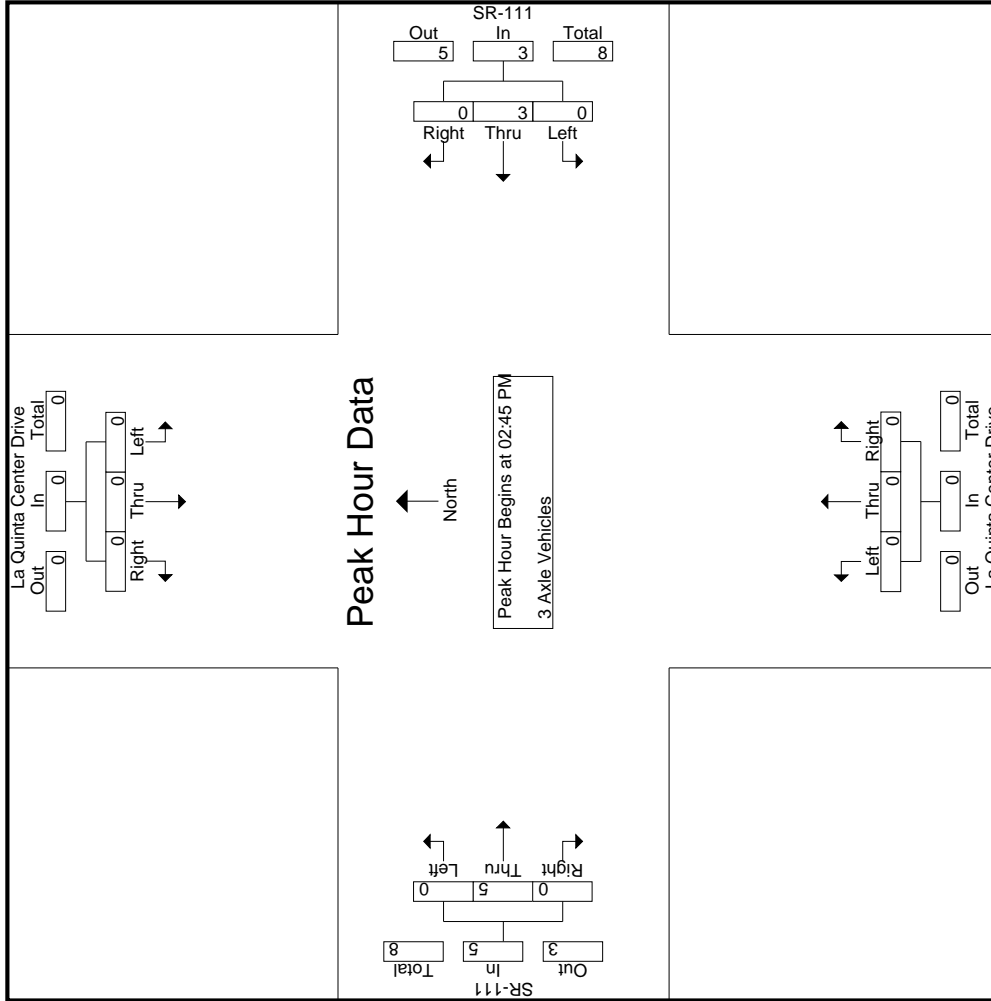
Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound					
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	5	8
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.500

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:45 PM

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM													
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	2	0	0	0	0	0	0	0	0	2
+30 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	3	0	0	0	0	0	0	0	5	5
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.625	.625

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound														
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total				
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru			
02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
Total %	0	0	0	0	0	0	0	27.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72.2	72.2

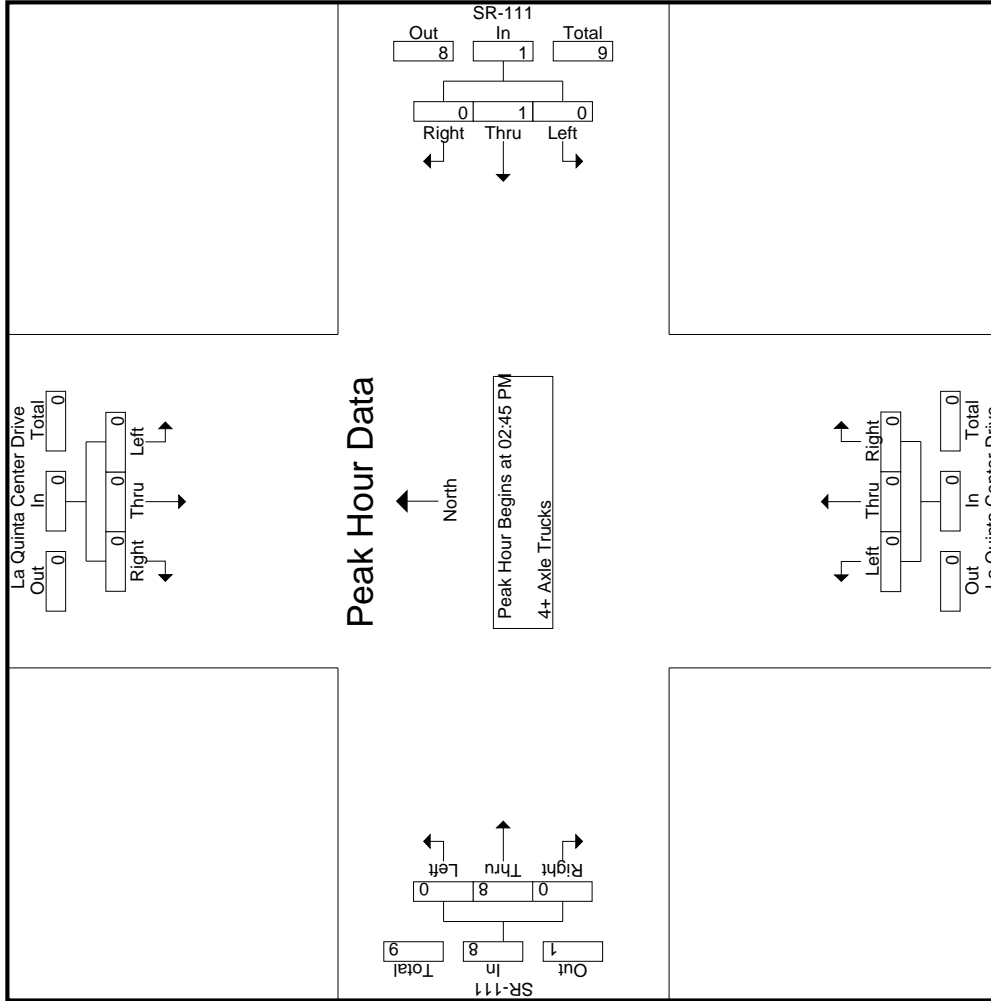
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound														
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total				
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru			
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.563	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQALQ111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM													
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0	1	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	4	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total Volume	0	0	0	0	0	1	0	0	0	0	0	0	8	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

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

Start Time	La Quinta Center Drive																						
	Southbound						Northbound																
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
11:00 AM	14	5	14	4	33	49	247	17	1	313	23	5	17	0	45	13	247	27	1	287	6	678	684
11:15 AM	9	8	16	1	33	46	270	26	2	342	37	11	38	9	86	7	253	26	8	286	20	747	767
11:30 AM	8	6	15	3	29	41	283	21	4	345	30	10	31	6	71	15	263	30	6	308	19	753	772
11:45 AM	11	6	15	4	32	39	230	13	1	282	26	10	21	2	57	18	275	18	0	311	7	682	689
Total	42	25	60	12	127	175	1030	77	8	1282	116	36	107	17	259	53	1038	101	15	1192	52	2860	2912
12:00 PM	14	8	19	8	41	46	249	25	3	320	24	20	34	6	78	14	290	21	1	325	18	764	782
12:15 PM	11	11	19	2	41	38	256	26	0	320	33	14	31	4	78	23	297	27	0	347	6	786	792
12:30 PM	15	10	21	9	46	38	256	34	5	328	27	11	26	1	64	17	312	28	5	357	20	795	815
12:45 PM	15	11	15	7	41	43	253	32	2	328	24	14	27	3	65	13	295	28	0	336	12	770	782
Total	55	40	74	26	169	165	1014	117	10	1296	108	59	118	14	285	67	1194	104	6	1365	56	3115	3171
Grand Total	97	65	134	38	296	340	2044	194	18	2578	224	95	225	31	544	120	2232	205	21	2557	108	5975	6083
Approach %	32.8	22	45.3			13.2	79.3	7.5			41.2	17.5	41.4			4.7	87.3	8					
Total %	1.6	1.1	2.2		5	5.7	34.2	3.2		43.1	3.7	1.6	3.8		9.1	2	37.4	3.4		42.8	1.8	98.2	
Passenger Vehicles	97	65	134		334	339	2019	194		2570	222	94	225		572	120	2209	204		2554	0	0	6030
% Passenger Vehicles	100	100	100		100	99.7	98.8	100		100	99.1	98.9	100		99.5	100	99.9	99.5		100	0	0	99.1
Large 2 Axle Vehicles	0	0	0		0	0	16	0		16	2	0	0		2	0	14	1		15	0	0	33
% Large 2 Axle Vehicles	0	0	0		0	0	0.8	0		0.6	0.9	0	0		0.3	0	0.6	0.5		0.6	0	0	0.5
3 Axle Vehicles	0	0	0		0	0	4	0		4	0	1	0		1	0	6	0		6	0	0	11
% 3 Axle Vehicles	0	0	0		0	0	0.2	0		0.2	0	1.1	0		0.2	0	0.3	0		0.2	0	0	0.2
4+ Axle Trucks	0	0	0		0	1	5	0		6	0	0	0		0	0	3	0		3	0	0	9
% 4+ Axle Trucks	0	0	0		0	0.3	0.2	0		0.2	0	0	0		0	0	0.1	0		0.1	0	0	0.1

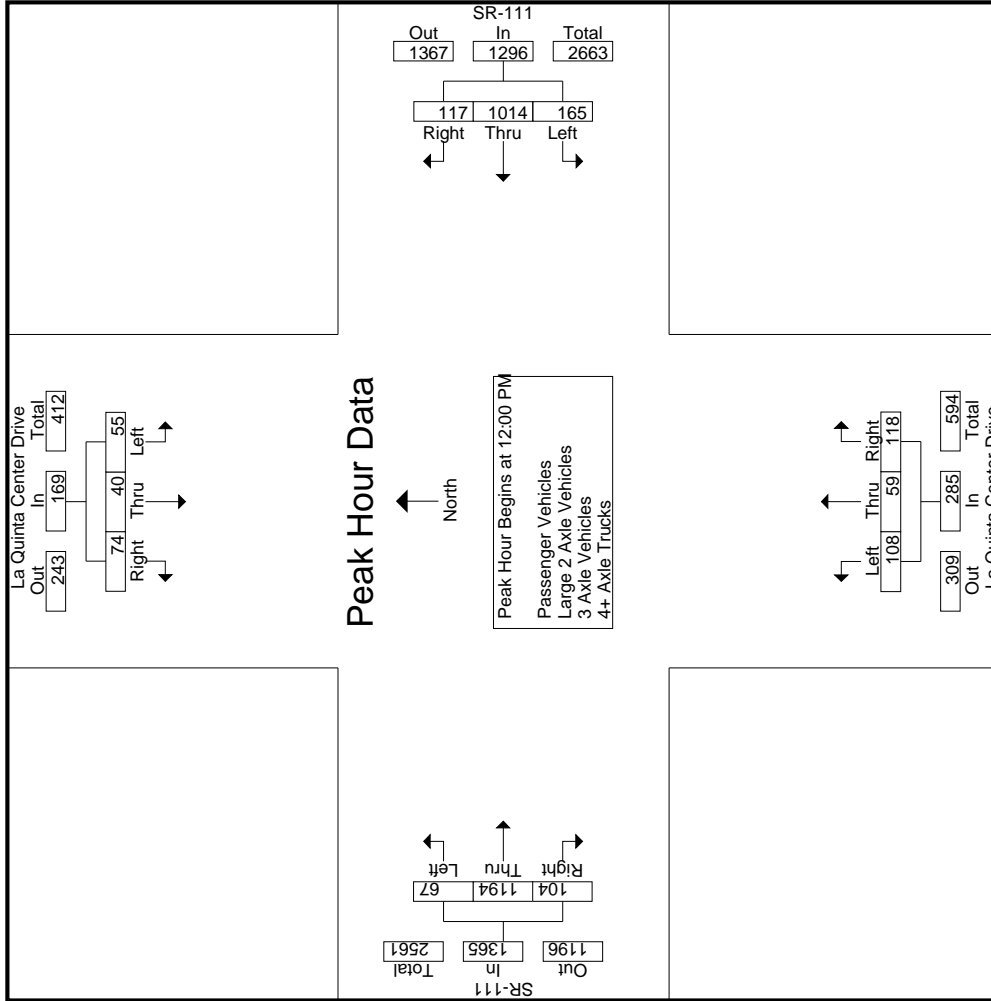
Start Time	La Quinta Center Drive																					
	Southbound						Northbound															
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
12:00 PM	14	8	19		41	46	249	25		320	24	20	34		78	14	290	21		325	21	764
12:15 PM	11	11	19		41	38	256	26		320	33	14	31		78	23	297	27		347	27	786
12:30 PM	15	10	21		46	38	256	34		328	27	11	26		64	17	312	28		357	28	795
12:45 PM	15	11	15		41	43	253	32		328	24	14	27		65	13	295	28		336	28	770
Total Volume	55	40	74		169	165	1014	117		1296	108	59	118		285	67	1194	104		1365	52	2860
% App. Total	32.5	23.7	43.8			12.7	78.2	9			37.9	20.7	41.4			4.9	87.5	7.6				
PHF	.917	.909	.881		.918	.897	.990	.860		.988	.818	.738	.868		.913	.728	.957	.929		.956		.980

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

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				11:15 AM				12:00 PM			
+0 mins.	14	8	19	41	249	25	25	320	37	11	38	86	14	290	21	325
+15 mins.	11	11	19	41	256	26	26	320	30	10	31	71	23	297	27	347
+30 mins.	15	10	21	46	256	34	34	328	26	10	21	57	17	312	28	357
+45 mins.	15	11	15	41	253	32	32	328	24	20	34	78	13	295	28	336
Total Volume	55	40	74	169	1014	117	117	1296	117	51	124	292	67	1194	104	1365
% App. Total	32.5	23.7	43.8	12.7	78.2	9	9	988	40.1	17.5	42.5	849	4.9	87.5	7.6	956
PHF	.917	.909	.881	.918	.897	.860	.988	.988	.791	.638	.816	.849	.728	.957	.929	.956

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Passenger Vehicles

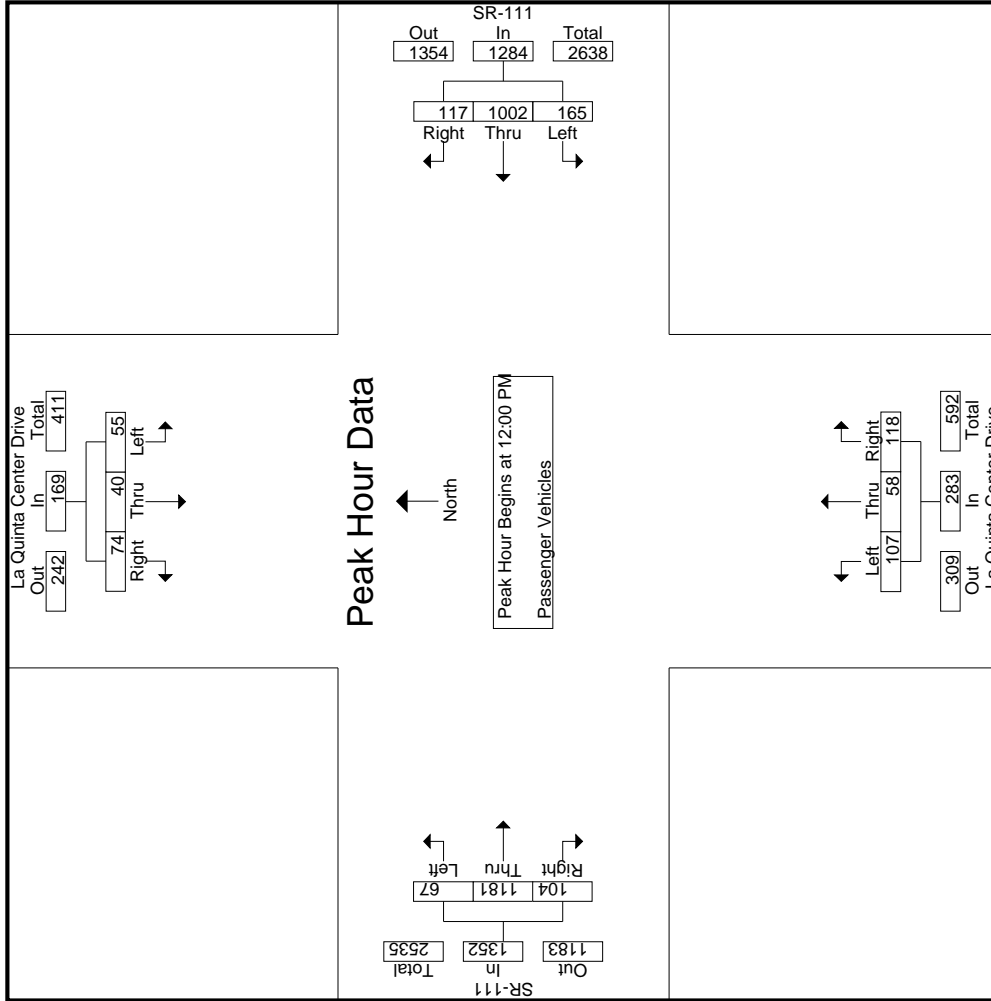
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	11:00 AM	14	5	14	4	33	49	243	17	1	309	23	5	17	0	45	13	245	27	1	285	6	672	678
11:15 AM	9	8	16	1	33	45	265	26	2	336	36	11	38	9	85	7	252	26	8	285	20	739	759	
11:30 AM	8	6	15	3	29	41	281	21	4	343	30	10	31	6	71	15	260	29	6	304	19	747	766	
11:45 AM	11	6	15	4	32	39	228	13	1	280	26	10	21	2	57	18	271	18	0	307	7	676	683	
Total	42	25	60	12	127	174	1017	77	8	1268	115	36	107	17	258	53	1028	100	15	1181	52	2834	2886	
12:00 PM	14	8	19	8	41	46	246	25	3	317	24	20	34	6	78	14	287	21	1	322	18	758	776	
12:15 PM	11	11	19	2	41	38	253	26	0	317	32	14	31	4	77	23	291	27	0	341	6	776	782	
12:30 PM	15	10	21	9	46	38	252	34	5	324	27	11	26	1	64	17	309	28	5	354	20	788	808	
12:45 PM	15	11	15	7	41	43	251	32	2	326	24	13	27	3	64	13	294	28	0	335	12	766	778	
Total	55	40	74	26	169	165	1002	117	10	1284	107	58	118	14	283	67	1181	104	6	1352	56	3088	3144	
Grand Total	97	65	134	38	296	339	2019	194	18	2552	222	94	225	31	541	120	2209	204	21	2533	108	5922	6030	
Approach %	32.8	22	45.3		5	13.3	79.1	7.6		43.1	41	17.4	41.6		9.1	4.7	87.2	8.1		42.8	1.8	98.2		
Total %	1.6	1.1	2.3			5.7	34.1	3.3			3.7	1.6	3.8			2	37.3	3.4						

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1	14	8	19	8	19	41	19	19	41	41	14	19	19	41	19	19	41	41	41	41	19	19	41
Peak Hour for Entire Intersection Begins at 12:00 PM	14	8	19	8	19	41	19	19	41	41	14	19	19	41	19	19	41	41	41	41	19	19	41	
12:00 PM	14	8	19	8	19	41	19	19	41	41	14	19	19	41	19	19	41	41	41	41	19	19	41	
12:15 PM	11	11	19	2	41	38	253	26	0	317	32	14	31	4	77	23	291	27	0	341	6	776	782	
12:30 PM	15	10	21	9	46	38	252	34	5	324	27	11	26	1	64	17	309	28	5	354	20	788	808	
12:45 PM	15	11	15	7	41	43	251	32	2	326	24	13	27	3	64	13	294	28	0	335	12	766	778	
Total Volume	55	40	74	26	169	165	1002	117	10	1284	107	58	118	14	283	67	1181	104	6	1352	56	3088	3144	
% App. Total	32.5	23.7	43.8		5	13.3	79.1	7.6		43.1	41	17.4	41.6		9.1	4.7	87.2	8.1		42.8	1.8	98.2		
PHF	.917	.909	.881			.918	.897	.990	.860	.985	.836	.725	.868		.907	.728	.956	.929		.955			.980	

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	14	8	19	41	246	25	25	317	24	20	34	78	14	287	21	322
+15 mins.	11	11	19	41	253	26	26	317	32	14	31	77	23	291	27	341
+30 mins.	15	10	21	46	252	34	34	324	27	11	26	64	17	309	28	354
+45 mins.	15	11	15	41	251	32	32	326	24	13	27	64	13	294	28	335
Total Volume	55	40	74	169	1002	117	117	1284	107	58	118	283	67	1181	104	1352
% App. Total	32.5	23.7	43.8	12.9	78	9.1	9.1	37.8	20.5	41.7	41.7	283	5	87.4	7.7	1352
PHF	.917	.909	.881	.918	.897	.990	.860	.985	.836	.725	.868	.907	.728	.956	.929	.955

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

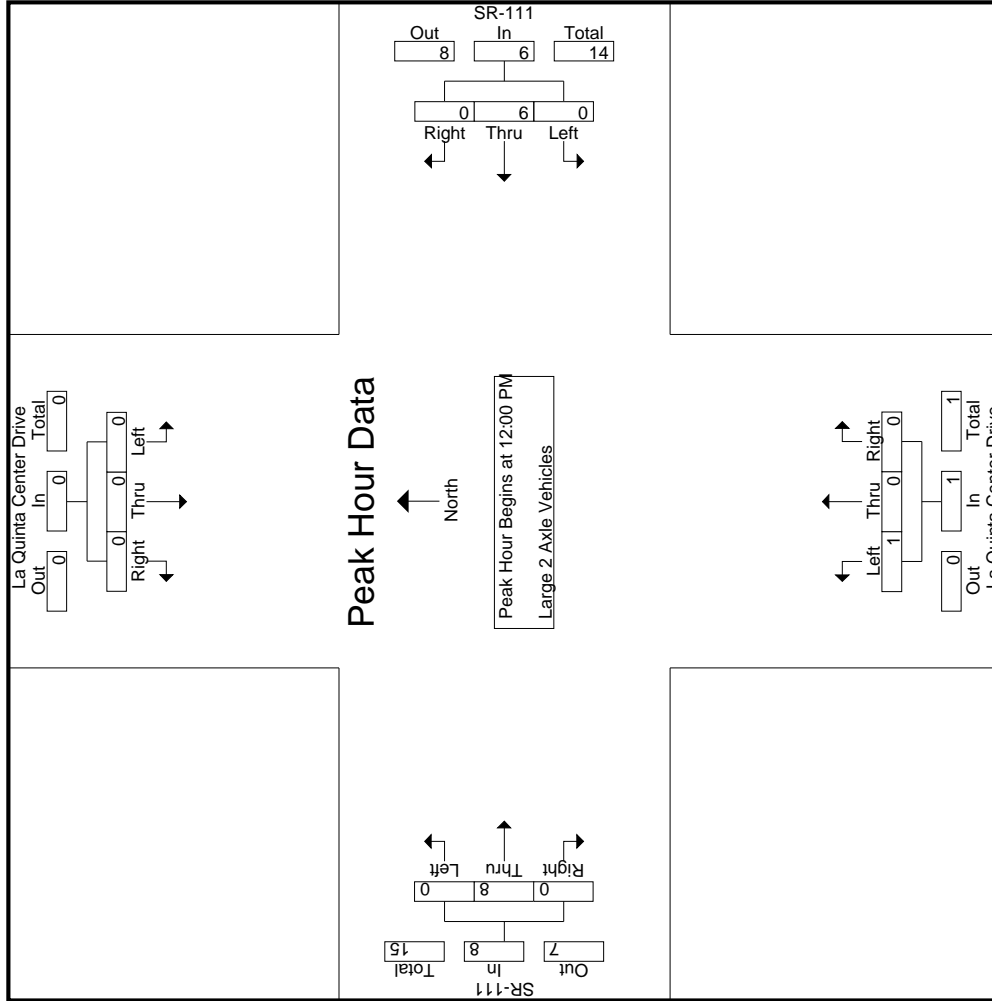
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	4	
11:15 AM	0	0	0	0	0	0	0	5	1	0	0	5	0	0	0	0	0	1	0	1	0	0	1	0	0	0	7	0	7	
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	1	0	3	0	0	5	0	5	5	
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	
Total	0	0	0	0	0	0	0	10	1	0	0	10	1	0	0	0	0	1	0	6	1	0	7	0	0	18	0	18	18	
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	3	
12:15 PM	0	0	0	0	0	0	0	3	1	0	0	3	1	0	0	0	0	1	0	4	0	0	4	0	0	8	0	8	8	
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	3	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	
Total	0	0	0	0	0	0	0	6	1	0	0	6	1	0	0	0	0	1	0	8	0	0	8	0	0	15	0	15	15	
Grand Total	0	0	0	0	0	0	0	16	2	0	0	16	2	0	0	0	0	2	0	14	1	0	15	0	0	33	0	33	33	
Approach %	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	6.1	0	93.3	6.7	0	45.5	0	0	100	0	100	100	
Total %	0	0	0	0	0	0	0	48.5	6.1	0	0	48.5	6.1	0	0	0	6.1	0	42.4	3	0	45.5	0	0	100	0	100	100		

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	4	
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	1	0	0	1	0	0	8	0	8	8	
% App. Total	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.000	.000	.250	.000	.000	.000	.250	.000	.000	.500	.000	.500	.000	.500	.469	.469	

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM				12:00 PM				12:00 PM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0	2
+15 mins.	0	0	0	0	3	0	0	0	0	0	0	1	4
+30 mins.	0	0	0	0	2	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	6	0	0	0	0	0	0	1	8
% App. Total	0	0	0	0	100	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.500	.000	.000	.000	.250	.000	.000	.250	.500
													.500

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

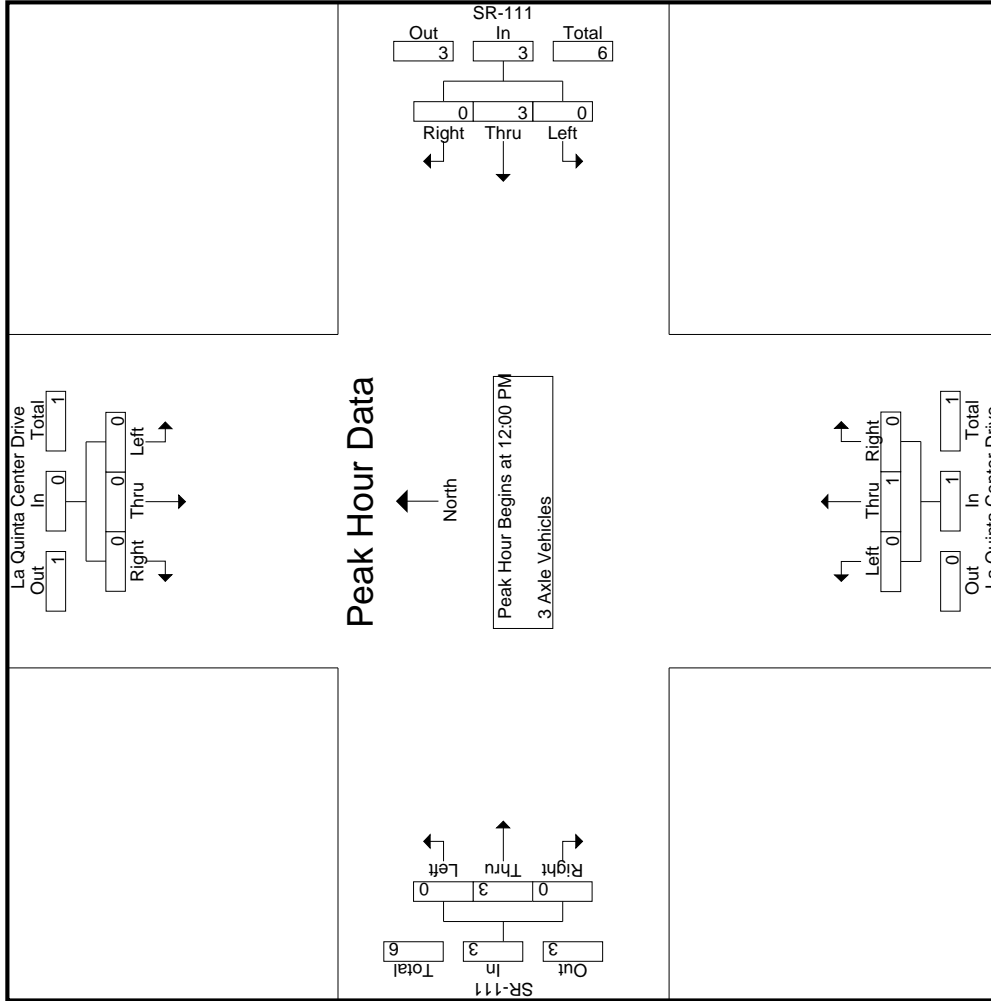
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	4	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	6	0	0	0	11	11		
Approch %	0	0	0	0	0	0	0	100	0	0	0	36.4	0	100	0	0	9.1	0	0	0	0	100	0	54.5	0	0	100	0		
Total %	0	0	0	0	0	0	0	36.4	0	0	0	36.4	0	9.1	0	0	9.1	0	0	0	54.5	0	54.5	0	0	100	0	100		

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.438		

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM				12:00 PM				12:00 PM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	2	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	1	0
Total Volume	0	0	0	0	3	0	0	3	0	0	3	0	3
% App. Total	0	0	0	0	100	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.375	.000	.375

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

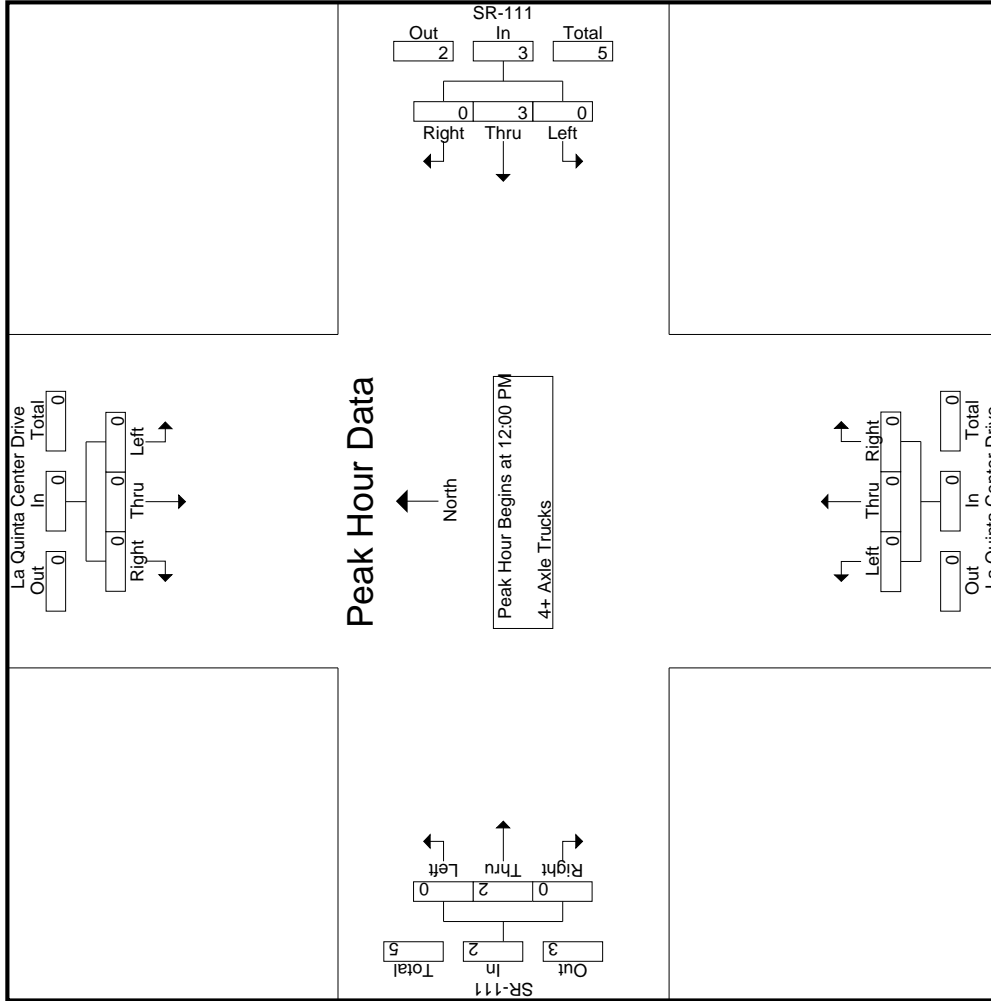
Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	0	0	4	4
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	0	5	5
Grand Total	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	0	0	0	0	9	9
Approch %	0	0	0	0	0	16.7	83.3	0	0	66.7	0	0	0	0	0	100	0	0	0	0	33.3	0	100
Total %	0	0	0	0	0	11.1	55.6	0	0	66.7	0	0	0	0	0	33.3	0	0	0	0	33.3	0	100

Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	250	625
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.625	

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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111
 Weather: Clear

File Name : LQALQ111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

Location: La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111



Date: 5/7/2014
 File: LQALQ111

WEEKDAY

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	1	3
8:00 AM	2	2	0	0	4
8:15 AM	1	1	0	0	2
TOTAL VOLUMES:	6	3	0	1	10

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	4	0	1	0	5
3:00 PM	2	0	0	0	2
3:15 PM	4	0	0	0	4
3:30 PM	1	0	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	11	0	1	1	13

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	1	0	1
11:15 AM	0	0	0	0	0
11:30 AM	0	1	0	0	1
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	1	1
12:30 PM	0	0	0	0	0
12:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	1	1	1	4

Location: La Quinta
 N/S: La Quinta Center Drive
 E/W: SR-111



Date: 5/7/2014
 File: LQALQ111

WEEKDAY

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	1	0	1	2
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	4

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	1	0	1
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1
3:30 PM	1	0	1	0	2
3:45 PM	0	1	0	0	1
4:00 PM	0	3	0	0	3
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	1	4	2	2	9

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	1	0	0	1
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	1	1
11:45 AM	0	2	0	1	3
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	2	5

City of La Quinta
 N/S: La Quinta Center Dr / Caleo Bay Dr
 E/W: 47th Avenue
 Weather: Clear

File Name : LQALQ47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

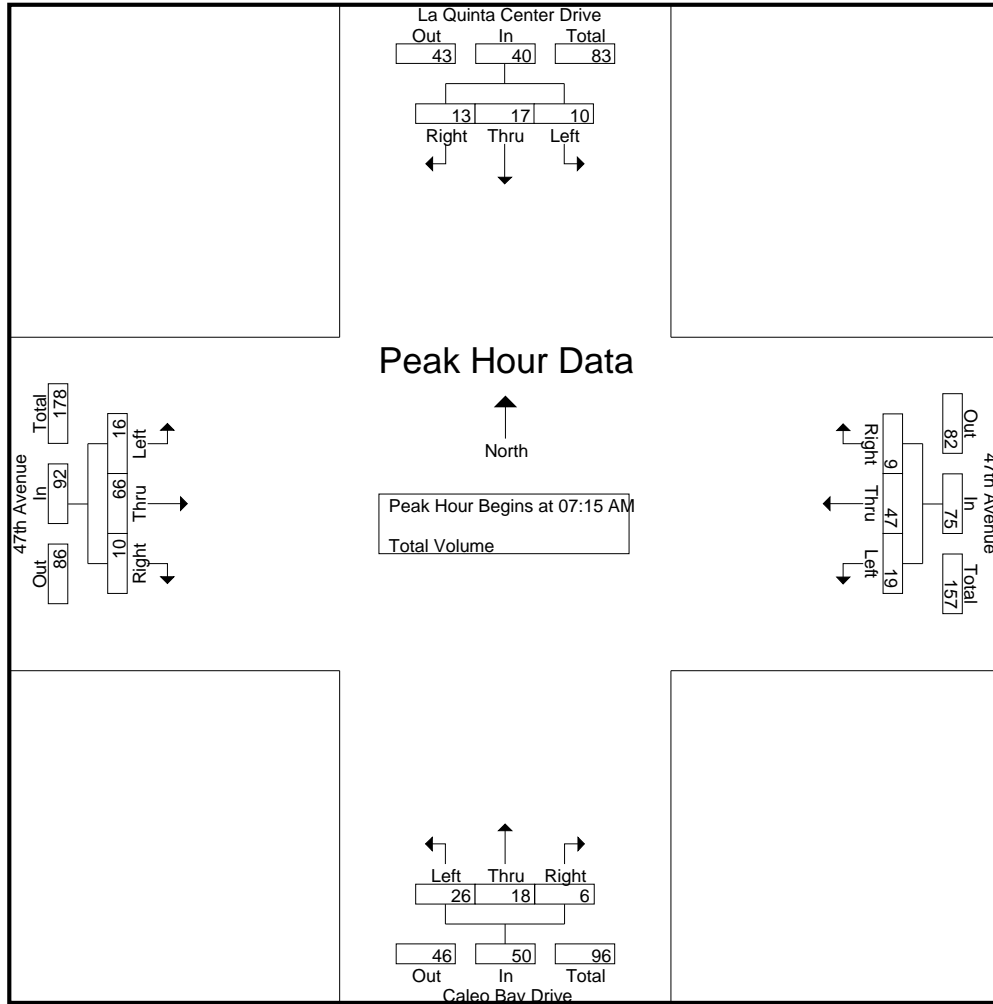
Groups Printed- Total Volume

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	0	1	2	1	2	0	3	0	2	1	3	3	3	1	7	15
06:45 AM	0	2	2	4	3	4	1	8	1	3	1	5	4	7	2	13	30
Total	1	2	3	6	4	6	1	11	1	5	2	8	7	10	3	20	45
07:00 AM	0	1	1	2	3	6	1	10	8	0	0	8	0	7	0	7	27
07:15 AM	2	2	6	10	3	12	1	16	2	3	0	5	2	30	1	33	64
07:30 AM	5	2	1	8	1	9	1	11	8	1	2	11	6	13	1	20	50
07:45 AM	2	4	4	10	6	17	4	27	10	7	2	19	5	13	2	20	76
Total	9	9	12	30	13	44	7	64	28	11	4	43	13	63	4	80	217
08:00 AM	1	9	2	12	9	9	3	21	6	7	2	15	3	10	6	19	67
08:15 AM	2	7	3	12	10	12	0	22	5	4	0	9	6	10	4	20	63
Grand Total	13	27	20	60	36	71	11	118	40	27	8	75	29	93	17	139	392
Apprch %	21.7	45	33.3		30.5	60.2	9.3		53.3	36	10.7		20.9	66.9	12.2		
Total %	3.3	6.9	5.1	15.3	9.2	18.1	2.8	30.1	10.2	6.9	2	19.1	7.4	23.7	4.3	35.5	

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	2	6	10	3	12	1	16	2	3	0	5	2	30	1	33	64
07:30 AM	5	2	1	8	1	9	1	11	8	1	2	11	6	13	1	20	50
07:45 AM	2	4	4	10	6	17	4	27	10	7	2	19	5	13	2	20	76
08:00 AM	1	9	2	12	9	9	3	21	6	7	2	15	3	10	6	19	67
Total Volume	10	17	13	40	19	47	9	75	26	18	6	50	16	66	10	92	257
% App. Total	25	42.5	32.5		25.3	62.7	12		52	36	12		17.4	71.7	10.9		
PHF	.500	.472	.542	.833	.528	.691	.563	.694	.650	.643	.750	.658	.667	.550	.417	.697	.845

City of La Quinta
 N/S: La Quinta Center Dr / Caleo Bay Dr
 E/W: 47th Avenue
 Weather: Clear

File Name : LQALQ47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	5	2	1	8	1	9	1	11	8	1	2	11	2	30	1	33
+15 mins.	2	4	4	10	6	17	4	27	10	7	2	19	6	13	1	20
+30 mins.	1	9	2	12	9	9	3	21	6	7	2	15	5	13	2	20
+45 mins.	2	7	3	12	10	12	0	22	5	4	0	9	3	10	6	19
Total Volume	10	22	10	42	26	47	8	81	29	19	6	54	16	66	10	92
% App. Total	23.8	52.4	23.8		32.1	58	9.9		53.7	35.2	11.1		17.4	71.7	10.9	
PHF	.500	.611	.625	.875	.650	.691	.500	.750	.725	.679	.750	.711	.667	.550	.417	.697

City of La Quinta
 N/S: La Quinta Center Dr / Caleo Bay Dr
 E/W: 47th Avenue
 Weather: Clear

File Name : LQALQ47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

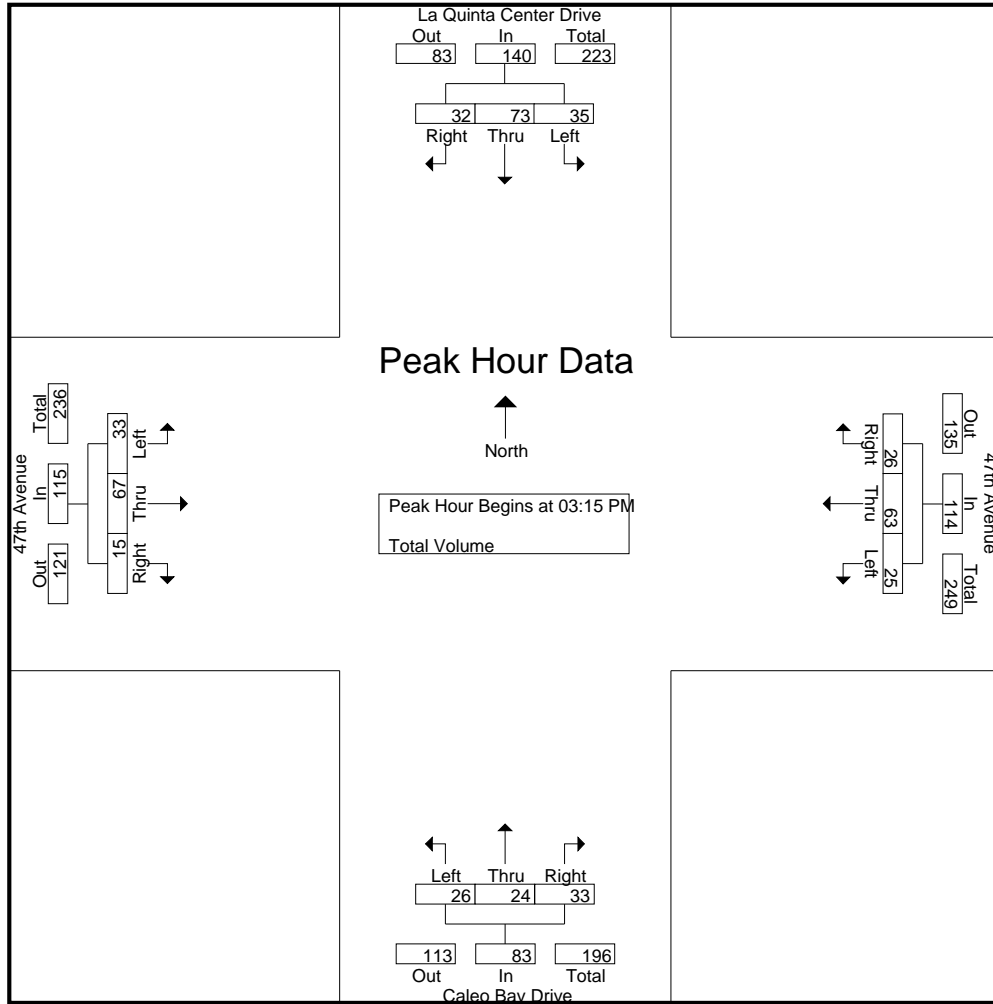
Groups Printed- Total Volume

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	8	11	9	28	3	14	2	19	6	7	5	18	4	16	2	22	87
02:45 PM	8	14	6	28	5	17	6	28	4	5	7	16	13	20	2	35	107
Total	16	25	15	56	8	31	8	47	10	12	12	34	17	36	4	57	194
03:00 PM	7	22	11	40	4	10	4	18	4	4	5	13	2	19	7	28	99
03:15 PM	6	22	8	36	8	10	4	22	7	3	10	20	10	19	4	33	111
03:30 PM	8	20	10	38	7	16	7	30	9	7	11	27	7	11	5	23	118
03:45 PM	13	14	9	36	5	13	5	23	7	6	8	21	6	17	3	26	106
Total	34	78	38	150	24	49	20	93	27	20	34	81	25	66	19	110	434
04:00 PM	8	17	5	30	5	24	10	39	3	8	4	15	10	20	3	33	117
04:15 PM	9	15	2	26	3	10	4	17	6	6	6	18	4	9	4	17	78
04:30 PM	10	15	8	33	2	17	4	23	9	7	5	21	8	10	1	19	96
04:45 PM	13	16	10	39	2	8	7	17	3	9	13	25	6	20	1	27	108
Total	40	63	25	128	12	59	25	96	21	30	28	79	28	59	9	96	399
05:00 PM	8	16	6	30	4	23	5	32	6	12	3	21	10	14	2	26	109
05:15 PM	11	13	7	31	10	9	1	20	5	5	7	17	7	16	4	27	95
Grand Total	109	195	91	395	58	171	59	288	69	79	84	232	87	191	38	316	1231
Apprch %	27.6	49.4	23		20.1	59.4	20.5		29.7	34.1	36.2		27.5	60.4	12		
Total %	8.9	15.8	7.4	32.1	4.7	13.9	4.8	23.4	5.6	6.4	6.8	18.8	7.1	15.5	3.1	25.7	

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	6	22	8	36	8	10	4	22	7	3	10	20	10	19	4	33	111
03:30 PM	8	20	10	38	7	16	7	30	9	7	11	27	7	11	5	23	118
03:45 PM	13	14	9	36	5	13	5	23	7	6	8	21	6	17	3	26	106
04:00 PM	8	17	5	30	5	24	10	39	3	8	4	15	10	20	3	33	117
Total Volume	35	73	32	140	25	63	26	114	26	24	33	83	33	67	15	115	452
% App. Total	25	52.1	22.9		21.9	55.3	22.8		31.3	28.9	39.8		28.7	58.3	13		
PHF	.673	.830	.800	.921	.781	.656	.650	.731	.722	.750	.750	.769	.825	.838	.750	.871	.958

City of La Quinta
 N/S: La Quinta Center Dr / Caleo Bay Dr
 E/W: 47th Avenue
 Weather: Clear

File Name : LQALQ47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:00 PM				03:15 PM				03:15 PM				02:45 PM			
+0 mins.	7	22	11	40	8	10	4	22	7	3	10	20	13	20	2	35
+15 mins.	6	22	8	36	7	16	7	30	9	7	11	27	2	19	7	28
+30 mins.	8	20	10	38	5	13	5	23	7	6	8	21	10	19	4	33
+45 mins.	13	14	9	36	5	24	10	39	3	8	4	15	7	11	5	23
Total Volume	34	78	38	150	25	63	26	114	26	24	33	83	32	69	18	119
% App. Total	22.7	52	25.3		21.9	55.3	22.8		31.3	28.9	39.8		26.9	58	15.1	
PHF	.654	.886	.864	.938	.781	.656	.650	.731	.722	.750	.750	.769	.615	.863	.643	.850

City of La Quinta
 N/S: La Quinta Center Dr / Caleo Bay Dr
 E/W: 47th Avenue
 Weather: Clear

File Name : LQALQ47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

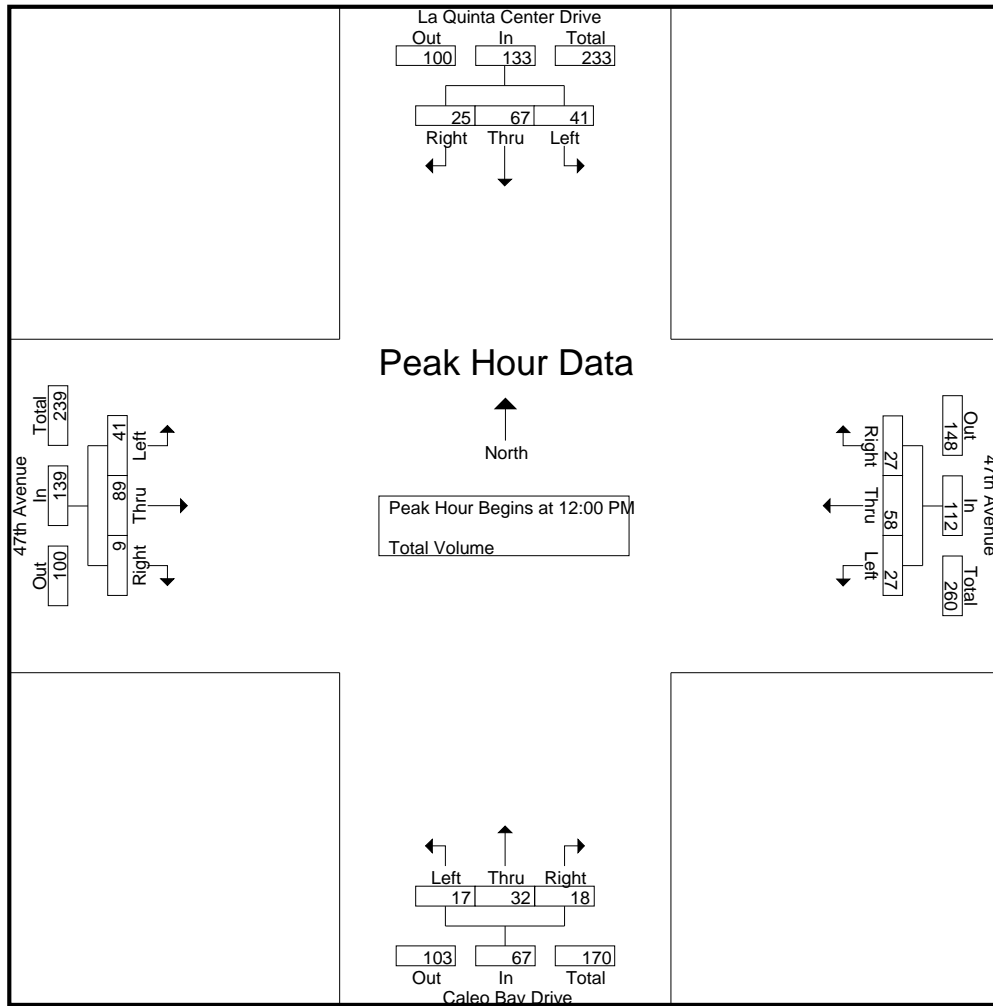
Groups Printed- Total Volume

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	10	18	14	42	5	13	4	22	2	8	3	13	9	18	1	28	105
11:15 AM	9	12	9	30	2	16	7	25	4	6	5	15	7	7	0	14	84
11:30 AM	3	15	6	24	3	13	4	20	2	8	6	16	11	17	2	30	90
11:45 AM	7	10	13	30	2	11	4	17	1	11	3	15	13	18	1	32	94
Total	29	55	42	126	12	53	19	84	9	33	17	59	40	60	4	104	373
12:00 PM	11	13	4	28	6	15	6	27	3	7	7	17	10	41	5	56	128
12:15 PM	12	14	4	30	8	13	9	30	4	8	2	14	11	21	2	34	108
12:30 PM	8	20	5	33	8	15	8	31	8	5	6	19	11	10	1	22	105
12:45 PM	10	20	12	42	5	15	4	24	2	12	3	17	9	17	1	27	110
Total	41	67	25	133	27	58	27	112	17	32	18	67	41	89	9	139	451
Grand Total	70	122	67	259	39	111	46	196	26	65	35	126	81	149	13	243	824
Apprch %	27	47.1	25.9		19.9	56.6	23.5		20.6	51.6	27.8		33.3	61.3	5.3		
Total %	8.5	14.8	8.1	31.4	4.7	13.5	5.6	23.8	3.2	7.9	4.2	15.3	9.8	18.1	1.6	29.5	

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	13	4	28	6	15	6	27	3	7	7	17	10	41	5	56	128
12:15 PM	12	14	4	30	8	13	9	30	4	8	2	14	11	21	2	34	108
12:30 PM	8	20	5	33	8	15	8	31	8	5	6	19	11	10	1	22	105
12:45 PM	10	20	12	42	5	15	4	24	2	12	3	17	9	17	1	27	110
Total Volume	41	67	25	133	27	58	27	112	17	32	18	67	41	89	9	139	451
% App. Total	30.8	50.4	18.8		24.1	51.8	24.1		25.4	47.8	26.9		29.5	64	6.5		
PHF	.854	.838	.521	.792	.844	.967	.750	.903	.531	.667	.643	.882	.932	.543	.450	.621	.881

City of La Quinta
 N/S: La Quinta Center Dr / Caleo Bay Dr
 E/W: 47th Avenue
 Weather: Clear

File Name : LQALQ47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

	12:00 PM				12:00 PM				12:00 PM				11:30 AM			
+0 mins.	11	13	4	28	6	15	6	27	3	7	7	17	11	17	2	30
+15 mins.	12	14	4	30	8	13	9	30	4	8	2	14	13	18	1	32
+30 mins.	8	20	5	33	8	15	8	31	8	5	6	19	10	41	5	56
+45 mins.	10	20	12	42	5	15	4	24	2	12	3	17	11	21	2	34
Total Volume	41	67	25	133	27	58	27	112	17	32	18	67	45	97	10	152
% App. Total	30.8	50.4	18.8		24.1	51.8	24.1		25.4	47.8	26.9		29.6	63.8	6.6	
PHF	.854	.838	.521	.792	.844	.967	.750	.903	.531	.667	.643	.882	.865	.591	.500	.679

Location: La Quinta
 N/S: La Quinta Center Drive / Caleo Bay Drive
 E/W: 47th Avenue



Date: 5/7/2014
 File: LQALQ47

WEEKDAY

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	1	0	1
3:00 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	2	3
5:15 PM	0	1	0	0	1
TOTAL VOLUMES:	1	2	2	2	7

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta
 N/S: La Quinta Center Drive / Caleo Bay Drive
 E/W: 47th Avenue



Date: 5/7/2014
 File: LQALQ47

WEEKDAY

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	2	0	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
TOTAL VOLUMES:	3	2	0	0	5

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound									
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Exclu. Total		Int. Total	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
06:30 AM	11	48	26	11	6	4	3	109	96	10	4	109	26	0	0	35	43	4	2	54	7	43	4	2	54	12	246	258
06:45 AM	13	42	25	4	4	4	11	137	114	12	3	137	54	7	2	76	9	70	82	9	70	3	0	82	9	337	346	
Total	24	90	51	15	10	8	14	246	210	22	7	246	80	7	2	111	16	113	136	16	113	7	2	136	21	583	604	
07:00 AM	23	82	44	15	8	0	9	139	122	8	0	139	112	5	3	126	14	63	80	14	63	3	0	80	11	427	438	
07:15 AM	28	117	65	24	11	4	18	268	209	41	4	268	146	8	3	184	27	86	114	30	146	1	0	114	18	683	701	
07:30 AM	47	145	79	19	12	145	10	212	212	34	4	256	75	8	4	111	25	130	159	28	75	4	0	159	17	671	688	
07:45 AM	21	90	47	22	13	90	20	217	217	13	2	250	62	3	3	99	15	122	146	34	62	9	1	146	19	585	604	
Total	119	434	235	80	44	434	57	913	760	96	7	913	395	24	13	520	81	401	499	101	395	17	1	499	65	2366	2431	
08:00 AM	30	89	44	15	6	89	7	183	183	21	3	211	37	13	8	63	17	129	151	13	37	5	2	151	19	514	533	
08:15 AM	29	90	42	19	15	90	21	193	158	14	6	193	47	6	5	86	14	121	144	33	47	9	0	144	26	513	539	
Grand Total	202	703	372	129	75	703	99	1563	1311	153	23	1563	559	50	28	780	128	764	930	171	559	38	5	930	131	3976	4107	
Approch %	28.7	18.3	52.9	18.3			6.3	83.9	83.9	9.8		21.9	71.7	6.4		19.6	13.8	82.2	23.4	21.9	71.7	4.1		23.4	3.2	96.8		
Total %	5.1	17.7	9.4	3.2			2.5	33	33	3.8		4.3	14.1	1.3		4.3	3.2	19.2	19.6	4.3	14.1	1.3		19.2	3.2	96.8		
Passenger Vehicles	195	750	358	124	97.3	750	94	1241	1241	151	95.7	1508	553	48	96.4	977	120	722	881	169	553	35	80	881	0	0	3936	
% Passenger Vehicles	96.5	96.4	96.1	96.1			94.9	94.7	94.7	98.7	95.7	95.1	98.8	98.9	96	96.4	93.8	94.5	92.1	98.8	98.9	92.1	80	94.2	0	0	95.8	
Large 2 Axle Vehicles	7	25	12	4	2.7	25	4	54	4	2	4.3	61	6	2	3.6	11	4	33	41	2	6	3	3	41	0	0	138	
% Large 2 Axle Vehicles	3.5	3.2	3.1	3.1			4	4.1	4.1	1.3	4.3	3.8	1.2	1.1	4	3.6	3.1	4.3	4.4	1.2	1.1	7.9	20	4.4	0	0	3.4	
3 Axle Vehicles	0	1	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
% 3 Axle Vehicles	0	0.1	0	0	0	0.1	0	0.3	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	
4+ Axle Trucks	0	2	1	1	0	2	1	12	0	0	0	13	0	0	0	0	4	9	13	0	0	0	0	13	0	0	28	
% 4+ Axle Trucks	0	0.3	0.8	0	0	0.3	1	0.9	0	0	0	0.8	0	0	0	0	3.1	1.2	1.4	0	0	0	0	1.4	0	0	0.7	

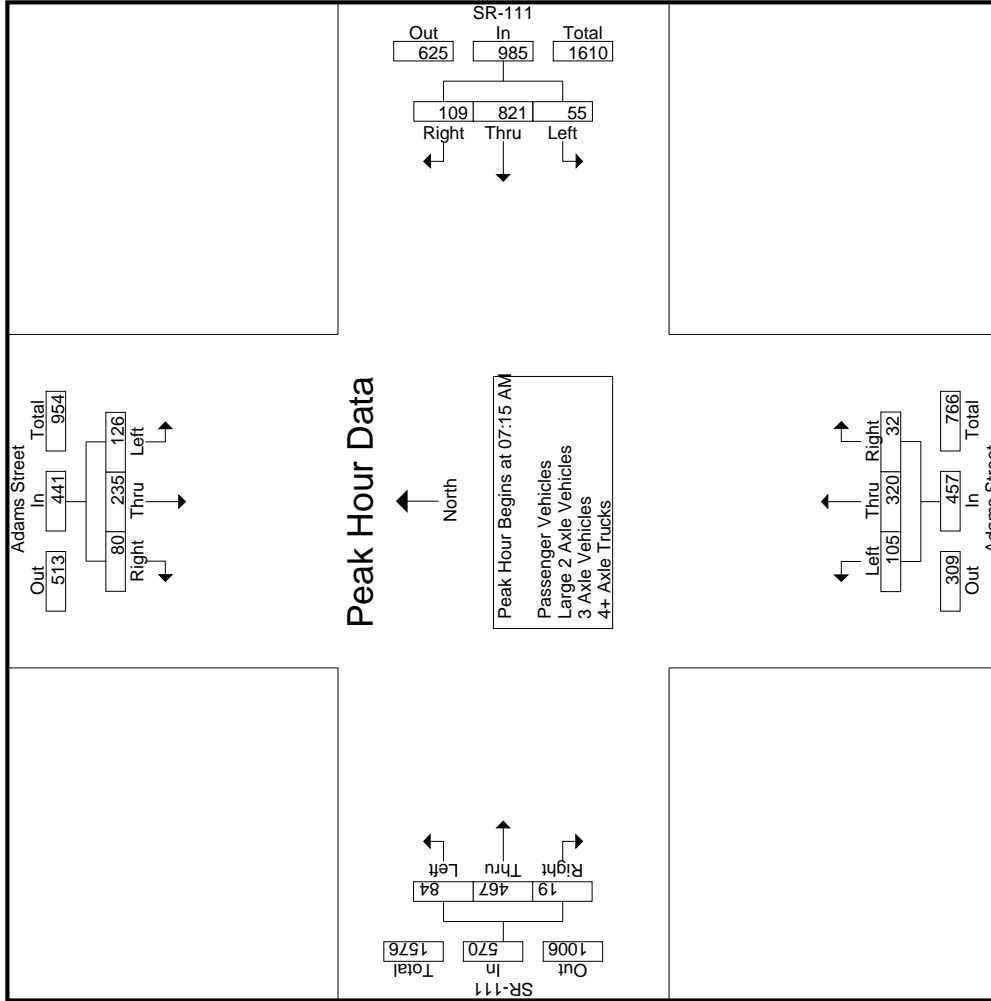
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound									
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Exclu. Total		Int. Total	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
07:15 AM	28	117	65	24			18	209	41	268	30	146	8	184	8	114	27	86	1	114	27	86	1	114	1	114	683	
07:30 AM	47	145	79	19			10	212	34	256	28	75	8	111	8	159	25	130	4	159	25	130	4	159	4	159	671	
07:45 AM	21	90	47	22			20	217	13	250	34	62	3	99	3	146	15	122	9	146	15	122	9	146	9	146	585	
08:00 AM	30	89	44	15			7	183	21	211	13	37	13	63	13	151	17	129	5	151	17	129	5	151	5	151	514	
Total Volume	126	441	235	80			55	821	109	985	105	320	32	457	84	570	84	467	19	570	84	467	19	570	19	570	2453	
% App. Total	28.6	18.1	53.3	18.1			5.6	83.4	11.1	11.1	23	70	7	14.7	3.3	3.3	14.7	81.9	3.3	14.7	81.9	3.3	3.3	3.3	3.3	3.3		
PHF	.670	.833	.744	.833			.688	.946	.665	.919	.772	.548	.615	.621	.778	.898	.778	.898	.528	.898	.778	.898	.528	.898	.528	.898		

Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	28	65	24	117	18	209	41	268	9	112	5	126	25	130	4	159
+15 mins.	47	79	19	145	10	212	34	256	30	146	8	184	15	122	9	146
+30 mins.	21	47	22	90	20	217	13	250	28	75	8	111	17	129	5	151
+45 mins.	30	44	15	89	7	183	21	211	34	62	3	99	14	121	9	144
Total Volume	126	235	80	441	55	821	109	985	101	395	24	520	71	502	27	600
% App. Total	28.6	53.3	18.1		5.6	83.4	11.1		19.4	76	4.6		11.8	83.7	4.5	
PHF	.670	.744	.833	.760	.688	.946	.665	.919	.743	.676	.750	.707	.710	.965	.750	.943

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	06:30 AM	10	19	10	5	39	11	84	10	4	97	9	26	0	0	35	7	41	4	2	52	11	223	234
06:45 AM	13	23	4	4	40	11	103	12	3	126	15	52	6	2	73	7	64	3	0	74	9	313	322	
Total	23	42	14	9	79	14	187	22	7	223	24	78	6	2	108	14	105	7	2	126	20	536	556	
07:00 AM	22	43	15	8	80	8	115	8	0	131	8	109	5	3	122	11	61	2	0	74	11	407	418	
07:15 AM	28	65	22	11	115	16	202	40	3	258	30	146	8	3	184	25	80	1	0	106	17	663	680	
07:30 AM	46	78	18	12	142	9	204	34	1	247	28	75	8	4	111	24	124	4	0	152	17	652	669	
07:45 AM	21	46	21	12	88	20	206	12	2	238	34	61	2	2	97	15	117	9	1	141	17	564	581	
Total	117	232	76	43	425	53	727	94	6	874	100	391	23	12	514	75	382	16	1	473	62	2286	2348	
08:00 AM	28	43	15	6	86	6	173	21	3	200	12	37	13	8	62	17	124	4	1	145	18	493	511	
08:15 AM	27	41	19	15	87	21	154	14	6	189	33	47	6	5	86	14	111	8	0	133	26	495	521	
Grand Total	195	358	124	73	677	94	1241	151	22	1486	169	553	48	27	770	120	722	35	4	877	126	3810	3936	
Approch %	28.8	52.9	18.3			6.3	83.5	10.2			21.9	71.8	6.2			13.7	82.3	4						
Total %	5.1	9.4	3.3		17.8	2.5	32.6	4		39	4.4	14.5	1.3		20.2	3.1	19	0.9		23	3.2	96.8		

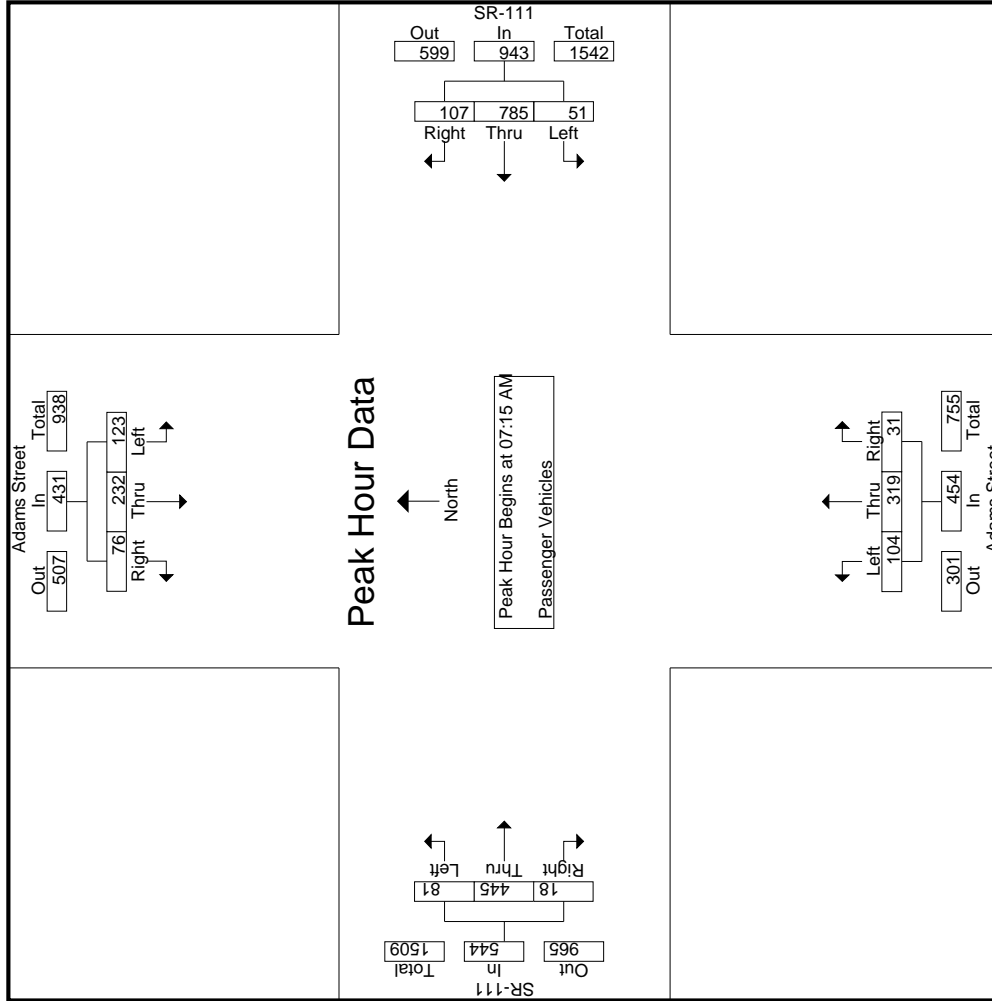
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:15 AM	28	65	22	11	115	16	202	40	3	200	12	37	13	8	62	17	124	4	1	145	18	493	511
07:30 AM	46	78	18	12	142	9	204	34	1	247	28	75	8	4	111	24	124	4	0	152	17	652	669	
07:45 AM	21	46	21	12	88	20	206	12	2	238	34	61	2	2	97	15	117	9	1	141	17	564	581	
08:00 AM	28	43	15	6	86	6	173	21	3	200	12	37	13	8	62	17	124	4	1	145	18	493	511	
Total Volume	123	232	76	43	431	51	785	107	943	104	319	31	454	81	445	18	544	14.9	81.8	3.3				
% App. Total	28.5	53.8	17.6		17.6	5.4	83.2	11.3		22.9	70.3	6.8		14.9	81.8	3.3								
PHF	.668	.744	.864		.759	.638	.953	.669	.914	.765	.546	.596	.617	.810	.500	.895	.894							

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	28	65	22	115	16	202	40	258	30	146	8	184	25	80	1	106
+15 mins.	46	78	18	142	9	204	34	247	28	75	8	111	24	124	4	152
+30 mins.	21	46	21	88	20	206	12	238	34	61	2	97	15	117	9	141
+45 mins.	28	43	15	86	6	173	21	200	12	37	13	62	17	124	4	145
Total Volume	123	232	76	431	51	785	107	943	104	319	31	454	81	445	18	544
% App. Total	28.5	53.8	17.6		5.4	83.2	11.3		22.9	70.3	6.8		14.9	81.8	3.3	
PHF	.668	.744	.864	.759	.638	.953	.669	.914	.765	.546	.596	.617	.810	.897	.500	.895

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

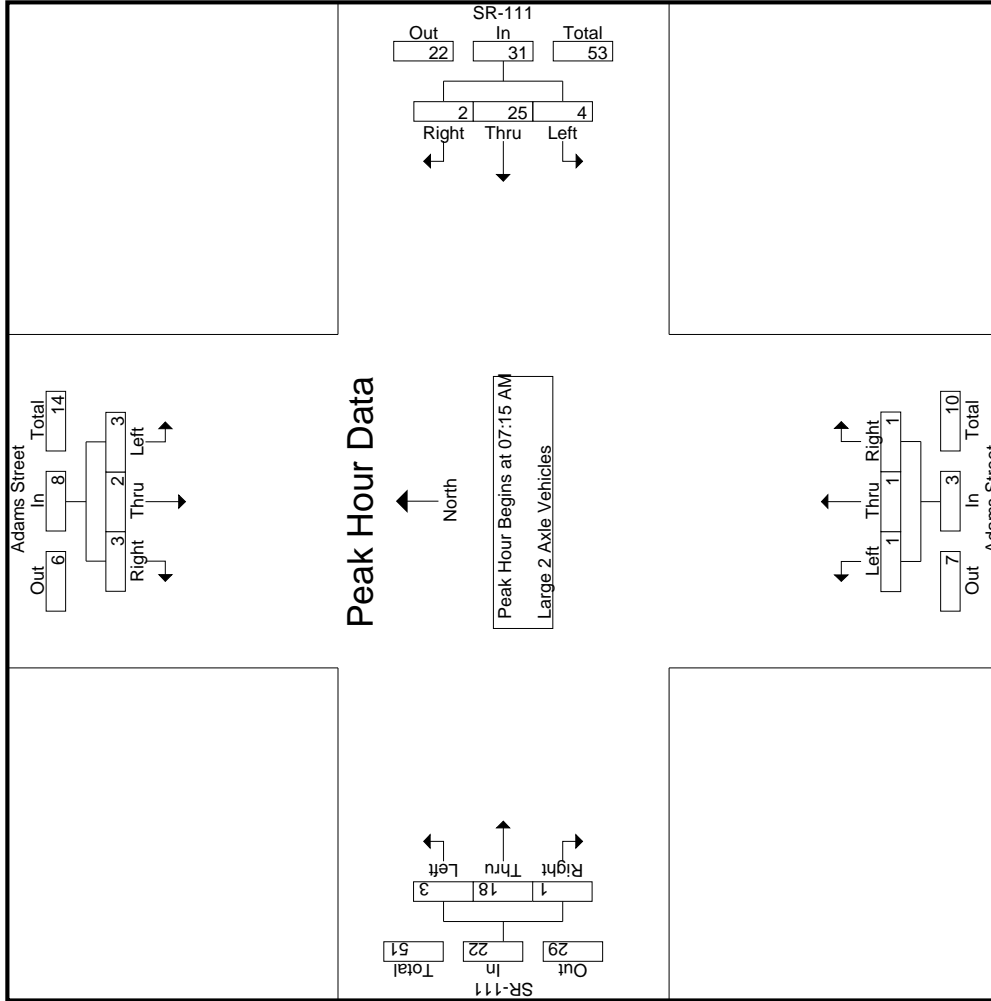
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Int. Total	
06:30 AM	1	6	1	1	8	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	2	0	2	0	1	19
06:45 AM	0	2	0	0	2	0	0	9	0	0	9	0	0	2	1	0	3	0	1	2	0	0	3	0	0	17
Total	1	8	1	1	10	0	0	18	0	0	18	0	0	2	1	0	3	0	1	4	0	0	5	1	36	37
07:00 AM	1	1	0	0	2	0	0	7	0	0	7	0	1	3	0	0	4	0	0	2	1	0	3	0	0	16
07:15 AM	0	0	1	0	1	0	2	7	1	1	10	0	0	0	0	0	0	0	2	4	0	0	6	1	17	18
07:30 AM	1	1	1	0	3	0	1	6	0	0	7	0	0	0	0	0	0	0	1	5	0	0	6	0	0	16
07:45 AM	0	1	1	1	2	0	0	7	1	0	8	0	0	1	1	1	2	0	0	4	0	0	4	2	2	18
Total	2	3	3	1	8	0	3	27	2	1	32	0	1	4	1	1	6	0	3	15	1	0	19	3	65	68
08:00 AM	2	0	0	0	2	0	1	5	0	0	6	0	1	0	0	0	1	0	0	5	1	1	6	1	1	15
08:15 AM	2	1	0	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9	1	0	10	0	0	17
Grand Total	7	12	4	2	23	0	4	54	2	1	60	0	2	6	2	1	10	0	4	33	3	1	40	5	133	138
Approach %	30.4	52.2	17.4			6.7	90	3.3			45.1		20	60	20		7.5		10	82.5	7.5		30.1	3.6	96.4	
Total %	5.3	9	3		17.3	3	40.6	1.5					1.5	4.5	1.5		7.5		3	24.8	2.3					

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	2	7	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	6	17
07:15 AM	0	0	0	0	0	0	2	7	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16
07:30 AM	1	1	1	1	3	0	1	6	0	7	7	0	0	0	0	0	0	0	1	5	0	0	6	0	4	16
07:45 AM	0	0	0	0	0	0	0	7	1	8	8	0	0	0	0	0	0	0	0	4	0	0	4	0	4	16
08:00 AM	2	0	0	0	2	0	1	5	0	6	6	0	1	0	0	0	1	0	0	5	1	0	6	1	6	15
Total Volume	3	2	2	3	8	0	4	25	2	31	31	0	1	1	1	1	3	0	3	18	1	0	22	1	64	
% App. Total	37.5	25	37.5		66.7		12.9	80.6	6.5		33.3		33.3	33.3	33.3		13.6		13.6	81.8	4.5					
PHF	.375	.500	.750		.667		.500	.893	.500	.775	.775		.250	.250	.250		.375		.375	.900	.250		.917		.941	

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
				App. Total			App. Total			App. Total			App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:15 AM			07:15 AM			07:15 AM				
+0 mins.	0	0	1	2	7	1	10	0	0	0	2	4	0	6
+15 mins.	1	1	1	3	6	0	7	0	0	0	1	5	0	6
+30 mins.	0	1	1	2	7	1	8	0	1	1	0	4	0	4
+45 mins.	2	0	0	2	5	0	6	1	0	0	0	5	1	6
Total Volume	3	2	3	8	25	2	31	1	1	1	3	18	1	22
% App. Total	37.5	25	37.5	12.9	80.6	6.5	33.3	33.3	33.3	33.3	13.6	81.8	4.5	22
PHF	.375	.500	.750	.667	.893	.500	.775	.250	.250	.250	.375	.900	.250	.917

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR
06:30 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	100	0	0	20	0	0	100	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	20	0	0	20	0	0	80	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

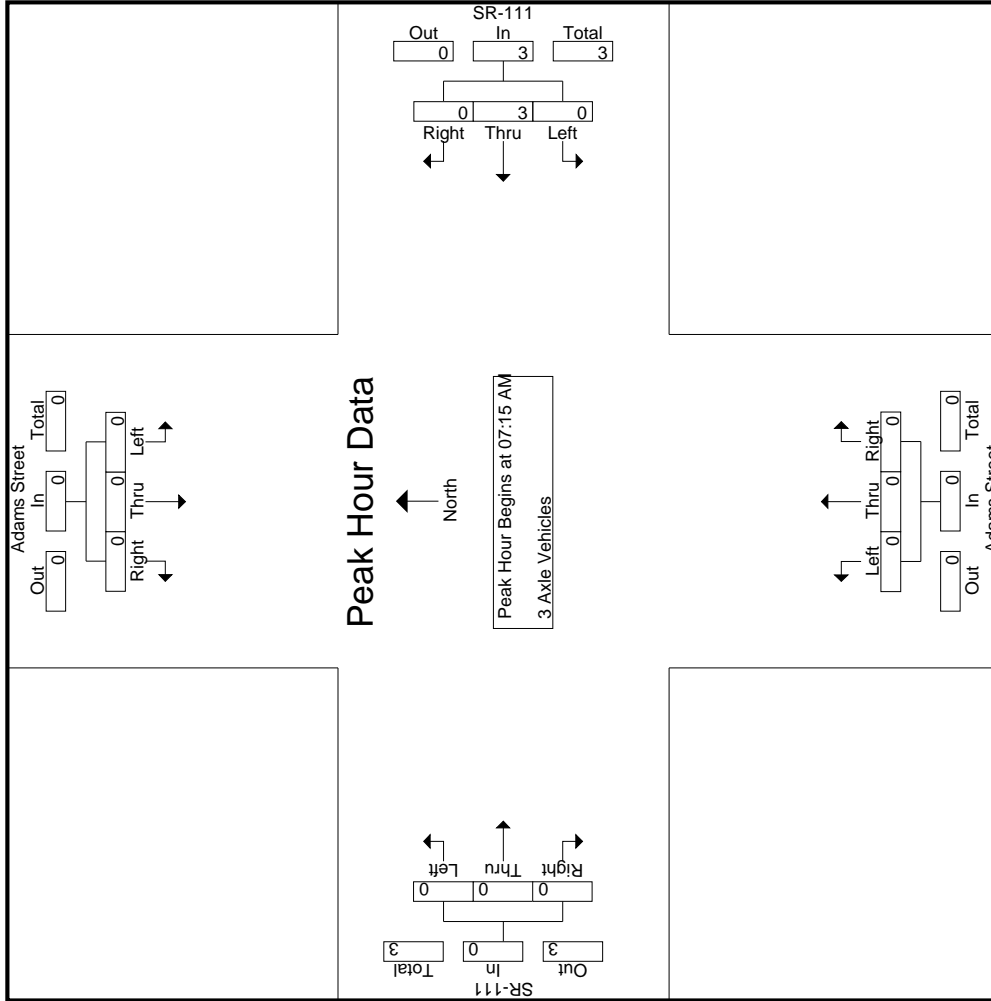
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	2	0	0	0	0	0
Total Volume	0	0	0	0	3	0	3	0	0	0	0	0
% App. Total	0	0	0	0	100	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

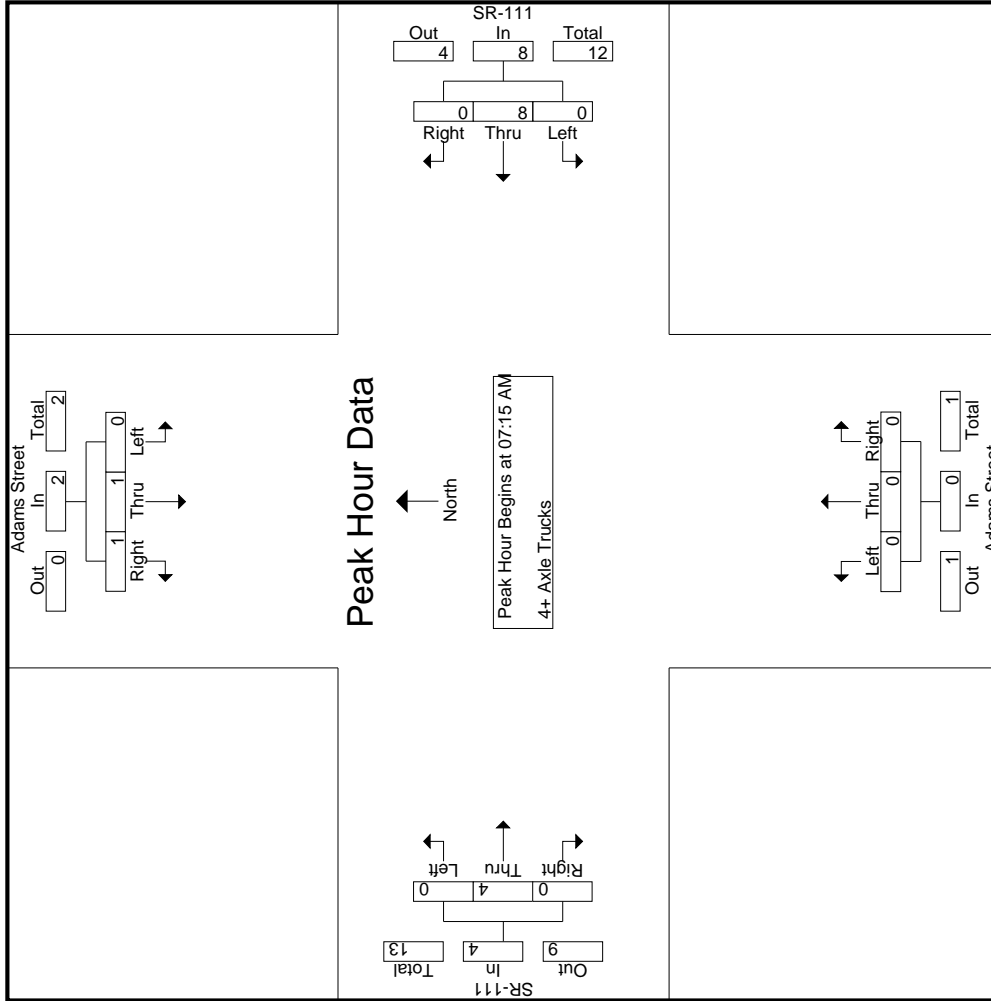
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	
06:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	1	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
08:00 AM	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	1	0	0	0	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
Approch %	0	50	50	0	0	0	7.7	92.3	0	0	46.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	3.6	3.6	0	0	0	3.6	42.9	0	0	46.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	50	50	0	0	0	7.7	92.3	0	0	46.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
PHF	.000	.250	.250	.000	.500	.500	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875	

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	3	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	8	0	0	0	0	4	0
% App. Total	0	.50	.50	.500	0	100	0	0	0	0	100	0
PHF	.000	.250	.250	.500	.000	.667	.000	.667	.000	.000	.500	.500

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

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

Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
02:30 PM	51	59	27	19	137	311	18	73	10	0	101	101	50	224	17	0	291	291	50	224	17	0	291	291
02:45 PM	62	109	36	18	207	353	14	73	12	5	99	99	50	241	20	5	311	311	50	241	20	5	311	311
Total	113	168	63	37	344	664	32	146	22	5	200	200	100	465	37	5	602	602	100	465	37	5	602	602
03:00 PM	57	62	32	19	151	323	31	60	10	4	101	101	50	225	18	5	293	293	50	225	18	5	293	293
03:15 PM	57	63	28	14	148	288	20	53	14	12	87	87	47	277	27	10	351	351	47	277	27	10	351	351
03:30 PM	50	63	38	25	151	324	21	53	8	6	82	82	41	269	25	4	335	335	41	269	25	4	335	335
03:45 PM	42	49	31	24	122	285	17	57	15	7	89	89	46	276	19	4	341	341	46	276	19	4	341	341
Total	206	237	129	82	572	1220	89	223	47	29	359	359	184	1047	89	23	1320	1320	184	1047	89	23	1320	1320
04:00 PM	50	64	35	15	149	275	9	45	15	12	69	69	48	225	20	3	293	293	48	225	20	3	293	293
04:15 PM	52	47	27	13	126	263	20	41	14	11	75	75	44	238	13	1	295	295	44	238	13	1	295	295
04:30 PM	42	48	33	24	123	308	21	56	5	2	82	82	42	257	12	0	311	311	42	257	12	0	311	311
04:45 PM	39	73	21	10	133	222	19	58	14	10	91	91	37	216	20	2	273	273	37	216	20	2	273	273
Total	183	232	116	62	531	1068	69	200	48	35	317	317	171	936	65	6	1172	1172	171	936	65	6	1172	1172
05:00 PM	40	67	19	12	126	275	26	42	11	9	79	79	44	263	16	4	323	323	44	263	16	4	323	323
05:15 PM	41	54	24	16	119	237	27	47	14	8	88	88	36	276	14	1	326	326	36	276	14	1	326	326
Grand Total	583	758	351	209	1692	3464	243	658	142	86	1043	1043	535	2987	221	39	3743	3743	535	2987	221	39	3743	3743
Approch %	34.5	44.8	20.7				23.3	63.1	13.6				14.3	79.8	5.9				14.3	79.8	5.9			
Total %	5.9	7.6	3.5		17	34.8	2.4	6.6	1.4		10.5	10.5	5.4	30	2.2		37.6	37.6	5.4	30	2.2		37.6	37.6
Passenger Vehicles	581	745	350		1884	3564	240	642	140		1107	1107	531	2932	208		3702	3702	531	2932	208		3702	3702
% Passenger Vehicles	99.7	98.3	99.7	99.5	99.1	98.7	98.8	97.6	98.6	98.8	98.1	98.1	99.3	98.2	94.1	79.5	97.9	97.9	99.3	98.2	94.1	79.5	97.9	97.9
Large 2 Axle Vehicles	2	13	1	0.3	0.9	1.1	3	15	2	1.2	1.9	1.9	4	53	12		76	76	4	53	12		76	76
% Large 2 Axle Vehicles	0.3	1.7	0.3	0.5	0.9	0.7	1.2	2.3	1.4	1.2	1.9	1.9	0.7	1.8	5.4	17.9	2	2	0.7	1.8	5.4	17.9	2	2
3 Axle Vehicles	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	2	0	1	0	0	1	1	0	2	1		4	4	0	2	1		4	4
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.2	0	0	0.1	0.1	0	0.1	0.5	2.6	0.1	0.1	0	0.1	0.5	2.6	0.1	0.1

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

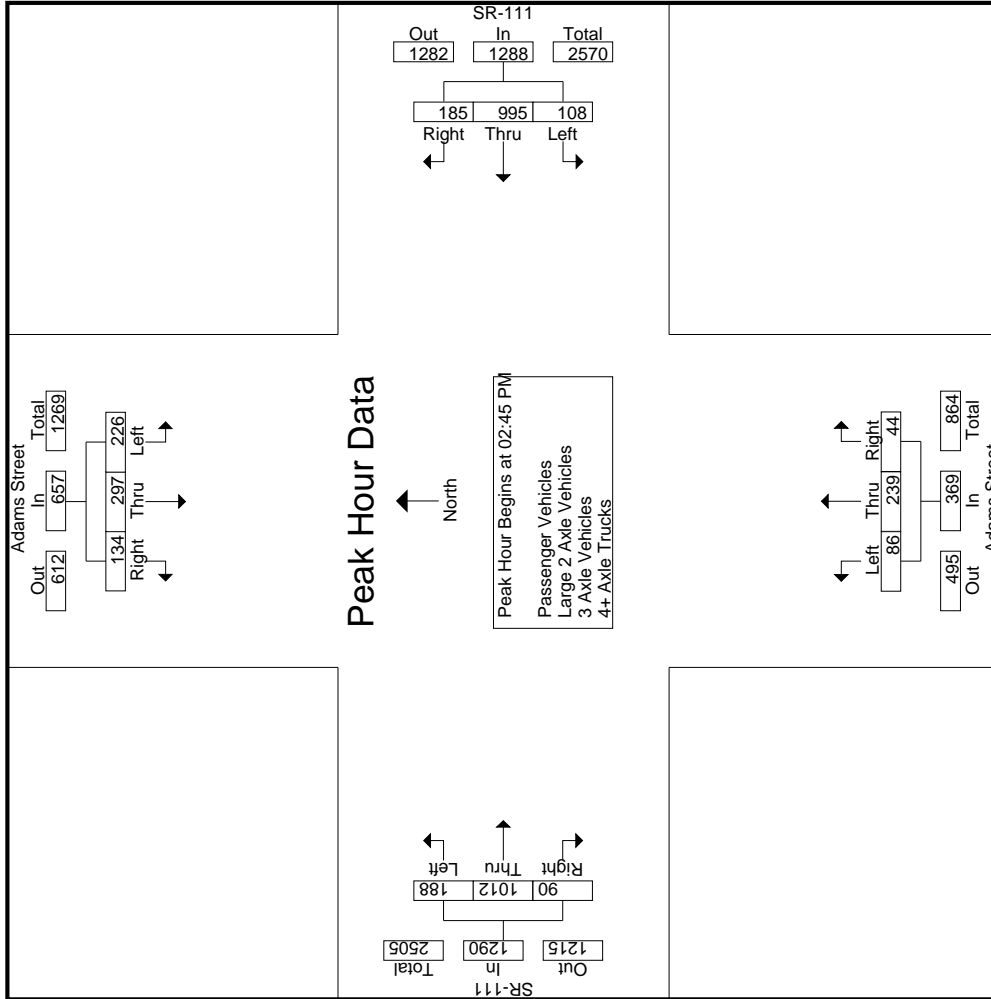
File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 02:45 PM																
02:45 PM	62	109	36	207	28	264	61	353	14	73	12	99	50	241	20	311
03:00 PM	57	62	32	151	35	244	44	323	31	60	10	101	50	225	18	293
03:15 PM	57	63	28	148	24	222	42	288	20	53	14	87	47	277	27	351
03:30 PM	50	63	38	151	21	265	38	324	21	53	8	82	41	269	25	335
Total Volume	226	297	134	657	108	995	185	1288	86	239	44	369	188	1012	90	1290
% App. Total	34.4	45.2	20.4	8.4	77.3	14.4	23.3	64.8	11.9	14.6	78.4	14.6	14.6	78.4	7	9.9
PHF	.911	.681	.882	.793	.771	.939	.758	.912	.694	.818	.786	.913	.940	.913	.833	.919

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 4

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:30 PM				03:00 PM			
+0 mins.	62	109	36	207	28	264	61	353	18	73	10	101	50	225	18	293
+15 mins.	57	62	32	151	35	244	44	323	14	73	12	99	47	277	27	351
+30 mins.	57	63	28	148	24	222	42	288	31	60	10	101	41	269	25	335
+45 mins.	50	63	38	151	21	265	38	324	20	53	14	87	46	276	19	341
Total Volume	226	297	134	657	108	995	185	1288	83	259	46	388	184	1047	89	1320
% App. Total	34.4	45.2	20.4	79.3	8.4	77.3	14.4	91.2	21.4	66.8	11.9	96.0	13.9	79.3	6.7	94.0
PHF	.911	.681	.882	.793	.771	.939	.758	.912	.669	.887	.821	.960	.920	.945	.824	.940

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
02:30 PM	50	57	27	19	134		28	233	45	16	306		17	73	10	0	100		50	219	17	0	286	
02:45 PM	62	107	36	18	205		28	262	59	19	349		14	67	12	5	93		50	239	19	4	308	
Total	112	164	63	37	339		56	495	104	35	655		31	140	22	5	193		100	458	36	4	594	
03:00 PM	57	62	32	19	151		35	239	43	12	317		31	58	9	4	98		49	220	16	4	285	
03:15 PM	57	62	28	14	147		24	218	42	13	284		19	51	14	12	84		47	272	24	7	343	
03:30 PM	50	60	38	25	148		21	261	38	15	320		21	52	7	5	80		40	260	24	3	324	
03:45 PM	41	48	30	23	119		18	223	39	18	280		16	54	15	7	85		44	267	17	3	328	
Total	205	232	128	81	565		98	941	162	58	1201		87	215	45	28	347		180	1019	81	17	1280	
04:00 PM	50	62	35	15	147		30	207	35	5	272		9	45	15	12	69		48	218	20	3	286	
04:15 PM	52	46	27	13	125		22	199	37	6	258		20	40	14	11	74		44	234	10	0	288	
04:30 PM	42	48	33	24	123		26	238	41	12	305		21	55	5	2	81		42	254	12	0	308	
04:45 PM	39	73	21	10	133		14	167	38	8	219		19	58	14	10	91		37	216	20	2	273	
Total	183	229	116	62	528		92	811	151	31	1054		69	198	48	35	315		171	922	62	5	1155	
05:00 PM	40	66	19	12	125		22	211	40	8	273		26	42	11	9	79		44	259	15	4	318	
05:15 PM	41	54	24	16	119		25	178	33	13	236		27	47	14	8	88		36	274	14	1	324	
Grand Total	581	745	350	208	1676		293	2636	490	145	3419		240	642	140	85	1022		531	2932	208	31	3671	
Approch %	34.7	44.5	20.9				8.6	77.1	14.3				23.5	62.8	13.7				14.5	79.9	5.7			
Total %	5.9	7.6	3.6		17.1		3	26.9	5		34.9		2.5	6.6	1.4		10.4		5.4	30	2.1		37.5	

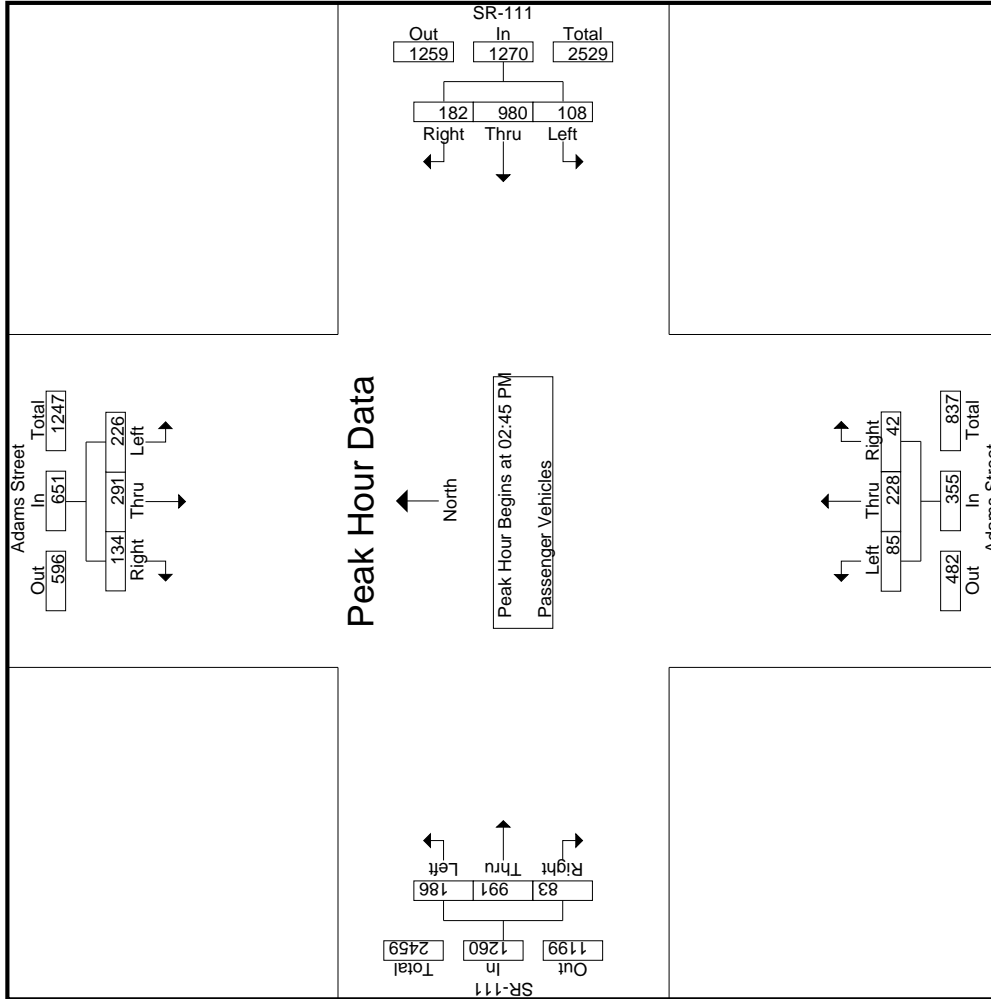
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
02:45 PM	62	107	36	18	205		28	239	43	12	317		14	67	12	5	93		50	219	17	0	286	
03:00 PM	57	62	32	19	151		35	239	43	12	317		31	58	9	4	98		49	220	16	4	285	
03:15 PM	57	62	28	14	147		24	218	42	13	284		19	51	14	12	84		47	272	24	7	343	
03:30 PM	50	60	38	25	148		21	261	38	15	320		21	52	7	5	80		40	260	24	3	324	
03:45 PM	41	48	30	23	119		18	223	39	18	280		16	54	15	7	85		44	267	17	3	328	
Total Volume	226	291	134	82	651		108	960	182	58	1270		85	228	42	35	355		186	991	83	21	1260	
% App. Total	34.7	44.7	20.6		17.1		8.5	77.2	14.3		34.9		23.9	64.2	11.8		10.4		14.8	78.7	6.6		37.5	
PHF	.911	.680	.882		.794		.771	.935	.771		.910		.685	.851	.750		.906		.930	.911	.865		.918	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:45 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	62	107	36	205	28	262	59	349	14	67	12	93	50	239	19	308
+15 mins.	57	62	32	151	35	239	43	317	31	58	9	98	49	220	16	285
+30 mins.	57	62	28	147	24	218	42	284	19	51	14	84	47	272	24	343
+45 mins.	50	60	38	148	21	261	38	320	21	52	7	80	40	260	24	324
Total Volume	226	291	134	651	108	980	182	1270	85	228	42	355	186	991	83	1260
% App. Total	34.7	44.7	20.6	79.4	8.5	77.2	14.3	910	23.9	64.2	11.8	906	14.8	78.7	6.6	918
PHF	.911	.680	.882	.794	.771	.935	.771	.910	.685	.851	.750	.906	.930	.911	.865	.918

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of La Quinta
N/S: Adams Street
E/W: SR-111
Weather: Clear

File Name : LQAAD111PM
Site Code : 05114190
Start Date : 5/7/2014
Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	02:30 PM	1	2	0	0	3	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	12
02:45 PM	0	2	0	0	2	0	2	2	1	4	0	6	0	0	6	0	2	1	1	3	2	15	17
Total	1	4	0	0	5	0	5	2	1	7	1	6	0	0	7	0	7	1	1	8	2	27	29
03:00 PM	0	0	0	0	0	0	5	1	0	6	0	2	1	0	3	1	5	2	1	8	1	17	18
03:15 PM	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	0	5	3	3	8	3	15	18
03:30 PM	0	3	0	0	3	0	4	0	0	4	0	1	1	1	1	1	9	1	1	11	2	19	21
03:45 PM	1	1	1	1	3	0	5	0	0	5	1	3	0	0	4	2	9	2	1	13	2	25	27
Total	1	5	1	1	7	0	17	1	0	18	2	7	2	1	11	4	28	8	6	40	8	76	84
04:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	11	11
04:15 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	4	2	0	6	0	13	13
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	4	4
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	3	0	0	3	1	11	0	0	12	0	2	0	0	2	0	12	2	0	14	0	31	31
05:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	0	7	7
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
Grand Total	2	13	1	1	16	2	34	3	1	39	3	15	2	1	20	4	53	12	7	69	10	144	154
Approch %	12.5	81.2	6.2			5.1	87.2	7.7			15	75	10		13.9	5.8	76.8	17.4		47.9	6.5	93.5	
Total %	1.4	9	0.7		11.1	1.4	23.6	2.1		27.1	2.1	10.4	1.4			2.8	36.8	8.3					

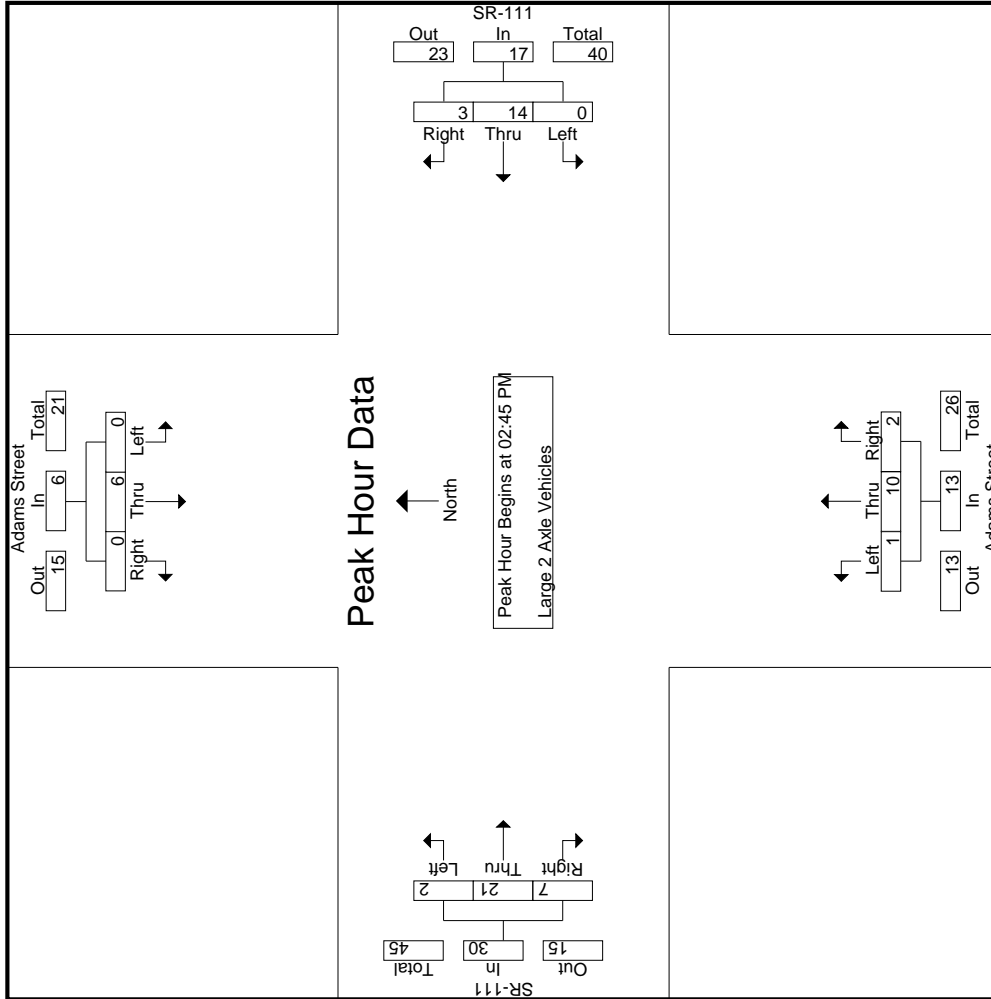
Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	02:45 PM	0	2	0	0	2	0	2	2	1	4	0	6	0	0	6	0	2	1	1	3	2	15
03:00 PM	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	1	5	0	0	5	0	8	8
03:15 PM	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	0	5	3	3	8	3	15	18
03:30 PM	0	3	0	0	3	0	4	0	0	4	0	1	1	1	1	1	9	1	1	11	2	19	21
03:45 PM	0	3	0	0	3	0	5	0	0	5	1	3	0	0	4	2	9	2	1	13	2	25	27
Total	0	6	0	0	6	0	14	3	1	17	1	10	2	1	13	2	21	7	30	66			
% App. Total	0	100				0	82.4	17.6			7.7	76.9	15.4			6.7	70	23.3					
PHF	.000	.500	.000	.500	.500	.000	.700	.375		.708	.250	.417	.500		.542	.500	.583	.682			.868		

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:45 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

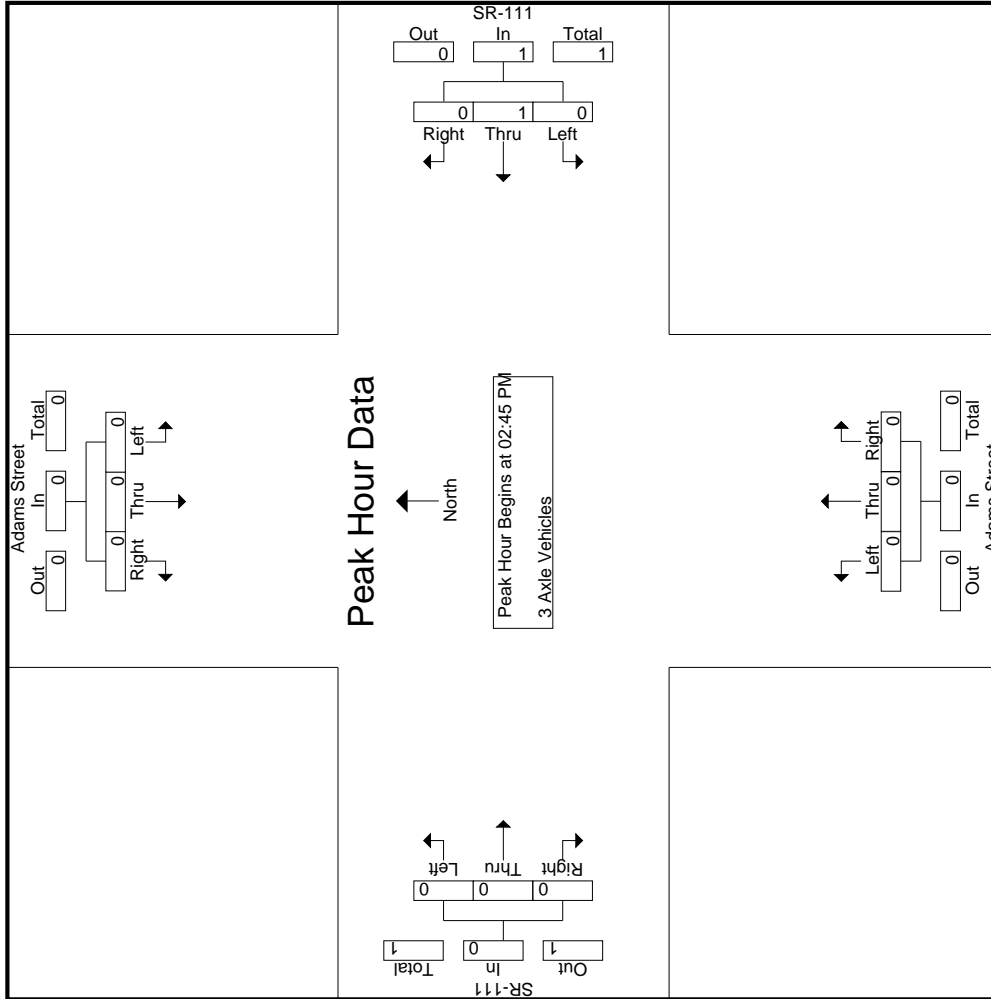
File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	0	2	0	2	0	2	2	4	0	0	6	0	0	2	1	3
+15 mins.	0	0	0	0	5	1	6	6	0	2	1	3	1	5	2	8
+30 mins.	0	1	0	1	3	0	3	3	1	2	0	3	0	5	3	8
+45 mins.	0	3	0	3	4	0	4	4	0	0	1	1	1	9	1	11
Total Volume	0	6	0	6	14	3	17	17	1	10	2	13	2	21	7	30
% App. Total	0	100	0	0	82.4	17.6	70.8	70.8	7.7	76.9	15.4	6.7	6.7	70	23.3	30
PHF	.000	.500	.000	.500	.700	.375	.708	.708	.250	.417	.500	.542	.500	.583	.583	.682

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

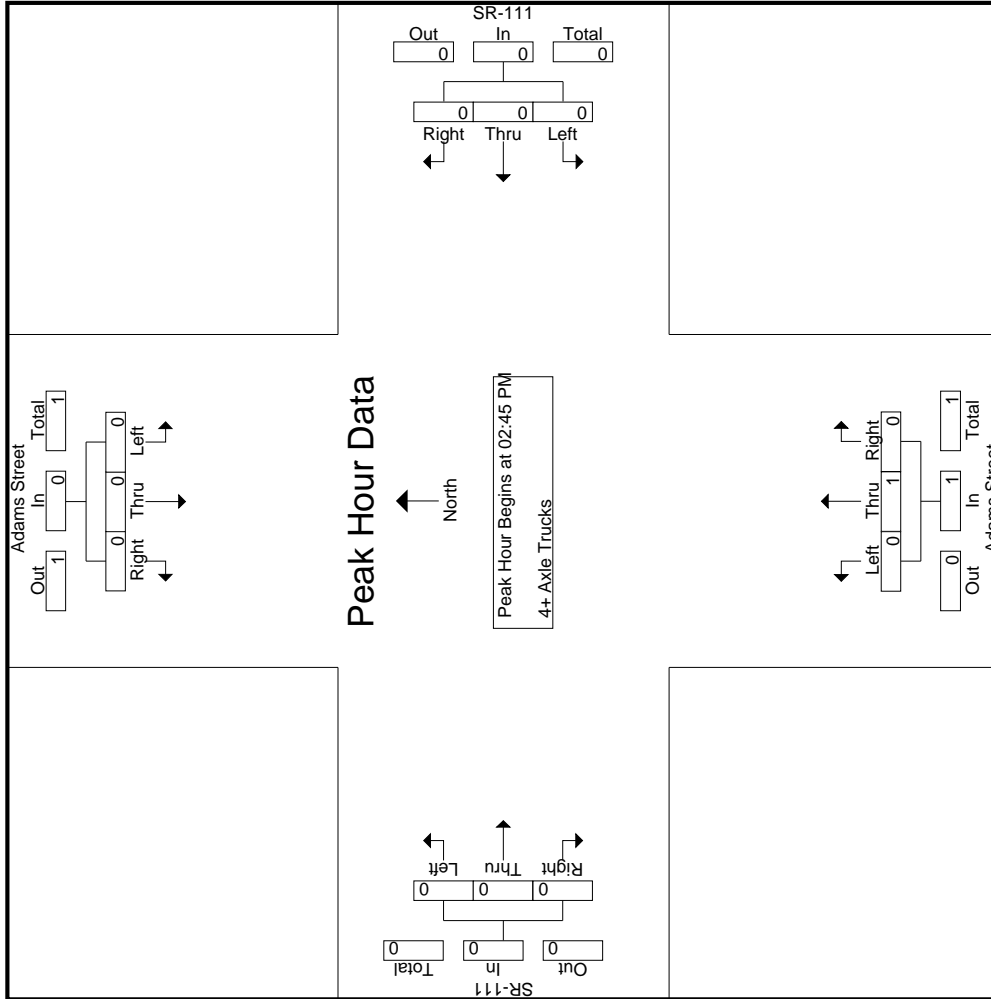
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total												
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru					Right		RTOR		App. Total							
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3	33.3
Total %	0	0	0	0	0	0	0	33.3	0	0	0	0	0	16.7	0	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	16.7	16.7

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound																				
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total										
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour for Entire Intersection Begins at 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92787
 (951) 268-6268

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

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

Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound						
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
11:00 AM	61	127	36	302	23	302	31	3	0	57	223	11	2	281	29	767	796								
11:15 AM	55	126	33	339	31	339	46	15	11	89	240	17	5	304	40	858	898								
11:30 AM	50	117	33	365	33	365	37	12	10	85	238	6	1	289	46	856	902								
11:45 AM	57	135	37	309	44	309	44	22	12	86	241	11	3	289	45	819	864								
Total	223	505	146	1315	130	1315	109	58	33	317	942	45	11	1163	160	3300	3460								
12:00 PM	60	168	66	327	34	327	47	19	12	90	266	11	2	330	62	915	977								
12:15 PM	56	148	57	328	31	328	31	17	8	71	271	15	6	342	50	889	939								
12:30 PM	72	162	50	358	40	358	48	13	9	85	260	16	6	323	49	928	977								
12:45 PM	57	122	41	357	22	357	41	10	6	75	279	27	4	358	36	912	948								
Total	245	600	214	1370	127	1370	95	167	35	321	1076	69	18	1353	197	3644	3841								
Grand Total	468	1105	360	2685	204	2685	325	109	68	638	2018	114	29	2516	357	6944	7301								
Approach %	42.4	25.1	32.6	9.6	78.2	12.2	50.9	17.1	17.1	17.1	80.2	4.5			15.3	80.2	4.5								
Total %	6.7	4	5.2	15.9	3.7	30.2	4.7	2.9	1.6	9.2	29.1	1.6			5.5	29.1	1.6								
Passenger Vehicles	466	359	275	1276	255	2082	325	2744	107	700	383	2001	113	2526	0	0	0	7246							
% Passenger Vehicles	99.6	99.3	99.4	99.5	99.2	99.1	99.1	99.5	98.2	97.1	99.2	99.1	100	99.3	0	0	0	99.2							
Large 2 Axle Vehicles	1	3	1	19	2	15	2	1	2	6	1	16	1	18	0	0	0	46							
% Large 2 Axle Vehicles	0.2	0.2	0.4	0.7	0.8	0.7	0.5	0.3	1.8	2.9	0.8	0.9	0	0.7	0	0	0	0.6							
3 Axle Vehicles	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1							
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4+ Axle Trucks	1	3	0	4	0	2	1	4	0	0	0	1	0	1	0	0	0	8							
% 4+ Axle Trucks	0.2	0.2	0.4	0.6	0	0.1	0.3	1.2	0	0	0	0	0	0	0	0	0	0.1							

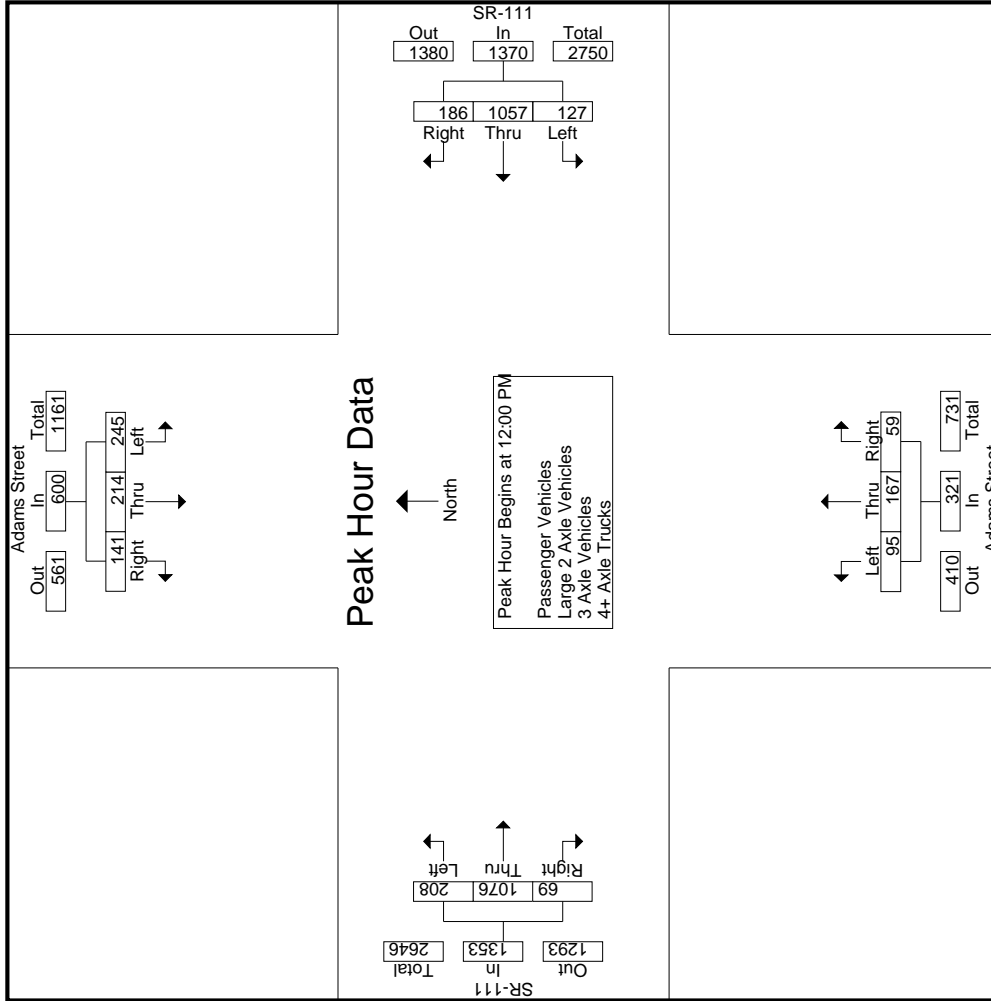
Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound							
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR			
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total		
12:00 PM	60	168	66	42	233	34	60	24	47	19	47	19	24	327	24	233	60	327	24	47	19	53	266	11	330	
12:15 PM	56	148	57	35	257	31	40	23	31	17	31	17	23	328	23	257	40	328	23	31	17	56	271	15	342	
12:30 PM	72	162	50	40	273	40	45	24	48	13	48	13	24	358	24	273	45	358	24	48	13	47	260	16	323	
12:45 PM	57	122	41	24	294	22	41	24	41	10	41	10	24	357	24	294	41	357	24	41	10	52	279	27	358	
Total Volume	245	600	214	141	1057	127	186	95	167	59	167	59	95	1370	29.6	77.2	13.6	1370	29.6	52	18.4	208	1076	69	1353	
% App. Total	40.8	35.7	35.7	23.5	9.3	77.2	9.3	77.2	13.6	18.4	18.4	18.4	15.4	9.57	15.4	79.5	5.1	9.57	15.4	79.5	5.1	69	3644	3644		
PHF	.851	.811	.811	.839	.794	.899	.775	.957	.870	.776	.892	.929	.639	.945	.982	.982	.982	.982	.982	.982	.982	.982	.982	.982	.982	.982

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

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	11:45 AM				12:00 PM				11:15 AM				12:00 PM			
+0 mins.	57	37	41	135	34	233	60	327	28	46	15	89	53	266	11	330
+15 mins.	60	66	42	168	31	257	40	328	36	37	12	85	56	271	15	342
+30 mins.	56	57	35	148	40	273	45	358	22	44	20	86	47	260	16	323
+45 mins.	72	50	40	162	22	294	41	357	24	47	19	90	52	279	27	358
Total Volume	245	210	158	613	127	1057	186	1370	110	174	66	350	208	1076	69	1353
% App. Total	40	34.3	25.8	912	9.3	77.2	13.6	957	31.4	49.7	18.9	972	15.4	79.5	5.1	945
PHF	.851	.795	.940	.912	.794	.899	.775	.957	.764	.926	.825	.972	.929	.964	.639	.945

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Passenger Vehicles

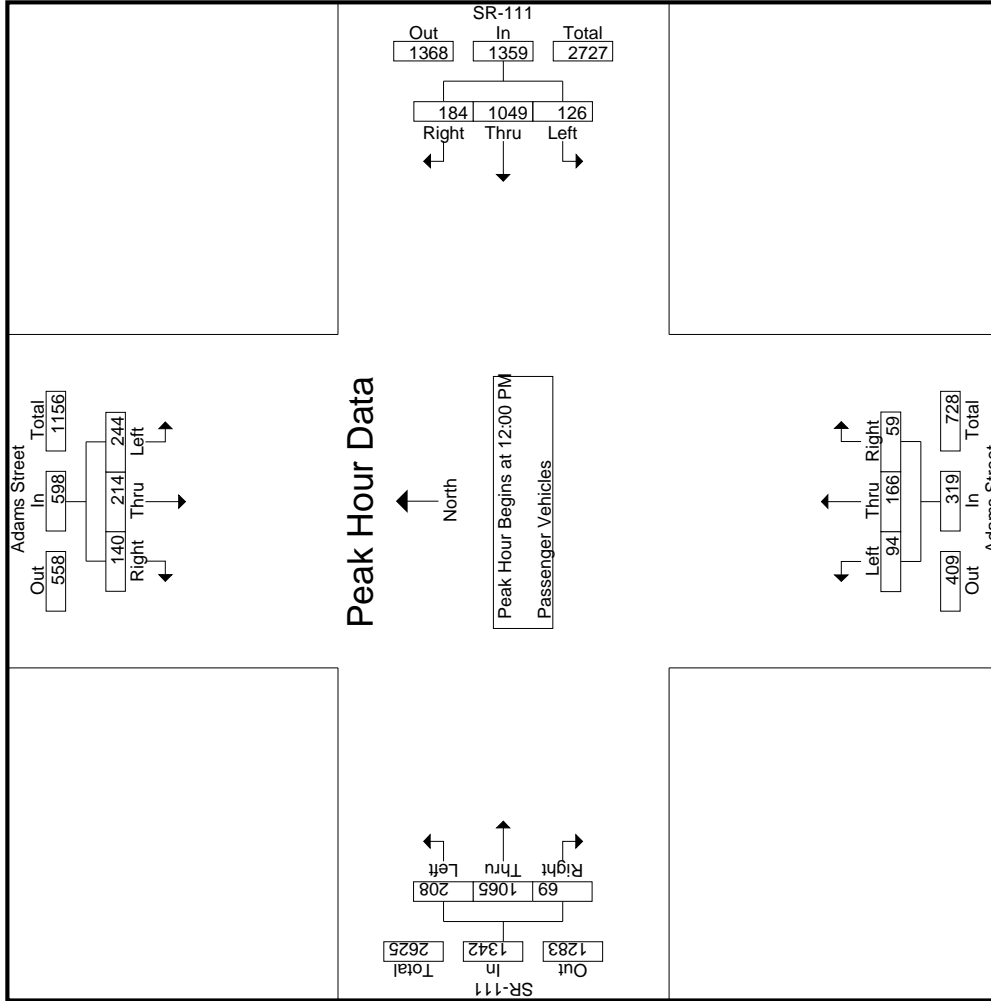
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	11:00 AM	61	36	30	23	127	301	22	249	30	4	301	3	31	3	0	57	221	10	2	277	29	762	791
11:15 AM	54	37	33	17	124	334	31	269	34	7	334	8	46	14	10	88	47	240	17	5	304	39	850	889
11:30 AM	50	35	31	22	116	364	32	286	46	13	364	10	37	12	10	85	45	236	6	1	287	46	852	898
11:45 AM	57	37	41	22	135	304	44	229	31	7	304	22	44	19	11	85	37	239	11	3	287	43	811	854
Total	222	145	135	84	502	1303	129	1033	141	31	1303	109	158	48	31	315	175	936	44	11	1155	157	3275	3432
12:00 PM	60	66	42	28	168	324	34	231	59	20	324	23	46	19	12	88	53	265	11	2	329	62	909	971
12:15 PM	55	57	35	23	147	324	31	254	39	13	324	23	31	17	8	71	56	266	15	6	337	50	879	929
12:30 PM	72	50	40	24	162	357	40	272	45	10	357	24	48	13	9	85	47	257	16	6	320	49	924	973
12:45 PM	57	41	23	17	121	354	21	292	41	8	354	24	41	10	6	75	52	277	27	4	356	35	906	941
Total	244	214	140	92	598	1359	126	1049	184	51	1359	94	166	59	35	319	208	1065	69	18	1342	196	3618	3814
Grand Total	466	359	275	176	1100	2662	255	2082	325	82	2662	203	324	107	66	634	383	2001	113	29	2497	353	6893	7246
Approach %	42.4	32.6	25		16	38.6	9.6	78.2	12.2		38.6	32	51.1	16.9		9.2	15.3	80.1	4.5		36.2	4.9	95.1	
Total %	6.8	5.2	4			4.7	3.7	30.2	4.7		4.7	2.9	4.7	1.6		1.6	5.6	29	1.6					

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	12:00 PM	60	66	42	28	168	324	34	231	59	20	324	23	46	19	12	88	53	265	11	2	329	62	909
12:15 PM	55	57	35	23	147	324	31	254	39	13	324	23	31	17	8	71	56	266	15	6	337	50	879	929
12:30 PM	72	50	40	24	162	357	40	272	45	10	357	24	48	13	9	85	47	257	16	6	320	49	924	973
12:45 PM	57	41	23	17	121	354	21	292	41	8	354	24	41	10	6	75	52	277	27	4	356	35	906	941
Total	244	214	140	92	598	1359	126	1049	184	51	1359	94	166	59	35	319	208	1065	69	18	1342	196	3618	3814
Grand Total	466	359	275	176	1100	2662	255	2082	325	82	2662	203	324	107	66	634	383	2001	113	29	2497	353	6893	7246
Approach %	42.4	32.6	25		16	38.6	9.6	78.2	12.2		38.6	32	51.1	16.9		9.2	15.3	80.1	4.5		36.2	4.9	95.1	
Total %	6.8	5.2	4			4.7	3.7	30.2	4.7		4.7	2.9	4.7	1.6		1.6	5.6	29	1.6					

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	60	66	42	168	34	231	59	324	23	46	19	88	53	265	11	329
+15 mins.	55	57	35	147	31	254	39	324	23	31	17	71	56	266	15	337
+30 mins.	72	50	40	162	40	272	45	357	24	48	13	85	47	257	16	320
+45 mins.	57	41	23	121	21	292	41	354	24	41	10	75	52	277	27	356
Total Volume	244	214	140	598	126	1049	184	1359	94	166	59	319	208	1065	69	1342
% App. Total	40.8	35.8	23.4		9.3	77.2	13.5		29.5	52	18.5		15.5	79.4	5.1	
PHF	.847	.811	.833	.890	.788	.898	.780	.952	.979	.865	.776	.906	.929	.961	.639	.942

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

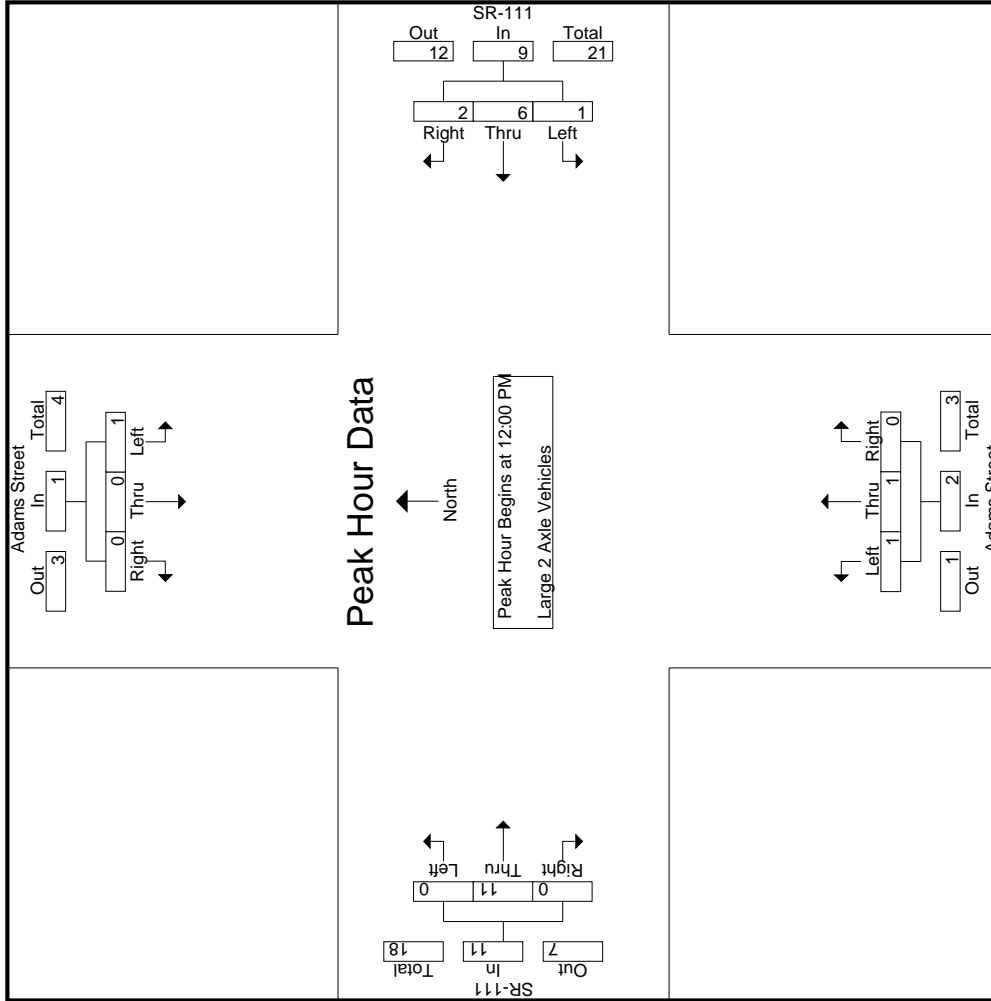
Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	5
11:15 AM	0	1	0	0	1	0	4	0	0	4	0	0	1	1	1	0	0	0	0	0	1	6	7
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	1	1	0	2	0	0	2	1	7	8
Total	0	1	1	0	2	1	9	0	0	10	0	0	2	2	2	1	5	1	0	7	2	21	23
12:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	2	0	1	0	0	1	0	5	5
12:15 PM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	5	0	0	0	5	0	10	10
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	4	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
Total	1	0	0	0	1	1	6	2	0	9	1	1	0	0	2	0	11	0	0	11	0	23	23
Grand Total	1	1	1	0	3	2	15	2	0	19	1	1	2	2	4	1	16	1	0	18	2	44	46
Approach %	33.3	33.3	33.3		6.8	10.5	78.9	10.5		43.2	25	25	50		9.1	5.6	88.9	5.6		40.9	4.3	95.7	
Total %	2.3	2.3	2.3			4.5	34.1	4.5			2.3	2.3	4.5			2.3	36.4	2.3					

Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	12:00 PM	0	0	0	0	0	0	1	2	0	3	1	1	0	0	2	0	1	0	0	0	0	1
12:15 PM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5	10
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
Total Volume	1	0	0	0	1	1	6	2	0	9	1	1	0	0	2	0	11	0	0	11	0	11	23
% App. Total	100	0	0	0	100	11.1	66.7	22.2		43.2	25	25	50		9.1	5.6	88.9	5.6		40.9	4.3	95.7	
PHF	.250	.000	.000	.000	.250	.250	.500	.500		.563	.250	.250	.500		.250	.250	.550	.000		.550	.000	.575	

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	12:00 PM			12:00 PM			12:00 PM			12:00 PM			12:00 PM		
+0 mins.	0	0	0	0	1	1	1	2	1	0	0	1	0	1	
+15 mins.	1	0	0	0	3	1	4	0	0	0	0	5	0	5	
+30 mins.	0	0	0	0	1	0	1	0	0	0	0	3	0	3	
+45 mins.	0	0	0	1	1	0	2	0	0	0	0	2	0	2	
Total Volume	1	0	0	1	6	2	9	1	1	0	2	11	0	11	
% App. Total	100	0	0	11.1	66.7	22.2	50	50	50	0	100	0	0	100	
PHF	.250	.000	.000	.250	.500	.500	.563	.250	.250	.000	.250	.000	.000	.550	

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	

3.1-290

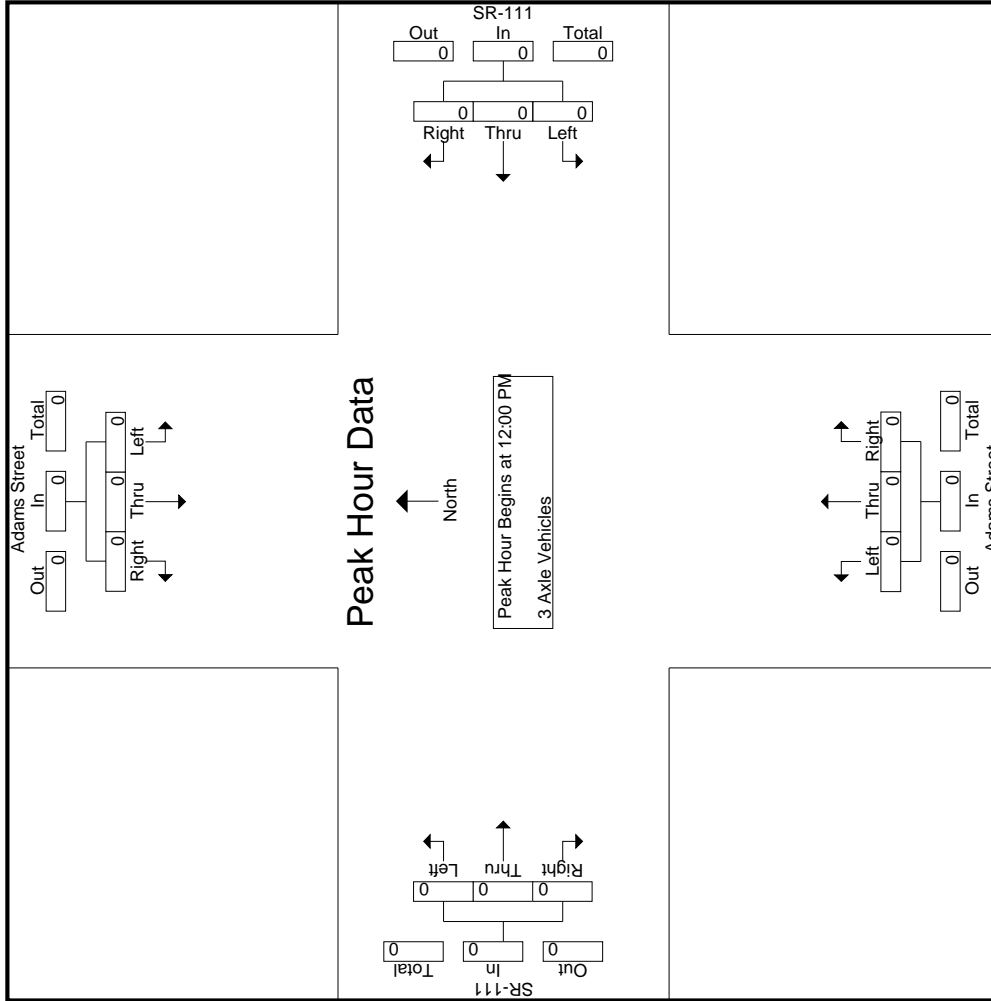
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
				App. Total			App. Total			App. Total			App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM			12:00 PM			12:00 PM			12:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound										
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
Grand Total	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	
Approch %	50	0	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8	
Total %	16.7	0	0	0	0	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	75		

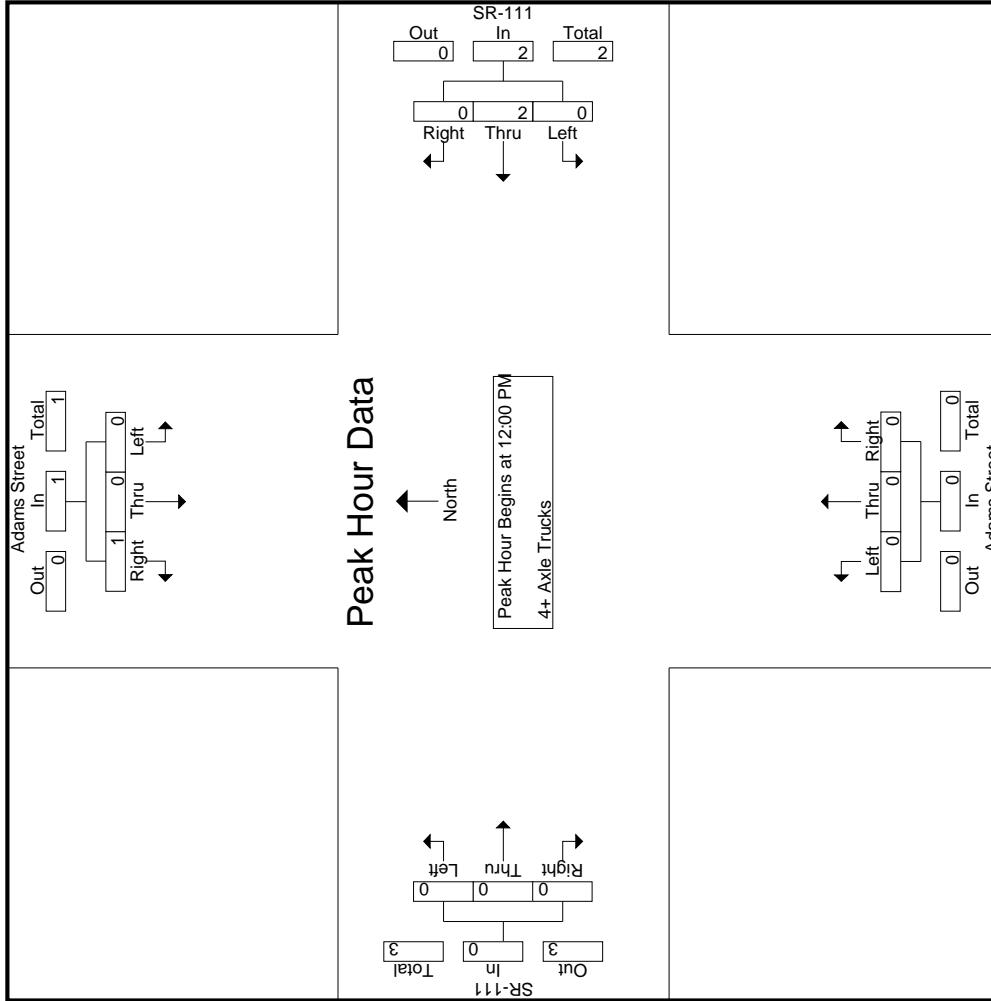
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound									
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.250	.250	.250	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

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

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2



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

File Name : LQAAD111SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: SR-111
 Weather: Clear

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			12:00 PM			12:00 PM			12:00 PM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	2	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: La Quinta
 N/S: Adams Street
 E/W: SR-111



Date: 5/7/2014
 File: LQAAD111

WEEKDAY

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	2	0	2
6:45 AM	4	3	4	0	11
7:00 AM	2	1	12	0	15
7:15 AM	0	1	1	0	2
7:30 AM	2	3	1	0	6
7:45 AM	2	3	10	7	22
8:00 AM	0	1	3	0	4
8:15 AM	7	4	0	0	11
TOTAL VOLUMES:	17	16	33	7	73

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	3	0	3	0	6
2:45 PM	3	0	3	1	7
3:00 PM	6	5	10	6	27
3:15 PM	1	0	1	1	3
3:30 PM	1	0	0	1	2
3:45 PM	3	3	7	0	13
4:00 PM	2	0	1	0	3
4:15 PM	0	4	4	0	8
4:30 PM	3	1	6	0	10
4:45 PM	0	0	1	0	1
5:00 PM	5	0	3	0	8
5:15 PM	1	0	7	0	8
TOTAL VOLUMES:	28	13	46	9	96

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	3	3	2	0	8
11:15 AM	2	8	4	1	15
11:30 AM	5	3	0	0	8
11:45 AM	0	1	0	1	2
12:00 PM	7	3	1	0	11
12:15 PM	0	0	2	0	2
12:30 PM	1	0	4	2	7
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	18	18	13	4	53

Location: La Quinta
 N/S: Adams Street
 E/W: SR-111



Date: 5/7/2014
 File: LQAAD111

WEEKDAY

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	1	0	0	1
6:45 AM	0	0	1	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	1	1	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	2	0	5

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	2	0	2
2:45 PM	0	0	1	0	1
3:00 PM	1	0	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1
3:45 PM	1	1	1	0	3
4:00 PM	1	0	0	0	1
4:15 PM	0	2	2	0	4
4:30 PM	0	0	0	0	0
4:45 PM	0	0	2	0	2
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
TOTAL VOLUMES:	3	3	11	0	17

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	1	0	1
11:15 AM	0	0	3	0	3
11:30 AM	0	0	2	0	2
11:45 AM	1	0	0	0	1
12:00 PM	0	0	0	0	0
12:15 PM	1	0	0	0	1
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	6	0	8

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

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

File Name : LQAAD47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

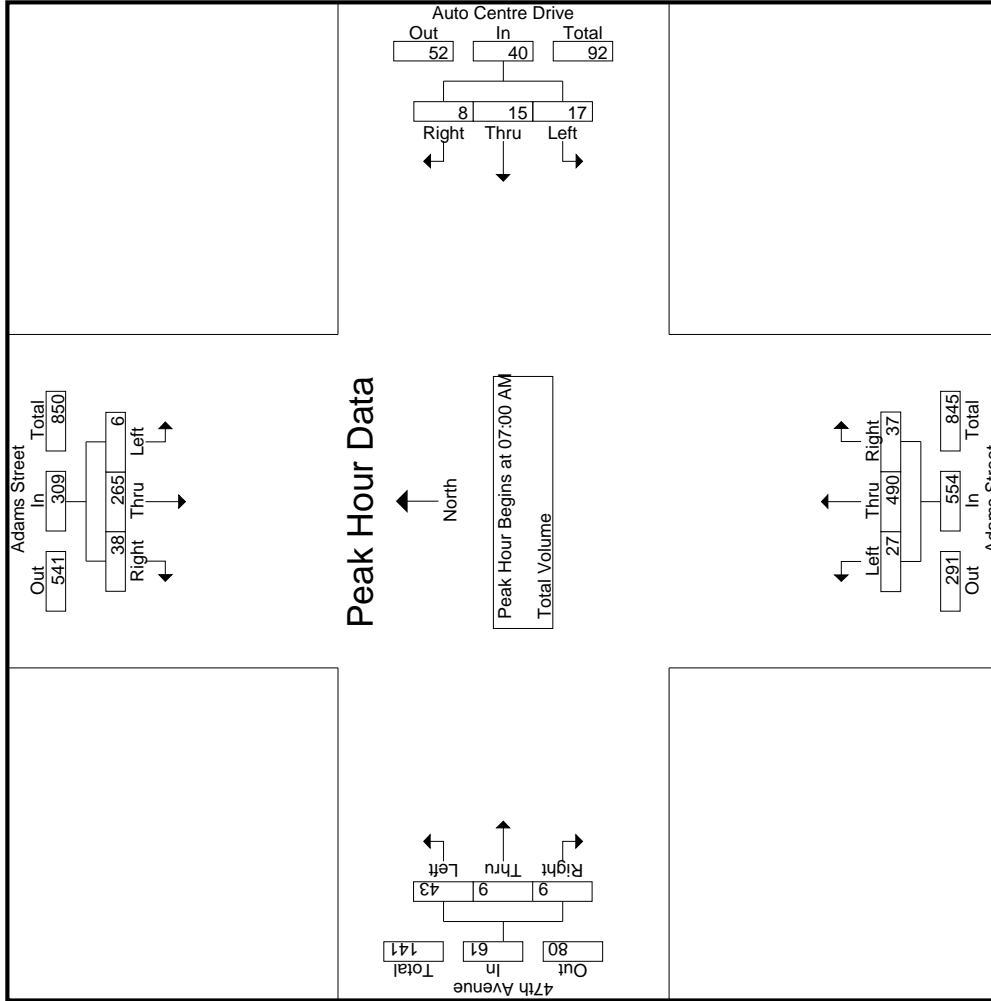
Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	0	30	2	1	32	2	0	3	2	5	0	39	5	1	44	1	2	3	3	6	7	87	94
06:45 AM	1	31	6	1	38	1	0	1	1	2	3	75	5	0	83	4	0	1	0	5	2	128	130
Total	1	61	8	2	70	3	0	4	3	7	3	114	10	1	127	5	2	4	3	11	9	215	224
07:00 AM	1	52	8	1	61	2	1	0	0	3	5	139	4	2	148	6	0	0	0	6	3	218	221
07:15 AM	1	72	13	4	86	5	3	0	0	8	3	164	11	5	178	22	4	0	0	26	9	298	307
07:30 AM	3	83	5	5	91	6	2	2	1	10	5	110	6	1	121	11	2	5	1	18	8	240	248
07:45 AM	1	58	12	3	71	4	9	6	3	19	14	77	16	3	107	4	3	4	1	11	10	208	218
Total	6	265	38	13	309	17	15	8	4	40	27	490	37	11	554	43	9	9	2	61	30	964	994
08:00 AM	4	44	10	2	58	7	5	8	4	20	8	55	7	2	70	7	2	3	3	12	11	160	171
08:15 AM	4	46	17	6	67	7	5	6	3	18	11	79	13	2	103	3	2	7	3	12	14	200	214
Grand Total	15	416	73	23	504	34	25	26	14	85	49	738	67	16	854	58	15	23	11	96	64	1539	1603
Approch %	3	82.5	14.5		32.7	40	29.4	30.6		5.7	86.4	7.8			55.5	60.4	15.6	24		6.2	4	96	
Total %	1	27	4.7		32.7	2.2	1.6	1.7		5.5	3.2	48	4.4		55.5	3.8	1	1.5		6.2	4	96	

Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	1	52	8	1	61	2	1	0	0	3	5	139	4	2	148	6	0	0	0	6	3	218	221
07:00 AM	1	72	13	4	86	5	3	0	0	8	3	164	11	5	178	22	4	0	0	26	9	298	307
07:30 AM	3	83	5	5	91	6	2	2	1	10	5	110	6	1	121	11	2	5	1	18	8	240	248
07:45 AM	1	58	12	3	71	4	9	6	3	19	14	77	16	3	107	4	3	4	1	11	10	208	218
Total Volume	6	265	38	13	309	17	15	8	4	40	27	490	37	11	554	43	9	9	2	61	30	964	994
% App. Total	1.9	85.8	12.3		32.7	42.5	37.5	20		5.5	3.2	48	4.4		55.5	3.8	1	1.5		6.2	4	96	
PHF	.500	.798	.731		.849	.708	.417	.333		.526	.482	.747	.578		.778	.489	.563	.450		.587		.809	

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

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

File Name : LQAAD47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQAAD47AM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

Start Time	Adams Street Southbound			Auto Centre Drive Westbound			Adams Street Northbound			47th Avenue Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:30 AM			07:00 AM			07:15 AM				
+0 mins.	1	52	8	6	2	2	10	5	139	4	22	4	0	26
+15 mins.	1	72	13	4	9	6	19	3	164	11	11	2	5	18
+30 mins.	3	83	5	7	5	8	20	5	110	6	4	3	4	11
+45 mins.	1	58	12	7	5	6	18	14	77	16	7	2	3	12
Total Volume	6	265	38	24	21	22	67	27	490	37	44	11	12	67
% App. Total	1.9	85.8	12.3	35.8	31.3	32.8	838	4.9	88.4	6.7	65.7	16.4	17.9	
PHF	.500	.798	.731	.857	.583	.688	.838	.482	.747	.578	.500	.688	.600	.644

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

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

File Name : LQAAD47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 1

Groups Printed- Total Volume

Start Time	Adams Street Southbound						Auto Centre Drive Westbound						Adams Street Northbound						47th Avenue Eastbound					
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
02:30 PM	13	83	7	1	103	15	12	9	7	36	9	85	14	4	108	11	9	18	7	38	19	285	304	
02:45 PM	5	153	15	4	173	8	12	9	3	29	9	76	9	3	94	14	11	12	7	37	17	333	350	
Total	18	236	22	5	276	23	24	18	10	65	18	161	23	7	202	25	20	30	14	75	36	618	654	
03:00 PM	20	112	4	2	136	18	8	9	7	35	8	86	20	7	114	14	7	6	3	27	19	312	331	
03:15 PM	8	99	11	5	118	12	8	10	7	30	12	69	12	3	93	15	5	15	7	35	22	276	298	
03:30 PM	5	93	9	7	107	14	12	8	7	34	11	55	9	7	75	13	12	12	8	37	29	253	282	
03:45 PM	14	74	8	1	96	14	11	8	8	33	18	57	14	7	89	16	4	21	14	41	30	259	289	
Total	47	378	32	15	457	58	39	35	29	132	49	267	55	24	371	58	28	54	32	140	100	1100	1200	
04:00 PM	7	87	16	5	110	20	12	11	9	43	16	50	13	5	79	12	4	12	10	28	29	260	289	
04:15 PM	11	73	4	2	88	20	10	12	7	42	6	47	11	8	64	12	3	17	11	32	28	226	254	
04:30 PM	4	79	7	3	90	10	12	17	11	39	4	54	14	6	72	9	6	17	10	32	30	233	263	
04:45 PM	11	94	6	2	111	12	7	8	4	27	8	61	7	3	76	21	10	19	14	50	23	264	287	
Total	33	333	33	12	399	62	41	48	31	151	34	212	45	22	291	54	23	65	45	142	110	983	1093	
05:00 PM	8	119	8	6	135	13	10	23	18	46	11	55	16	4	82	14	7	12	7	33	35	296	331	
05:15 PM	10	83	9	6	102	16	4	5	4	25	8	63	16	6	87	11	7	25	13	43	29	257	286	
Grand Total	116	1149	104	44	1369	172	118	129	92	419	120	758	155	63	1033	162	85	186	111	433	310	3254	3564	
Approch %	8.5	83.9	7.6		41.1	28.2	30.8			12.9	11.6	73.4	15		31.7	37.4	19.6	43		13.3	8.7	91.3		
Total %	3.6	35.3	3.2		42.1	5.3	3.6	4		12.9	3.7	23.3	4.8		31.7	5	2.6	5.7		13.3	8.7	91.3		

Start Time	Adams Street Southbound						Auto Centre Drive Westbound						Adams Street Northbound						47th Avenue Eastbound					
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
02:30 PM	13	83	7	1	103	15	12	9	7	36	9	85	14	4	108	11	9	18	7	38	19	285	304	
02:45 PM	5	153	15	4	173	8	12	9	3	29	9	76	9	3	94	14	11	12	7	37	17	333	350	
Total	18	236	22	5	276	23	24	18	10	65	18	161	23	7	202	25	20	30	14	75	36	618	654	
03:00 PM	20	112	4	2	136	18	8	9	7	35	8	86	20	7	114	14	7	6	3	27	19	312	331	
03:15 PM	8	99	11	5	118	12	8	10	7	30	12	69	12	3	93	15	5	15	7	35	22	276	298	
03:30 PM	5	93	9	7	107	14	12	8	7	34	11	55	9	7	75	13	12	12	8	37	29	253	282	
03:45 PM	14	74	8	1	96	14	11	8	8	33	18	57	14	7	89	16	4	21	14	41	30	259	289	
Total	47	378	32	15	457	58	39	35	29	132	49	267	55	24	371	58	28	54	32	140	100	1100	1200	
04:00 PM	7	87	16	5	110	20	12	11	9	43	16	50	13	5	79	12	4	12	10	28	29	260	289	
04:15 PM	11	73	4	2	88	20	10	12	7	42	6	47	11	8	64	12	3	17	11	32	28	226	254	
04:30 PM	4	79	7	3	90	10	12	17	11	39	4	54	14	6	72	9	6	17	10	32	30	233	263	
04:45 PM	11	94	6	2	111	12	7	8	4	27	8	61	7	3	76	21	10	19	14	50	23	264	287	
Total	33	333	33	12	399	62	41	48	31	151	34	212	45	22	291	54	23	65	45	142	110	983	1093	
05:00 PM	8	119	8	6	135	13	10	23	18	46	11	55	16	4	82	14	7	12	7	33	35	296	331	
05:15 PM	10	83	9	6	102	16	4	5	4	25	8	63	16	6	87	11	7	25	13	43	29	257	286	
Grand Total	116	1149	104	44	1369	172	118	129	92	419	120	758	155	63	1033	162	85	186	111	433	310	3254	3564	
Approch %	8.5	83.9	7.6		41.1	28.2	30.8			12.9	11.6	73.4	15		31.7	37.4	19.6	43		13.3	8.7	91.3		
Total %	3.6	35.3	3.2		42.1	5.3	3.6	4		12.9	3.7	23.3	4.8		31.7	5	2.6	5.7		13.3	8.7	91.3		

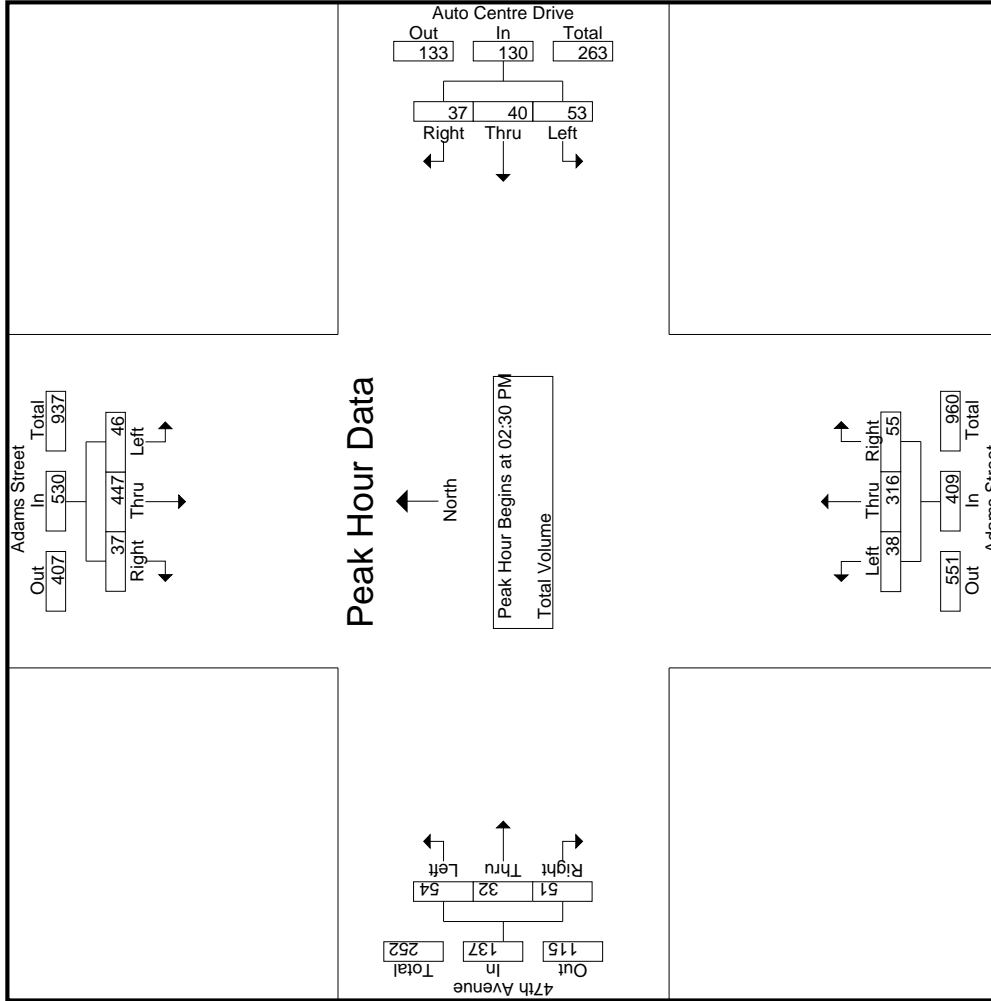
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:30 PM

Start Time	Adams Street Southbound						Auto Centre Drive Westbound						Adams Street Northbound						47th Avenue Eastbound					
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
02:30 PM	13	83	7	1	103	15	12	9	7	36	9	85	14	4	108	11	9	18	7	38	19	285	304	
02:45 PM	5	153	15	4	173	8	12	9	3	29	9	76	9	3	94	14	11	12	7	37	17	333	350	
03:00 PM	20	112	4	2	136	18	8	9	7	35	8	86	20	7	114	14	7	6	3	27	19	312	331	
03:15 PM	8	99	11	5	118	12	8	10	7	30	12	69	12	3	93	15	5	15	7	35	22	276	298	
03:30 PM	5	93	9	7	107	14	12	8	7	34	11	55	9	7	75	13	12	12	8	37	29	253	282	
03:45 PM	14	74	8	1	96	14	11	8	8	33	18	57	14	7	89	16	4	21	14	41	30	259	289	
Total	47	378	32	15	457	58	39	35	29	132	49	267	55	24	371	58	28	54	32	140	100	1100	1200	
% App. Total	8.7	84.3	7		41.1	28.2	30.8			12.9	11.6	73.4	15		31.7	37.4	19.6	43		13.3	8.7	91.3		
PHF	.575	.730	.617		.766	.736	.833	.925		.903	.792	.919	.688		.897	.900	.727	.708		.901		.905		

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

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

File Name : LQAAD47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 2



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

File Name : LQAAD47PM
 Site Code : 05114190
 Start Date : 5/7/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

Start Time	Adams Street Southbound			Auto Centre Drive Westbound			Adams Street Northbound			47th Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:												
	02:45 PM			03:30 PM			02:30 PM			03:15 PM			
+0 mins.	5	153	15	14	12	8	9	85	14	108	5	15	35
+15 mins.	20	112	4	14	11	8	9	76	9	94	12	12	37
+30 mins.	8	99	11	20	12	11	8	86	20	114	4	21	41
+45 mins.	5	93	9	20	10	12	12	69	12	93	4	12	28
Total Volume	38	457	39	68	45	39	38	316	55	409	25	60	141
% App. Total	7.1	85.6	7.3	44.7	29.6	25.7	9.3	77.3	13.4	39.7	17.7	42.6	
PHF	.475	.747	.650	.850	.938	.813	.792	.919	.688	.897	.521	.714	.860

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

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

File Name : LQAAD47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 1

Groups Printed- Total Volume

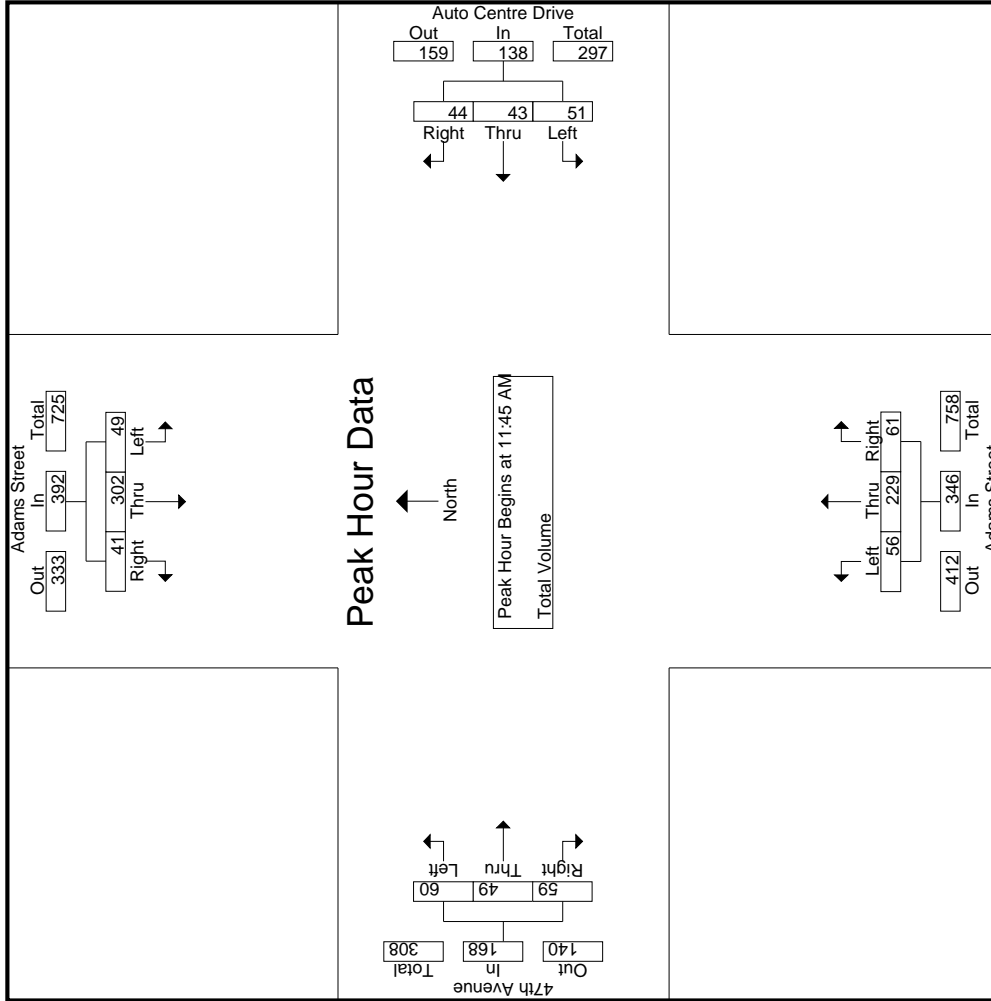
Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	9	44	5	2	58	18	6	5	1	29	15	53	15	9	83	12	8	14	7	34	19	204	223
11:15 AM	17	44	8	4	69	17	14	8	2	39	15	70	11	4	96	10	5	12	4	27	14	231	245
11:30 AM	16	46	11	2	73	18	15	9	3	42	18	54	13	4	85	13	9	16	9	38	18	238	256
11:45 AM	13	50	13	2	76	13	6	14	4	33	15	56	23	10	94	11	10	12	3	33	19	236	255
Total	55	184	37	10	276	66	41	36	10	143	63	233	62	27	358	46	32	54	23	132	70	909	979
12:00 PM	12	89	8	0	109	10	11	9	6	30	12	66	18	2	96	29	18	18	2	65	10	300	310
12:15 PM	11	70	13	2	94	16	9	9	1	34	15	50	13	1	78	8	16	17	4	41	8	247	255
12:30 PM	13	93	7	0	113	12	17	12	2	41	14	57	7	0	78	12	5	12	3	29	5	261	266
12:45 PM	20	63	5	0	88	12	10	7	1	29	15	49	12	4	76	9	7	21	4	37	9	230	239
Total	56	315	33	2	404	50	47	37	10	134	56	222	50	7	328	58	46	68	13	172	32	1038	1070
Grand Total	111	499	70	12	680	116	88	73	20	277	119	455	112	34	686	104	78	122	36	304	102	1947	2049
Approach %	16.3	73.4	10.3		34.9	41.9	31.8	26.4		14.2	17.3	66.3	16.3		35.2	34.2	25.7	40.1		15.6	5	95	
Total %	5.7	25.6	3.6			6	4.5	3.7			6.1	23.4	5.8			5.3	4	6.3					

Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:45 AM	13	50	13		76	13	6	14		33	15	56	23		94	11	10	12		33			236
12:00 PM	12	89	8		109	10	11	9		30	12	66	18		96	29	18	18		65			300
12:15 PM	11	70	13		94	16	9	9		34	15	50	13		78	8	16	17		41			247
12:30 PM	13	93	7		113	12	17	12		41	14	57	7		78	12	5	12		29			261
Total Volume	49	302	41		392	51	43	44		138	56	229	61		346	60	49	59		168			1044
% App. Total	12.5	77	10.5		867	37	31.2	31.9		14.2	16.2	66.2	17.6		35.2	35.7	29.2	35.1					
PHF	.942	.812	.788		.867	.797	.632	.786		.841	.933	.867	.663		.901	.517	.681	.819		.646			.870

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

File Name : LQAAD47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 2

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear



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

File Name : LQAAD47SAT
 Site Code : 05114190
 Start Date : 5/10/2014
 Page No : 3

City of La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive
 Weather: Clear

Start Time	Adams Street Southbound			Auto Centre Drive Westbound			Adams Street Northbound			47th Avenue Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			11:15 AM			11:15 AM			11:30 AM				
+0 mins.	12	89	8	17	14	8	39	15	70	11	13	9	96	38
+15 mins.	11	70	13	18	15	9	42	18	54	13	11	10	85	33
+30 mins.	13	93	7	13	6	14	33	15	56	23	29	18	94	65
+45 mins.	20	63	5	10	11	9	30	12	66	18	8	16	96	41
Total Volume	56	315	33	58	46	40	144	60	246	65	61	53	371	177
% App. Total	13.9	78	8.2	40.3	31.9	27.8	16.2	66.3	17.5	34.5	29.9	35.6	.966	.681
PHF	.700	.847	.635	.806	.767	.714	.857	.833	.879	.707	.526	.736	.875	.681

Location: La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive



Date: 5/7/2014
 File : LQAAD47

WEEKDAY

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	1	2
TOTAL VOLUMES:	0	1	1	2	4

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	1	1
3:00 PM	0	3	0	0	3
3:15 PM	0	3	0	0	3
3:30 PM	0	1	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	1	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	3	3	6
TOTAL VOLUMES:	1	7	4	6	18

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta
 N/S: Adams Street
 E/W: 47th Avenue / Auto Centre Drive



Date: 5/7/2014
 File : LQAAD47

WEEKDAY

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	1	1
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	1	1	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
TOTAL VOLUMES:	0	3	2	2	7

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	1	1
2:45 PM	0	1	0	0	1
3:00 PM	1	0	1	0	2
3:15 PM	1	0	0	3	4
3:30 PM	0	0	1	0	1
3:45 PM	0	2	0	0	2
4:00 PM	0	2	0	0	2
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	3	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
TOTAL VOLUMES:	2	5	2	9	18

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Counts Unlimited, Inc

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

LQA47EWAWDC
 Site Code: 051-14190

City of La Quinta
 47th Avenue
 E/ Washington Boulevard
 24 Hour Directional Classification Count

Eastbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/14	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	13	5	0	1	0	0	0	0	0	0	0	0	19
06:00	1	12	7	3	2	0	0	0	0	0	0	0	0	25
07:00	0	71	18	1	7	0	0	0	0	0	0	0	0	97
08:00	0	111	27	0	4	0	0	2	0	0	0	0	0	144
09:00	0	65	20	1	7	0	0	0	0	0	0	0	0	93
10:00	0	65	23	1	6	0	0	0	0	0	0	0	0	95
11:00	0	80	23	1	1	0	0	0	0	0	0	0	0	105
12 PM	1	79	23	1	4	0	0	1	0	0	0	0	0	109
13:00	0	75	16	2	2	0	0	0	0	0	0	0	0	95
14:00	0	79	14	1	5	0	0	0	0	0	0	0	0	99
15:00	0	84	18	2	2	0	0	3	0	0	0	0	0	109
16:00	0	70	17	1	4	0	0	1	0	0	0	0	0	93
17:00	1	61	20	0	1	0	0	0	0	0	0	0	0	83
18:00	0	56	9	1	2	0	0	0	0	0	0	0	0	68
19:00	0	46	8	2	2	0	0	0	0	0	0	0	0	58
20:00	0	36	9	1	2	0	0	0	0	0	0	0	0	48
21:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Total	3	1049	266	18	53	0	0	7	0	0	0	0	0	1396
Percent	0.2%	75.1%	19.1%	1.3%	3.8%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	06:00	07:00			08:00						08:00
Vol.	1	111	27	3	7			2						144
PM Peak	12:00	15:00	12:00	13:00	14:00			15:00						12:00
Vol.	1	84	23	2	5			3						109
Grand Total	3	1049	266	18	53	0	0	7	0	0	0	0	0	1396
Percent	0.2%	75.1%	19.1%	1.3%	3.8%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

LQA47EWAWDC
Site Code: 051-14190

City of La Quinta
47th Avenue
E/ Washington Boulevard
24 Hour Directional Classification Count

Westbound		Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
Start Time														
05/08/14		8	3	0	1	0	0	0	0	0	0	0	0	12
01:00		0	1	0	0	0	0	0	0	0	0	0	0	1
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00		0	0	0	0	0	0	0	0	0	0	0	0	3
04:00		0	0	0	0	0	0	0	0	0	0	0	0	2
05:00		0	0	0	0	0	0	0	0	0	0	0	0	5
06:00		0	0	0	1	0	0	0	0	0	0	0	0	17
07:00		0	0	0	2	0	0	0	0	0	0	0	0	70
08:00		0	0	0	4	0	0	0	1	0	0	0	0	69
09:00		0	0	0	4	0	0	0	0	0	0	0	0	68
10:00		0	0	0	4	0	0	0	0	0	0	0	0	112
11:00		0	0	0	8	0	0	2	1	0	0	0	0	107
12 PM		0	0	0	4	0	0	1	0	0	0	0	0	109
13:00		0	0	0	1	1	0	0	0	0	0	0	0	100
14:00		0	0	0	2	1	0	2	0	0	0	0	0	127
15:00		0	0	0	4	0	0	1	0	0	0	0	0	108
16:00		0	0	0	4	0	0	0	0	0	0	0	0	131
17:00		0	0	0	3	0	0	0	0	0	0	0	0	103
18:00		0	0	0	2	0	0	0	0	0	0	0	0	123
19:00		0	0	0	2	0	0	0	0	0	0	0	0	72
20:00		0	0	0	2	0	0	0	0	0	0	0	0	45
21:00		0	0	0	3	0	0	0	0	0	0	0	0	23
22:00		0	0	0	1	0	0	1	0	0	0	0	0	8
23:00		0	0	0	0	0	0	0	0	0	0	0	0	6
Total		5	1035	25	53	2	0	7	2	0	0	0	0	1421
Percent		0.4%	72.8%	1.8%	3.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	07:00	0.0%	0.0%	0.0%	0.0%	10:00
Vol.	1	82	20	8	2	2	1	1	1					112
PM Peak	12:00	14:00	18:00	12:00	13:00	12:00	13:00	13:00						16:00
Vol.	1	102	35	4	2	1	2	2						131
Grand Total	5	1035	292	25	53	2	0	7	2	0	0	0	0	1421
Percent	0.4%	72.8%	20.5%	1.8%	3.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
47th Avenue
E/ Washington Boulevard
24 Hour Directional Classification Count

LQA47EWAWDC
Site Code: 051-14190

Eastbound, Westbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/14	0	9	4	0	1	0	0	0	0	0	0	0	0	14
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	16	6	1	1	0	0	0	0	0	0	0	0	24
06:00	1	24	9	5	3	0	0	0	0	0	0	0	0	42
07:00	0	119	33	3	11	0	0	0	1	0	0	0	0	167
08:00	0	157	44	2	8	0	0	2	0	0	0	0	0	213
09:00	0	109	39	2	11	0	0	0	0	0	0	0	0	161
10:00	1	142	43	4	14	0	0	2	1	0	0	0	0	207
11:00	0	162	42	2	5	0	0	1	0	0	0	0	0	212
12 PM	2	158	46	2	8	1	0	1	0	0	0	0	0	218
13:00	0	150	34	4	4	1	0	2	0	0	0	0	0	195
14:00	1	181	31	3	9	0	0	1	0	0	0	0	0	226
15:00	1	160	43	4	6	0	0	3	0	0	0	0	0	217
16:00	1	171	41	3	7	0	0	1	0	0	0	0	0	224
17:00	1	145	36	1	3	0	0	0	0	0	0	0	0	186
18:00	0	141	44	2	4	0	0	0	0	0	0	0	0	191
19:00	0	98	25	3	4	0	0	0	0	0	0	0	0	130
20:00	0	70	16	2	5	0	0	0	0	0	0	0	0	93
21:00	0	37	9	0	1	0	0	1	0	0	0	0	0	48
22:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
23:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
Total	8	2084	558	43	106	2	0	14	2	0	0	0	0	2817
Percent	0.3%	74.0%	19.8%	1.5%	3.8%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	08:00	06:00	10:00			08:00	07:00					08:00
Vol.	1	162	44	5	14			2	1					213
PM Peak	12:00	14:00	12:00	13:00	14:00	12:00		15:00						14:00
Vol.	2	181	46	4	9	1		3						226
Grand Total	8	2084	558	43	106	2	0	14	2	0	0	0	0	2817
Percent	0.3%	74.0%	19.8%	1.5%	3.8%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

LQA111LQADWDC
 Site Code: 051-14190

City of La Quinta
 State Route 111
 B/ La Quinta Center Drive - Adams Street
 24 Hour Directional Classification Count

Eastbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	67	13	0	1	0	0	0	0	0	0	0	0	81
01:00	1	30	4	0	1	0	0	0	0	0	0	0	0	36
02:00	0	20	6	1	2	0	0	0	0	0	0	0	0	29
03:00	0	14	4	0	2	0	0	1	2	0	0	0	0	23
04:00	2	33	9	1	3	2	0	0	1	0	0	0	0	51
05:00	0	53	24	2	3	0	0	2	4	0	0	0	0	88
06:00	4	145	47	4	12	3	0	2	1	0	0	0	0	218
07:00	3	390	108	3	26	2	0	5	2	0	0	0	0	539
08:00	3	494	143	10	33	2	0	5	3	0	0	0	0	693
09:00	5	552	173	13	50	4	1	3	2	0	0	0	0	803
10:00	2	708	166	5	23	2	0	6	1	0	0	0	0	913
11:00	2	915	230	8	35	1	0	7	1	0	0	0	0	1199
12 PM	1	1007	221	8	33	0	0	3	2	0	0	0	0	1275
13:00	5	976	229	11	36	1	0	7	3	0	0	0	1	1269
14:00	7	1068	252	4	39	4	0	8	1	0	0	0	0	1383
15:00	3	1031	240	10	30	2	0	12	2	1	0	0	0	1331
16:00	2	1002	232	8	25	0	0	5	2	0	0	0	0	1276
17:00	2	947	206	2	20	1	0	7	1	0	0	0	0	1186
18:00	4	831	159	5	21	0	0	3	2	0	0	0	0	1025
19:00	2	602	140	3	13	2	0	0	4	0	0	0	0	766
20:00	1	466	104	4	10	0	0	2	0	0	0	0	0	587
21:00	4	371	61	4	4	1	0	1	1	0	0	0	0	447
22:00	2	186	40	2	0	0	0	0	1	0	0	0	0	231
23:00	0	109	19	1	1	0	0	0	2	0	0	0	0	132
Total	55	12017	2830	109	423	27	1	79	38	1	0	0	1	15581
Percent	0.4%	77.1%	18.2%	0.7%	2.7%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	09:00	09:00	09:00	09:00	11:00	05:00					11:00
Vol.	5	915	230	13	50	4	1	7	4					1199
PM Peak	14:00	14:00	14:00	13:00	14:00	14:00	14:00	15:00	19:00	15:00			13:00	14:00
Vol.	7	1068	252	11	39	4	4	12	4	1			1	1383
Grand Total	55	12017	2830	109	423	27	1	79	38	1	0	0	1	15581
Percent	0.4%	77.1%	18.2%	0.7%	2.7%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

LQA111LQADWDC
 Site Code: 051-14190

City of La Quinta
 State Route 111
 B/ La Quinta Center Drive - Adams Street
 24 Hour Directional Classification Count

Start Time	Cats & Trailers		2 Axle Long		Buses	2 Axle 6 Tire		3 Axle Single		4 Axle Single		5 Axle Double		6 Axle Double		6 Axle Multi		>6 Axl Multi		Total
	Bikes	Trails	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	>6 Axl Multi	>6 Axl Multi	>6 Axl Multi			
05/06/14	1	34	8	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	45
01:00	0	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
02:00	0	15	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
03:00	1	14	5	5	0	4	1	0	1	1	0	0	0	0	0	0	0	0	0	27
04:00	0	57	26	26	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	90
05:00	3	114	54	54	5	13	2	0	0	2	0	0	0	0	0	0	0	0	0	193
06:00	2	223	124	124	11	53	2	3	13	5	0	0	0	0	0	0	0	0	0	436
07:00	10	622	235	235	9	59	6	0	20	4	0	0	0	0	0	0	0	0	0	965
08:00	3	595	197	197	12	51	4	1	18	3	0	0	0	0	0	0	0	0	0	884
09:00	1	644	213	213	9	51	0	0	6	3	0	0	0	0	0	0	0	0	0	927
10:00	4	765	234	234	8	66	0	0	4	2	0	0	0	0	0	0	0	0	0	1084
11:00	5	869	235	235	13	65	1	0	12	3	0	0	0	0	0	0	0	0	0	1203
12 PM	5	895	252	252	10	55	2	0	5	2	0	0	0	0	0	0	0	0	0	1226
13:00	4	876	248	248	8	56	0	0	6	1	1	0	0	0	0	0	0	0	0	1200
14:00	9	886	222	222	10	40	1	0	9	5	1	0	0	0	0	0	0	0	0	1183
15:00	2	910	223	223	4	37	0	0	8	1	0	0	0	0	0	0	0	0	0	1185
16:00	3	785	215	215	6	37	0	0	3	0	0	0	0	0	0	0	0	0	0	1049
17:00	1	763	177	177	8	32	0	0	3	2	0	0	0	0	0	0	0	0	0	986
18:00	3	635	139	139	6	27	0	0	0	0	0	0	0	0	0	0	0	0	0	810
19:00	4	504	126	126	3	25	0	0	1	3	0	0	0	0	0	0	0	0	0	666
20:00	3	325	91	91	3	14	2	0	2	2	0	0	0	0	0	0	0	0	0	442
21:00	2	245	52	52	2	11	2	0	0	0	0	0	0	0	0	0	0	0	0	314
22:00	0	118	30	30	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	156
23:00	1	68	11	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	83
Total	67	10979	3125	3125	129	712	24	4	112	40	2	0	0	0	0	0	0	0	0	15195
Percent	0.4%	72.3%	20.6%	20.6%	0.8%	4.7%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	07:00	07:00	11:00	10:00	07:00	06:00	07:00	06:00	06:00	07:00	07:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00
Vol.	10	869	235	235	13	66	6	3	20	5	5	20	20	5	5	1203	1203	1203	1203	1203
PM Peak	14:00	15:00	12:00	12:00	12:00	13:00	12:00	14:00	14:00	14:00	14:00	14:00	14:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00
Vol.	9	910	252	252	10	56	2	2	9	5	5	9	9	1	1	1226	1226	1226	1226	1226
Grand Total	67	10979	3125	3125	129	712	24	4	112	40	2	0	0	0	0	0	0	0	0	15195
Percent	0.4%	72.3%	20.6%	20.6%	0.8%	4.7%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

PO Box 1178

Corona, CA 92878

Phone: 951-268-6268

email: counts@countsunlimited.com

City of La Quinta
 State Route 111
 B/ La Quinta Center Drive - Adams Street
 24 Hour Directional Classification Count

LQA111LQADWDC
 Site Code: 051-14190

Eastbound, Westbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	1	101	21	0	2	1	0	0	0	0	0	0	0	126
01:00	1	47	7	0	1	0	0	0	0	0	0	0	0	56
02:00	0	35	11	1	3	0	0	0	0	0	0	0	0	50
03:00	1	28	9	0	6	1	0	2	3	0	0	0	0	50
04:00	2	90	35	1	9	2	0	0	2	0	0	0	0	141
05:00	3	167	78	7	16	2	0	2	6	0	0	0	0	281
06:00	6	368	171	15	65	5	3	15	6	0	0	0	0	654
07:00	13	1012	343	12	85	8	0	25	6	0	0	0	0	1504
08:00	6	1089	340	22	84	6	1	23	6	0	0	0	0	1577
09:00	6	1196	386	22	101	4	1	9	5	0	0	0	0	1730
10:00	6	1473	400	13	89	2	0	10	3	0	0	1	0	1997
11:00	7	1784	465	21	100	2	0	19	4	0	0	0	0	2402
12 PM	6	1902	473	18	88	2	0	8	4	0	0	0	0	2501
13:00	9	1852	477	19	92	1	0	13	4	1	0	0	1	2469
14:00	16	1954	474	14	79	5	0	17	6	1	0	0	0	2566
15:00	5	1941	463	14	67	2	0	20	3	1	0	0	0	2516
16:00	5	1787	447	14	62	0	0	8	2	0	0	0	0	2325
17:00	3	1710	383	10	52	1	0	10	3	0	0	0	0	2172
18:00	7	1466	298	11	48	0	0	3	2	0	0	0	0	1835
19:00	6	1106	266	6	38	2	0	1	7	0	0	0	0	1432
20:00	4	791	195	7	24	2	0	4	2	0	0	0	0	1029
21:00	6	616	113	6	15	3	0	1	1	0	0	0	0	761
22:00	2	304	70	3	6	0	0	1	1	0	0	0	0	387
23:00	1	177	30	2	3	0	0	0	2	0	0	0	0	215
Total	122	22996	5955	238	1135	51	5	191	78	3	0	1	1	30776
Percent	0.4%	74.7%	19.3%	0.8%	3.7%	0.2%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	08:00	09:00	07:00	06:00	07:00	05:00	10:00	0.0%	10:00	0.0%	11:00
Vol.	13	1784	465	22	101	8	3	25	6	1		1		2402
PM Peak	14:00	14:00	13:00	13:00	13:00	14:00	15:00	15:00	19:00	13:00	13:00	13:00	13:00	14:00
Vol.	16	1954	477	19	92	5	20	20	7	1		1	1	2566
Grand Total	122	22996	5955	238	1135	51	5	191	78	3	0	1	1	30776
Percent	0.4%	74.7%	19.3%	0.8%	3.7%	0.2%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
 State Route 111
 B/ Washington Boulevard - La Quinta Center Drive
 24 Hour Directional Classification Count

LQA111WALQWDC
 Site Code: 051-14190

Eastbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	66	12	0	5	0	0	0	0	0	0	0	0	83
01:00	0	31	3	0	2	0	0	0	0	0	0	0	0	36
02:00	0	20	6	1	2	0	0	0	0	0	0	0	0	29
03:00	1	15	4	0	2	0	0	1	2	0	0	0	0	25
04:00	2	35	12	0	3	2	0	0	2	0	0	0	0	56
05:00	1	68	30	3	4	1	0	3	2	0	0	0	0	112
06:00	1	154	56	4	18	0	0	3	3	0	0	0	0	239
07:00	3	388	122	4	38	2	0	3	3	0	0	0	0	563
08:00	3	494	168	11	49	2	0	8	3	0	0	0	0	738
09:00	5	540	183	11	55	3	1	6	4	0	0	0	0	808
10:00	2	662	185	8	45	2	0	8	2	0	0	0	0	914
11:00	4	829	229	4	50	1	0	9	1	0	1	0	0	1128
12 PM	1	877	235	9	46	1	0	8	3	0	1	0	0	1181
13:00	5	872	218	10	53	2	0	7	4	0	0	0	0	1171
14:00	3	948	274	6	49	1	0	9	1	0	0	0	0	1291
15:00	3	927	282	9	46	2	0	9	2	0	0	0	0	1281
16:00	4	859	247	8	33	1	0	5	1	0	0	0	0	1158
17:00	4	901	201	5	29	1	0	5	1	0	0	0	0	1147
18:00	4	732	155	5	24	0	0	4	1	0	0	0	0	925
19:00	2	543	128	2	23	2	0	1	4	0	0	0	0	705
20:00	1	398	104	3	13	0	0	1	0	0	0	0	0	520
21:00	3	313	59	4	11	1	0	1	1	0	0	0	0	393
22:00	2	179	38	2	0	0	0	0	1	0	0	0	0	222
23:00	1	105	19	1	3	1	0	0	1	0	0	0	0	131
Total	55	10956	2970	110	603	25	1	91	42	0	3	0	0	14856
Percent	0.4%	73.7%	20.0%	0.7%	4.1%	0.2%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	09:00	09:00	09:00	11:00	09:00	0.0%	11:00	0.0%	0.0%	11:00
Vol.	5	829	229	11	55	3	1	9	4		1			1128
PM Peak	13:00	14:00	15:00	13:00	13:00	13:00	13:00	14:00	13:00	0.0%	12:00	0.0%	0.0%	14:00
Vol.	5	948	282	10	53	2	1	9	4		1			1291
Grand Total	55	10956	2970	110	603	25	1	91	42	0	3	0	0	14856
Percent	0.4%	73.7%	20.0%	0.7%	4.1%	0.2%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

PO Box 1178
Corona, CA 92878

Phone: 951-268-6268

email: counts@countsunlimited.com

City of La Quinta
State Route 111
B/ Washington Boulevard - La Quinta Center Drive
24 Hour Directional Classification Count

LQA111WALQWDC
Site Code: 051-14190

Start Time	Cats & Trailers		2 Axle Long		Buses	2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Total
	Bikes	Trailers	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total									
05/06/14	1	36	8	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	
01:00	0	19	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
02:00	0	15	4	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21	
03:00	0	19	5	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
04:00	0	55	30	30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	
05:00	1	108	47	47	2	18	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	181	
06:00	4	214	129	129	10	68	5	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	443	
07:00	5	587	255	255	8	65	2	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	946	
08:00	5	545	221	221	12	62	3	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	872	
09:00	1	631	230	230	10	55	1	0	10	3	1	0	0	0	0	0	0	0	0	0	0	0	942	
10:00	4	663	278	278	8	62	1	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	1025	
11:00	7	752	295	295	11	72	1	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0	1148	
12 PM	4	871	270	270	7	79	3	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	1242	
13:00	2	834	279	279	6	74	1	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	1210	
14:00	4	849	265	265	10	50	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	1190	
15:00	2	902	278	278	4	41	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1234	
16:00	5	705	218	218	6	45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	983	
17:00	3	735	193	193	5	38	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	982	
18:00	3	597	159	159	5	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	788	
19:00	4	463	133	133	5	21	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	629	
20:00	3	329	86	86	3	21	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	446	
21:00	1	260	69	69	3	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	344	
22:00	2	130	50	50	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	190	
23:00	1	80	13	13	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	
Total	62	10399	3518	3518	117	826	24	1	115	42	3	0	0	0	0	0	0	0	0	0	0	1	15108	
Percent	0.4%	68.8%	23.3%	23.3%	0.8%	5.5%	0.2%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	7	752	295	12	72	5	1	20	7	1	0	0	0	0	0	0	0	0	0	0	0	11:00	
Vol.	11:00	7	752	295	12	72	5	1	20	7	1	0	0	0	0	0	0	0	0	0	0	0	1148	
PM Peak	16:00	5	902	279	10	79	3	1	13	4	1	0	0	0	0	0	0	0	0	0	0	0	16:00	
Vol.	16:00	5	902	279	10	79	3	1	13	4	1	0	0	0	0	0	0	0	0	0	0	0	1242	
Grand Total	62	10399	3518	3518	117	826	24	1	115	42	3	0	0	0	0	0	0	0	0	0	0	1	15108	
Percent	0.4%	68.8%	23.3%	23.3%	0.8%	5.5%	0.2%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
 State Route 111
 B/ Washington Boulevard - La Quinta Center Drive
 24 Hour Directional Classification Count

LQA111WALQWDC
 Site Code: 051-14190

Eastbound, Westbound

Start Time	Cats & Trailers		2 Axle		Buses	2 Axle		3 Axle		4 Axle		<5 Axl		5 Axle		>6 Axl		6 Axle		>6 Axl		Total
	Bikes	Trailers	Long	Double		6 Tire	Single	Double	Single	Double	Single	Double	Double	Multi	Double	Multi	Double	Multi	Multi	Multi		
05/06/14	1	102	20	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
01:00	0	50	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
02:00	0	35	10	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
03:00	1	34	9	0	5	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	55
04:00	2	90	42	0	11	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	150
05:00	2	176	77	5	22	1	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	293
06:00	5	368	185	14	86	5	1	12	6	0	0	0	0	0	0	0	0	0	0	0	0	682
07:00	8	975	377	12	103	4	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	1509
08:00	8	1039	389	23	111	5	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0	1610
09:00	6	1171	413	21	110	4	1	16	7	1	0	0	0	0	0	0	0	0	0	0	0	1750
10:00	6	1325	463	16	107	3	0	14	4	1	0	0	0	0	0	0	0	0	0	0	0	1939
11:00	11	1581	524	15	122	2	0	16	3	1	0	0	0	0	0	0	0	0	0	0	0	2276
12 PM	5	1748	505	16	125	4	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	2423
13:00	7	1706	497	16	127	3	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	2381
14:00	7	1797	539	16	99	1	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	2481
15:00	5	1829	560	13	87	2	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	2515
16:00	9	1564	465	14	78	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	2141
17:00	7	1636	394	10	67	2	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	2129
18:00	7	1329	314	10	48	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1713
19:00	6	1006	261	7	44	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1334
20:00	4	727	190	6	34	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	966
21:00	4	573	128	7	21	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	737
22:00	4	309	88	3	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	412
23:00	2	185	32	2	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	229
Total	117	21355	6488	227	1429	49	2	206	84	3	84	3	0	0	0	0	0	0	0	0	1	29964
Percent	0.4%	71.3%	21.7%	0.8%	4.8%	0.2%	0.0%	0.7%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	11:00	06:00	06:00	08:00	08:00	09:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	11	1581	524	23	122	5	1	25	10	1	10	1	1	1	1	1	1	1	1	1	1	2276
PM Peak	16:00	15:00	15:00	12:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00
Vol.	9	1829	560	16	127	4	1	19	6	1	6	1	1	1	1	1	1	1	1	1	1	2515
Grand Total	117	21355	6488	227	1429	49	2	206	84	3	84	3	0	0	0	0	0	0	0	0	1	29964
Percent	0.4%	71.3%	21.7%	0.8%	4.8%	0.2%	0.0%	0.7%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
Washington Boulevard
N/ 47th Avenue
24 Hour Directional Classification Count

LQAWAN47WDC
Site Code: 051-14190

Northbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	41	13	0	1	0	0	1	0	0	0	0	0	56
01:00	1	29	10	0	0	0	0	0	0	0	0	0	0	40
02:00	0	17	8	0	2	0	0	0	0	0	0	0	0	27
03:00	1	35	11	0	1	0	0	0	0	0	0	0	0	48
04:00	2	135	48	0	11	1	0	0	1	0	0	0	0	198
05:00	2	289	118	0	16	0	0	2	0	0	0	0	0	427
06:00	6	595	273	1	72	1	0	18	0	0	0	0	0	966
07:00	13	1354	387	3	86	3	0	15	0	0	0	0	0	1861
08:00	6	1111	294	4	62	0	0	7	0	1	0	0	0	1485
09:00	6	956	275	3	69	2	0	6	1	0	0	0	0	1318
10:00	5	875	271	7	68	3	0	9	1	0	1	0	0	1240
11:00	1	916	308	6	48	0	0	4	0	0	1	1	0	1285
12 PM	1	930	287	4	78	3	0	11	0	0	0	0	0	1314
13:00	8	1000	302	3	73	2	0	11	1	0	0	0	0	1400
14:00	3	956	277	8	73	0	0	19	2	0	0	0	0	1338
15:00	2	920	291	5	86	4	0	15	1	0	1	0	0	1325
16:00	7	924	274	2	63	1	0	4	0	0	1	0	0	1276
17:00	3	926	214	2	50	0	0	8	2	0	0	0	0	1205
18:00	3	677	154	1	31	0	0	3	0	0	0	0	0	869
19:00	1	506	141	0	18	0	0	1	2	0	0	0	0	669
20:00	0	384	93	0	22	0	0	2	0	0	0	0	0	501
21:00	1	282	68	0	13	0	0	0	0	0	0	0	0	364
22:00	3	183	45	2	2	0	0	0	0	0	0	0	0	235
23:00	1	89	29	0	1	0	0	0	0	0	0	0	0	120
Total	76	14130	4191	51	946	20	0	136	11	1	4	1	0	19567
Percent	0.4%	72.2%	21.4%	0.3%	4.8%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	10:00	07:00	07:00	07:00	06:00	04:00	08:00	10:00	11:00	11:00	07:00
Vol.	13	1354	387	7	86	3	0	18	1	1	1	1	1	1861
PM Peak	13:00	13:00	13:00	14:00	15:00	15:00	15:00	14:00	14:00	14:00	15:00	15:00	15:00	13:00
Vol.	8	1000	302	8	86	4	0	19	2	1	1	1	1	1400
Grand Total	76	14130	4191	51	946	20	0	136	11	1	4	1	0	19567
Percent	0.4%	72.2%	21.4%	0.3%	4.8%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
 Washington Boulevard
 N/ 47th Avenue
 24 Hour Directional Classification Count

LQAWAN47WDC
 Site Code: 051-14190

Southbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	114	25	0	0	0	0	0	0	0	0	0	0	139
01:00	0	50	17	0	2	0	0	0	0	0	0	0	0	69
02:00	1	28	12	0	3	0	0	0	0	0	0	0	0	44
03:00	0	23	8	0	1	0	0	0	0	0	0	0	0	32
04:00	1	33	13	0	2	1	0	1	0	0	0	0	0	51
05:00	0	77	29	5	16	0	0	1	1	0	0	0	0	129
06:00	1	190	94	2	19	2	0	4	0	0	0	0	0	312
07:00	2	503	168	6	50	1	0	14	3	0	0	0	0	747
08:00	6	569	207	6	72	4	0	13	1	1	0	0	0	879
09:00	4	499	222	5	63	0	0	11	2	0	0	0	0	806
10:00	2	570	209	8	59	1	0	8	0	0	0	0	0	857
11:00	3	669	229	3	72	4	0	10	0	0	0	0	0	990
12 PM	9	761	241	3	68	2	0	10	0	0	0	0	0	1094
13:00	8	820	291	7	70	0	0	9	2	0	0	0	0	1207
14:00	2	912	318	7	62	0	0	12	2	0	0	0	0	1315
15:00	6	1079	359	3	62	1	0	9	0	0	0	0	0	1519
16:00	6	1001	328	4	87	1	0	5	1	0	0	0	0	1433
17:00	5	1222	308	4	57	0	0	7	0	0	0	0	0	1603
18:00	2	863	214	0	38	0	0	1	0	0	0	0	0	1118
19:00	2	692	179	1	20	0	0	0	0	0	0	0	0	894
20:00	1	639	160	0	29	0	0	0	0	0	0	0	0	829
21:00	3	533	131	0	15	0	0	0	0	0	0	0	0	682
22:00	2	287	70	1	10	0	0	1	0	0	0	0	0	371
23:00	2	171	47	0	6	0	0	0	0	0	0	0	0	226
Total	68	12305	3879	65	883	17	0	116	12	1	0	0	0	17346
Percent	0.4%	70.9%	22.4%	0.4%	5.1%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	10:00	08:00	08:00	0	07:00	07:00	08:00	0	0	0	11:00
Vol.	6	669	229	8	72	4	0	14	3	1	0	0	0	990
PM Peak	12:00	17:00	15:00	13:00	16:00	12:00	0	14:00	13:00	13:00	0	0	0	17:00
Vol.	9	1222	359	7	87	2	0	12	2	2	0	0	0	1603
Grand Total	68	12305	3879	65	883	17	0	116	12	1	0	0	0	17346
Percent	0.4%	70.9%	22.4%	0.4%	5.1%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
Washington Boulevard
N/ 47th Avenue
24 Hour Directional Classification Count

LQAWAN47WDC
Site Code: 051-14190

Northbound, Southbound

Start Time	Cats & Trailers		2 Axle Long		Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	Bikes	Trailers	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	155	38	0	0	1	0	0	1	0	0	0	0	0	195
01:00	1	79	27	0	0	2	0	0	0	0	0	0	0	0	109
02:00	1	45	20	0	0	5	0	0	0	0	0	0	0	0	71
03:00	1	58	19	0	0	2	0	0	0	0	0	0	0	0	80
04:00	3	168	61	0	0	13	2	0	1	1	0	0	0	0	249
05:00	2	366	147	5	3	32	0	0	3	1	0	0	0	0	556
06:00	7	785	367	3	3	91	3	0	22	0	0	0	0	0	1278
07:00	15	1857	555	9	4	136	4	0	29	3	0	0	0	0	2608
08:00	12	1680	501	10	4	134	4	0	20	1	2	0	0	0	2364
09:00	10	1455	497	8	2	132	2	0	17	3	0	0	0	0	2124
10:00	7	1445	480	15	4	127	4	0	17	1	0	1	0	0	2097
11:00	4	1585	537	9	4	120	4	0	14	0	0	1	1	0	2275
12 PM	10	1691	528	7	5	146	5	0	21	0	0	0	0	0	2408
13:00	16	1820	593	10	2	143	2	0	20	3	0	0	0	0	2607
14:00	5	1868	595	15	0	135	0	0	31	4	0	0	0	0	2653
15:00	8	1999	650	8	5	148	5	0	24	1	0	1	0	0	2844
16:00	13	1925	602	6	2	150	2	0	9	1	0	1	0	0	2709
17:00	8	2148	522	6	0	107	0	0	15	2	0	0	0	0	2808
18:00	5	1540	368	1	0	69	0	0	4	0	0	0	0	0	1987
19:00	3	1198	320	1	0	38	0	0	1	2	0	0	0	0	1563
20:00	1	1023	253	0	0	51	0	0	2	0	0	0	0	0	1330
21:00	4	815	199	0	0	28	0	0	0	0	0	0	0	0	1046
22:00	5	470	115	3	3	12	0	0	1	0	0	0	0	0	606
23:00	3	260	76	0	0	7	0	0	0	0	0	0	0	0	346
Total	144	26435	8070	116	37	1829	37	0	252	23	2	4	1	0	36913
Percent	0.4%	71.6%	21.9%	0.3%	0.1%	5.0%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	10:00	11:00		07:00
Vol.	15	1857	555	15	4	136	4	29	29	3	2	1	1		2608
PM Peak	13:00	17:00	15:00	14:00	12:00	16:00	12:00	14:00	14:00	14:00	14:00	15:00			15:00
Vol.	16	2148	650	15	5	150	5	31	31	4	1				2844
Grand Total	144	26435	8070	116	37	1829	37	0	252	23	2	4	1	0	36913
Percent	0.4%	71.6%	21.9%	0.3%	0.1%	5.0%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
 Washington Boulevard
 N/ State Route 111
 24 Hour Directional Classification Count

LQAWAN11WDC
 Site Code: 051-14190

Northbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	63	18	0	1	0	0	0	0	0	0	0	0	82
01:00	0	35	13	0	0	0	0	0	0	0	0	0	0	48
02:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37
03:00	1	32	7	0	3	0	0	1	0	0	0	0	0	44
04:00	1	72	31	0	5	2	0	0	1	0	0	0	0	112
05:00	3	164	65	1	9	3	0	0	1	0	0	0	0	246
06:00	2	442	148	3	46	0	0	5	4	0	0	1	0	651
07:00	1	1062	256	5	45	0	0	9	6	0	0	0	0	1384
08:00	3	884	212	3	37	4	0	9	4	0	0	0	0	1156
09:00	2	765	178	2	48	2	1	3	2	0	0	0	0	1003
10:00	2	761	203	4	47	1	0	6	4	0	0	0	0	1028
11:00	1	834	224	8	41	0	0	5	3	0	0	0	0	1116
12 PM	4	938	218	7	52	1	0	12	4	0	0	0	0	1236
13:00	6	1002	241	5	56	4	0	7	0	0	0	0	0	1321
14:00	2	985	251	7	61	2	0	18	3	0	0	0	0	1329
15:00	1	1016	261	6	62	2	1	20	1	0	0	0	0	1370
16:00	6	912	226	0	36	0	0	7	0	0	0	0	0	1187
17:00	3	974	192	1	31	0	0	4	2	0	0	0	0	1207
18:00	1	760	131	2	27	0	0	3	2	0	0	0	0	926
19:00	0	606	130	0	22	0	0	0	0	0	0	0	0	758
20:00	1	465	82	0	21	0	0	1	1	0	0	0	0	571
21:00	1	360	74	0	11	0	0	0	0	0	0	0	0	446
22:00	0	262	54	0	10	0	0	0	2	0	0	0	0	328
23:00	0	133	12	0	2	0	0	0	0	0	0	0	0	147
Total	41	13553	3238	54	673	21	2	110	40	0	0	1	0	17733
Percent	0.2%	76.4%	18.3%	0.3%	3.8%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	07:00	11:00	09:00	08:00	09:00	07:00	07:00	07:00	07:00	06:00	06:00	07:00
Vol.	3	1062	256	8	48	4	1	9	6	6	6	1	1	1384
PM Peak	13:00	15:00	15:00	12:00	15:00	13:00	15:00	15:00	12:00	12:00	12:00	4	4	15:00
Vol.	6	1016	261	7	62	4	1	20	4	4	4	4	4	1370
Grand Total	41	13553	3238	54	673	21	2	110	40	0	0	1	0	17733
Percent	0.2%	76.4%	18.3%	0.3%	3.8%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
 Washington Boulevard
 N/ State Route 111
 24 Hour Directional Classification Count

LQAWAN11WDC
 Site Code: 051-14190

Southbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	85	13	1	4	0	0	0	2	0	0	0	0	105
01:00	0	40	7	0	3	0	0	0	0	0	0	0	0	50
02:00	1	26	9	1	1	0	0	1	1	0	0	0	0	40
03:00	1	41	5	1	3	1	0	1	0	0	0	0	0	53
04:00	0	51	16	0	4	0	0	1	5	0	0	0	0	77
05:00	1	109	38	4	15	1	0	6	6	0	0	0	0	180
06:00	2	253	105	1	28	0	0	7	4	0	0	0	0	400
07:00	4	680	174	6	55	2	0	13	5	0	0	0	0	939
08:00	5	778	221	6	55	0	0	10	4	0	0	0	0	1079
09:00	1	729	188	10	57	1	0	11	5	0	0	0	0	1002
10:00	1	814	186	5	43	1	0	7	3	0	0	0	0	1060
11:00	5	871	225	2	36	3	0	9	1	0	0	0	0	1152
12 PM	6	908	218	6	55	1	0	9	3	0	0	0	0	1206
13:00	7	882	212	7	46	0	0	8	5	0	0	0	0	1167
14:00	2	998	253	8	41	1	0	6	3	0	0	0	0	1312
15:00	5	1057	237	6	47	1	0	14	1	1	0	0	0	1369
16:00	7	1063	225	4	35	1	0	4	2	0	0	0	0	1341
17:00	1	1160	195	0	41	0	0	6	0	0	0	0	0	1403
18:00	1	820	161	0	42	0	0	2	3	0	0	0	0	1029
19:00	2	581	106	1	26	1	0	2	3	0	0	0	0	722
20:00	0	486	96	0	22	0	0	0	0	0	0	0	0	604
21:00	1	342	50	0	10	0	0	0	2	0	0	0	0	405
22:00	3	225	35	0	3	0	0	0	0	0	0	0	0	266
23:00	1	119	19	1	5	0	0	1	1	0	0	0	0	147
Total	57	13118	2994	70	677	14	0	118	59	1	0	0	0	17108
Percent	0.3%	76.7%	17.5%	0.4%	4.0%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	09:00	11:00		07:00	05:00					11:00
Vol.	5	871	225	10	57	3		13	6					1152
PM Peak	13:00	17:00	14:00	14:00	12:00	12:00		15:00	13:00	15:00				17:00
Vol.	7	1160	253	8	55	1		14	5	1				1403
Grand Total	57	13118	2994	70	677	14	0	118	59	1	0	0	0	17108
Percent	0.3%	76.7%	17.5%	0.4%	4.0%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of La Quinta
Washington Boulevard
N/ State Route 111
24 Hour Directional Classification Count

LQAWAN11WDC
Site Code: 051-14190

Northbound, Southbound

Start Time	Cats & Trailers		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	Bikes	Trailers												
05/06/14	0	148	31	1	5	0	0	0	2	0	0	0	0	187
01:00	0	75	20	0	3	0	0	0	0	0	0	0	0	98
02:00	1	52	20	1	1	0	0	1	1	0	0	0	0	77
03:00	2	73	12	1	6	1	0	2	0	0	0	0	0	97
04:00	1	123	47	0	9	2	0	1	6	0	0	0	0	189
05:00	4	273	103	5	24	4	0	6	7	0	0	0	0	426
06:00	4	695	253	4	74	0	0	12	8	0	0	1	0	1051
07:00	5	1742	430	11	100	2	0	22	11	0	0	0	0	2323
08:00	8	1662	433	9	92	4	0	19	8	0	0	0	0	2235
09:00	3	1494	366	12	105	3	1	14	7	0	0	0	0	2005
10:00	3	1575	389	9	90	2	0	13	7	0	0	0	0	2088
11:00	6	1705	449	10	77	3	0	14	4	0	0	0	0	2268
12 PM	10	1846	436	13	107	2	0	21	7	0	0	0	0	2442
13:00	13	1884	453	12	102	4	0	15	5	0	0	0	0	2488
14:00	4	1983	504	15	102	3	0	24	6	0	0	0	0	2641
15:00	6	2073	498	12	109	3	1	34	2	1	0	0	0	2739
16:00	13	1975	451	4	71	1	0	11	2	0	0	0	0	2528
17:00	4	2134	387	1	72	0	0	10	2	0	0	0	0	2610
18:00	2	1580	292	2	69	0	0	5	5	0	0	0	0	1955
19:00	2	1187	236	1	48	1	0	2	3	0	0	0	0	1480
20:00	1	951	178	0	43	0	0	1	1	0	0	0	0	1175
21:00	2	702	124	0	21	0	0	0	2	0	0	0	0	851
22:00	3	487	89	0	13	0	0	0	2	0	0	0	0	594
23:00	1	252	31	1	7	0	0	1	1	0	0	0	0	294
Total	98	26671	6232	124	1350	35	2	228	99	1	0	1	0	34841
Percent	0.3%	76.6%	17.9%	0.4%	3.9%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	8	1742	449	12	105	4	1	22	11	1	0	0	0	07:00 2323
PM Peak Vol.	13	2134	504	15	109	4	1	34	7	1	0	0	0	15:00 2739
Grand Total	98	26671	6232	124	1350	35	2	228	99	1	0	1	0	34841
Percent	0.3%	76.6%	17.9%	0.4%	3.9%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

This Page Intentionally Left Blank

APPENDIX 3.2:






















EXISTING (2014) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

This Page Intentionally Left Blank




















HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	686	29	25	1375	40	28	6	17	20	2	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	27	754	31	27	1511	0	31	7	7	22	2	84
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	106	3212	132	102	3405	920	147	80	80	222	4	154
Arrive On Green	0.06	0.63	0.63	0.06	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1762	5083	208	1694	5388	1456	1281	735	735	1422	34	1417
Grp Volume(v), veh/h	27	526	259	27	1511	0	31	0	14	22	0	86
Grp Sat Flow(s),veh/h/ln	1762	1776	1739	1694	1796	1456	1281	0	1470	1422	0	1451
Q Serve(g_s), s	1.3	5.8	5.8	1.4	12.9	0.0	2.1	0.0	0.8	1.3	0.0	5.1
Cycle Q Clear(g_c), s	1.3	5.8	5.8	1.4	12.9	0.0	7.2	0.0	0.8	2.0	0.0	5.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	106	2245	1099	102	3405	920	147	0	159	222	0	157
V/C Ratio(X)	0.26	0.23	0.24	0.27	0.44	0.00	0.21	0.00	0.09	0.10	0.00	0.55
Avail Cap(c_a), veh/h	254	2245	1099	244	3405	920	462	0	522	572	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	7.2	7.2	40.5	8.5	0.0	41.5	0.0	36.2	37.1	0.0	38.1
Incr Delay (d2), s/veh	0.5	0.2	0.5	0.5	0.4	0.0	0.3	0.0	0.1	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.9	2.9	0.7	6.4	0.0	0.8	0.0	0.3	0.5	0.0	2.1
LnGrp Delay(d),s/veh	40.9	7.4	7.7	41.0	8.9	0.0	41.8	0.0	36.3	37.2	0.0	39.2
LnGrp LOS	D	A	A	D	A		D		D	D		D
Approach Vol, veh/h		812			1538			45			108	
Approach Delay, s/veh		8.6			9.5			40.1			38.8	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	64.0		15.8	10.4	64.0		15.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.4	7.8		7.1	3.3	14.9		9.2				
Green Ext Time (p_c), s	0.0	40.6		0.5	0.0	35.6		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	7	79	13	8	139	4	1313	14	79	967	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	61	14	9	68	4	1427	15	86	1051	135
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	26	90	139	75	169	20	3171	33	182	3224	413
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.59	0.59	0.11	0.68	0.68
Sat Flow, veh/h	441	236	809	694	669	1513	1727	5373	56	1727	4715	604
Grp Volume(v), veh/h	112	0	0	23	0	68	4	963	479	86	808	378
Grp Sat Flow(s),veh/h/ln	1485	0	0	1362	0	1513	1727	1814	1802	1727	1814	1692
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	3.9	0.2	13.8	13.8	4.4	8.4	8.5
Cycle Q Clear(g_c), s	6.6	0.0	0.0	1.1	0.0	3.9	0.2	13.8	13.8	4.4	8.4	8.5
Prop In Lane	0.38		0.54	0.61		1.00	1.00		0.03	1.00		0.36
Lane Grp Cap(c), veh/h	219	0	0	214	0	169	20	2141	1063	182	2480	1157
V/C Ratio(X)	0.51	0.00	0.00	0.11	0.00	0.40	0.20	0.45	0.45	0.47	0.33	0.33
Avail Cap(c_a), veh/h	539	0	0	541	0	503	204	2141	1063	297	2480	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	0.0	37.3	0.0	38.5	45.6	10.7	10.7	39.3	6.0	6.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.6	1.8	0.7	1.4	0.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.5	0.0	1.6	0.1	7.0	7.2	2.1	4.3	4.1
LnGrp Delay(d),s/veh	40.3	0.0	0.0	37.3	0.0	39.1	47.4	11.3	12.0	40.0	6.3	6.8
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		112			91			1446			1272	
Approach Delay, s/veh		40.3			38.7			11.7			8.7	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	62.0		16.4	6.1	70.7		16.4				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	16.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+I1), s	6.4	15.8		8.6	2.2	10.5		5.9				
Green Ext Time (p_c), s	0.0	35.5		0.6	0.0	43.9		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			12.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	364	194	64	699	239	746	960	63	245	748	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	75	396	115	70	760	188	811	1043	0	266	813	49
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	279	1604	1467	282	1597	577	914	1820	521	462	1304	346
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.17	0.33	0.00	0.09	0.25	0.25
Sat Flow, veh/h	3356	5337	3072	3455	5337	1476	5233	5495	1572	5132	5286	1404
Grp Volume(v), veh/h	75	396	115	70	760	188	811	1043	0	266	813	49
Grp Sat Flow(s),veh/h/ln	1678	1779	1536	1727	1779	1476	1744	1832	1572	1711	1762	1404
Q Serve(g_s), s	2.6	6.8	2.5	2.3	14.2	10.9	18.5	19.1	0.0	6.1	16.7	3.3
Cycle Q Clear(g_c), s	2.6	6.8	2.5	2.3	14.2	10.9	18.5	19.1	0.0	6.1	16.7	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	1604	1467	282	1597	577	914	1820	521	462	1304	346
V/C Ratio(X)	0.27	0.25	0.08	0.25	0.48	0.33	0.89	0.57	0.00	0.58	0.62	0.14
Avail Cap(c_a), veh/h	302	2316	1877	311	2316	775	1200	2070	592	462	1304	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	32.3	17.5	52.6	35.0	26.1	49.2	33.7	0.0	53.3	40.9	35.9
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.5	0.7	5.7	0.6	0.0	1.2	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.4	1.1	1.1	7.0	4.5	9.4	9.8	0.0	2.9	8.3	1.3
LnGrp Delay(d),s/veh	52.7	32.4	17.5	52.7	35.4	26.8	54.9	34.3	0.0	54.5	42.3	36.3
LnGrp LOS	D	C	B	D	D	C	D	C		D	D	D
Approach Vol, veh/h		586			1018			1854			1128	
Approach Delay, s/veh		32.1			35.0			43.3			44.9	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	43.7	26.3	37.1	15.1	43.5	16.0	47.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	11.0	53.0	28.0	29.0	11.0	53.0	11.0	46.0				
Max Q Clear Time (g_c+I1), s	4.3	8.8	20.5	18.7	4.6	16.2	8.1	21.1				
Green Ext Time (p_c), s	0.0	22.4	0.8	9.2	0.0	20.3	0.1	19.3				
Intersection Summary												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	3	2	20	0	13	2	1865	44	22	1049	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	26	3	0	22	0	6	2	2049	48	24	1153	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	162	0	185	0	104	54	2738	759	99	2738	775
Arrive On Green	0.06	0.09	0.00	0.05	0.00	0.07	0.06	1.00	1.00	0.06	0.50	0.50
Sat Flow, veh/h	1727	1814	0	3455	0	1511	1727	5441	1508	1727	5441	1540
Grp Volume(v), veh/h	26	3	0	22	0	6	2	2049	48	24	1153	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	1511	1727	1814	1508	1727	1814	1540
Q Serve(g_s), s	1.1	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.0	10.4	0.1
Cycle Q Clear(g_c), s	1.1	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.0	10.4	0.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	162	0	185	0	104	54	2738	759	99	2738	775
V/C Ratio(X)	0.25	0.02	0.00	0.12	0.00	0.06	0.04	0.75	0.06	0.24	0.42	0.01
Avail Cap(c_a), veh/h	223	842	0	490	0	702	201	2738	759	245	2738	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	34.7	32.2	0.0	34.9	0.0	33.7	35.2	0.0	0.0	34.9	12.1	3.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.1	0.1	1.9	0.2	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.2	0.0	0.1	0.0	0.5	0.0	0.5	5.2	0.1
LnGrp Delay(d),s/veh	35.2	32.2	0.0	35.0	0.0	33.8	35.3	1.9	0.2	35.3	12.5	3.3
LnGrp LOS	D	C		D		C	D	A	A	D	B	A
Approach Vol, veh/h		29			28			2099			1184	
Approach Delay, s/veh		34.9			34.8			1.9			13.0	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	88.5	10.7	11.4	51.9	46.0	9.2	12.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	11.0	39.0	10.0	* 36	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	3.0	2.0	3.1	2.3	2.1	12.4	2.5	2.1				
Green Ext Time (p_c), s	0.0	31.4	0.0	0.0	6.6	14.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.4									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	1	1936	3	4	1067
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2151	3	4	1186

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2634	1076	0	0	2151	0
Stage 1	2151	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*126	*456	-	-	*574	-
Stage 1	*468	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*125	*456	-	-	*574	-
Mov Cap-2 Maneuver	*125	-	-	-	-	-
Stage 1	*468	-	-	-	-	-
Stage 2	*687	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	456	* 574	-
HCM Lane V/C Ratio	-	-	0.002	0.008	-
HCM Control Delay (s)	-	-	12.9	11.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-





















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	6	4	19	32	35	40	1896	70	65	959	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	7	0	22	37	14	47	2205	79	76	1115	47
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	28	57	63	106	143	134	2497	89	122	2563	108
Arrive On Green	0.04	0.04	0.00	0.09	0.09	0.09	0.08	0.48	0.48	0.14	0.99	0.99
Sat Flow, veh/h	992	772	1542	664	1117	1511	1727	5217	186	1727	5184	218
Grp Volume(v), veh/h	16	0	0	59	0	14	47	1530	754	76	780	382
Grp Sat Flow(s),veh/h/ln	1764	0	1542	1781	0	1511	1727	1814	1776	1727	1814	1775
Q Serve(g_s), s	0.8	0.0	0.0	2.7	0.0	0.7	2.3	33.4	33.8	3.6	0.4	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	2.7	0.0	0.7	2.3	33.4	33.8	3.6	0.4	0.4
Prop In Lane	0.56		1.00	0.37		1.00	1.00		0.10	1.00		0.12
Lane Grp Cap(c), veh/h	65	0	57	169	0	143	134	1736	850	122	1793	878
V/C Ratio(X)	0.25	0.00	0.00	0.35	0.00	0.10	0.35	0.88	0.89	0.62	0.43	0.44
Avail Cap(c_a), veh/h	201	0	176	649	0	551	197	1736	850	157	1793	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	0.0	37.2	0.0	36.3	38.4	20.6	20.7	36.6	0.3	0.3
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.5	0.0	0.1	0.6	6.8	13.2	1.9	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.4	0.0	0.3	1.1	18.2	19.5	1.8	0.3	0.5
LnGrp Delay(d),s/veh	48.1	0.0	0.0	37.6	0.0	36.4	38.9	27.4	33.9	38.5	1.0	1.8
LnGrp LOS	D			D		D	D	C	C	D	A	A
Approach Vol, veh/h		16			73			2331			1238	
Approach Delay, s/veh		48.1			37.4			29.8			3.6	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.5	49.0		10.2	11.8	82.6		15.3				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.6	35.8		2.8	4.3	2.4		4.7				
Green Ext Time (p_c), s	0.1	6.1		0.0	0.0	17.2		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			21.1									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	15	1953	6	64	919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	2170	7	71	1021

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2721	1085	0	0	2170	0
Stage 1	2170	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*56	182	-	-	102	-
Stage 1	*44	-	-	-	-	-
Stage 2	*736	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*17	182	-	-	102	-
Mov Cap-2 Maneuver	*17	-	-	-	-	-
Stage 1	*44	-	-	-	-	-
Stage 2	*224	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.8	0	6.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	102	-
HCM Lane V/C Ratio	-	-	0.092	0.697	-
HCM Control Delay (s)	-	-	26.8	97.5	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	3.6	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA






















6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	663	18	23	960	12	37	10	17	26	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1788	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	721	20	25	1043	12	40	11	7	28	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	84	3124	86	30	3126	36	256	110	70	245	200	0
Arrive On Green	0.06	0.61	0.61	0.04	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1519	5156	143	1678	5262	61	1381	924	588	1287	1684	0
Grp Volume(v), veh/h	23	496	245	25	705	350	40	0	18	28	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1750	1678	1778	1767	1381	0	1512	1287	1684	0
Q Serve(g_s), s	1.1	5.0	5.0	1.1	0.0	0.0	2.0	0.0	0.8	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.0	5.0	1.1	0.0	0.0	2.1	0.0	0.8	2.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	84	2151	1060	30	2112	1050	256	0	179	245	200	0
V/C Ratio(X)	0.27	0.23	0.23	0.84	0.33	0.33	0.16	0.00	0.10	0.11	0.01	0.00
Avail Cap(c_a), veh/h	274	2151	1060	238	2112	1050	843	0	819	843	912	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.1	7.0	7.0	37.3	0.0	0.0	31.1	0.0	30.5	31.5	30.2	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.5	19.6	0.4	0.8	0.1	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.5	2.5	0.7	0.1	0.2	0.8	0.0	0.3	0.5	0.0	0.0
LnGrp Delay(d),s/veh	35.7	7.2	7.5	56.9	0.4	0.8	31.2	0.0	30.6	31.6	30.2	0.0
LnGrp LOS	D	A	A	E	A	A	C		C	C	C	
Approach Vol, veh/h		764			1080			58			29	
Approach Delay, s/veh		8.2			1.8			31.0			31.5	
Approach LOS		A			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	95.5		15.2	50.8	54.0		15.2				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	11.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		4.1	3.1	7.0		4.2				
Green Ext Time (p_c), s	0.0	15.9		0.3	2.1	9.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	585	20	55	1016	50	10	21	14	10	13	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1820	1850
Adj Flow Rate, veh/h	42	616	21	58	1069	49	11	22	10	11	14	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	180	2415	635	177	2253	103	43	143	65	48	86	110
Arrive On Green	0.20	0.90	0.90	0.10	0.45	0.45	0.03	0.12	0.12	0.03	0.12	0.12
Sat Flow, veh/h	1762	5388	1417	1727	5026	230	1587	1199	545	1762	722	929
Grp Volume(v), veh/h	42	616	21	58	751	367	11	0	32	11	0	32
Grp Sat Flow(s),veh/h/ln	1762	1796	1417	1727	1766	1724	1587	0	1743	1762	0	1651
Q Serve(g_s), s	1.5	1.2	0.1	2.4	11.3	11.3	0.5	0.0	1.2	0.5	0.0	1.3
Cycle Q Clear(g_c), s	1.5	1.2	0.1	2.4	11.3	11.3	0.5	0.0	1.2	0.5	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.31	1.00		0.56
Lane Grp Cap(c), veh/h	180	2415	635	177	1583	773	43	0	207	48	0	196
V/C Ratio(X)	0.23	0.26	0.03	0.33	0.47	0.47	0.25	0.00	0.15	0.23	0.00	0.16
Avail Cap(c_a), veh/h	256	2415	635	251	1583	773	209	0	965	232	0	914
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	2.2	1.0	31.6	14.7	14.7	36.1	0.0	30.0	36.1	0.0	30.0
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.4	0.9	1.9	1.1	0.0	0.1	0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.1	1.1	5.6	5.7	0.2	0.0	0.6	0.2	0.0	0.6
LnGrp Delay(d),s/veh	27.9	2.5	1.1	32.0	15.6	16.5	37.3	0.0	30.1	37.0	0.0	30.2
LnGrp LOS	C	A	A	C	B	B	D		C	D		C
Approach Vol, veh/h		679			1176			43				43
Approach Delay, s/veh		4.0			16.7			31.9				31.9
Approach LOS		A			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	56.9	41.0	7.1	15.0	56.9	41.0	7.1	15.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	34.0	10.0	42.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	4.4	3.2	2.5	3.3	3.5	13.3	2.5	3.2				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.2	0.0	11.7	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			12.9									
HCM 2010 LOS			B									

Intersection												
Intersection Delay, s/veh	7.6											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	20	5	19	0	20	5	20	0	21	5	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	21	0	22	5	22	0	23	5	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	7.4	7.4	7.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	81%	0%	45%	44%	89%	0%
Vol Thru, %	19%	0%	11%	11%	11%	0%
Vol Right, %	0%	100%	43%	44%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	44	45	47	41
LT Vol	5	0	5	5	5	0
Through Vol	0	22	19	20	0	41
RT Vol	21	0	20	20	42	0
Lane Flow Rate	28	24	48	49	51	45
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.04	0.027	0.055	0.056	0.073	0.05
Departure Headway (Hd)	5.159	4.053	4.166	4.155	5.179	4.029
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	688	873	865	867	688	881
Service Time	2.934	1.827	2.167	2.156	2.942	1.792
HCM Lane V/C Ratio	0.041	0.027	0.055	0.057	0.074	0.051
HCM Control Delay	8.2	6.9	7.4	7.4	8.4	7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2	0.2	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	42	5	41
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	46	5	45
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

Intersection										
Int Delay, s/veh	4.7									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	
Vol, veh/h	18	73	11	21	52	10	29	20	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	100	-	-	100	85	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	
Mvmt Flow	21	86	13	25	61	12	34	24	8	

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	61	0	0	88	0	0	252	241	88
Stage 1	-	-	-	-	-	-	130	130	-
Stage 2	-	-	-	-	-	-	122	111	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1508	-	-	701	660	970
Stage 1	-	-	-	-	-	-	874	789	-
Stage 2	-	-	-	-	-	-	882	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1508	-	-	654	639	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	639	-
Stage 1	-	-	-	-	-	-	860	777	-
Stage 2	-	-	-	-	-	-	829	790	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	1.9	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	654	701	1542	-	-	1508	-	-	645	1004
HCM Lane V/C Ratio	0.052	0.045	0.014	-	-	0.016	-	-	0.055	0.016
HCM Control Delay (s)	10.8	10.4	7.4	0	-	7.4	0	-	10.9	8.6
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.2	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	11	19	14
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	85	85	85
Heavy Vehicles, %	2	2	2
Mvmt Flow	13	22	16

Major/Minor

























	Minor2		
Conflicting Flow All	257	241	61
Stage 1	111	111	-
Stage 2	146	130	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	696	660	1004
Stage 1	894	804	-
Stage 2	857	789	-
Platoon blocked, %			
Mov Cap-1 Maneuver	655	639	1004
Mov Cap-2 Maneuver	655	639	-
Stage 1	881	790	-
Stage 2	812	777	-

Approach






















	SB
HCM Control Delay, s	10.2
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	514	21	61	903	120	136	417	42	139	259	88
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	102	571	20	68	1003	122	151	463	27	154	288	51
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	330	2060	570	293	2034	578	289	814	328	286	807	472
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	1462	3293	5337	1518	3489	3700	1491	3455	3663	1483
Grp Volume(v), veh/h	102	571	20	68	1003	122	151	463	27	154	288	51
Grp Sat Flow(s),veh/h/ln	1694	1762	1462	1647	1779	1518	1744	1850	1491	1727	1832	1483
Q Serve(g_s), s	3.0	7.9	0.9	2.1	15.4	5.8	4.5	12.0	1.5	4.6	7.2	2.6
Cycle Q Clear(g_c), s	3.0	7.9	0.9	2.1	15.4	5.8	4.5	12.0	1.5	4.6	7.2	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	2060	570	293	2034	578	289	814	328	286	807	472
V/C Ratio(X)	0.31	0.28	0.04	0.23	0.49	0.21	0.52	0.57	0.08	0.54	0.36	0.11
Avail Cap(c_a), veh/h	347	2060	570	337	2034	578	324	1703	686	321	1686	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	22.5	20.3	45.6	25.4	22.4	47.3	37.4	33.3	47.3	35.5	25.9
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.1	0.9	0.8	0.5	0.2	0.0	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.9	0.4	1.0	7.7	2.6	2.2	6.1	0.6	2.2	3.6	1.1
LnGrp Delay(d),s/veh	45.4	22.8	20.4	45.7	26.2	23.2	47.8	37.6	33.4	47.9	35.6	26.0
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		693			1193			641			493	
Approach Delay, s/veh		26.0			27.0			39.9			38.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	48.9	13.9	30.2	15.5	48.0	13.9	30.2				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.1	9.9	6.5	9.2	5.0	17.4	6.6	14.0				
Green Ext Time (p_c), s	0.0	22.1	0.1	3.2	0.0	17.9	0.1	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			31.4									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	10	10	19	17	9	30	539	41	7	292	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	58	12	10	23	21	6	37	665	37	9	360	36
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	89	74	82	153	130	105	1874	104	35	1654	164
Arrive On Green	0.08	0.10	0.10	0.05	0.08	0.08	0.06	0.55	0.55	0.02	0.51	0.51
Sat Flow, veh/h	1727	908	757	1727	1814	1542	1727	3400	189	1727	3241	322
Grp Volume(v), veh/h	58	0	22	23	21	6	37	354	348	9	200	196
Grp Sat Flow(s),veh/h/ln	1727	0	1665	1727	1814	1542	1727	1814	1775	1727	1814	1749
Q Serve(g_s), s	2.8	0.0	1.1	1.1	0.9	0.3	1.8	9.6	9.6	0.5	5.4	5.4
Cycle Q Clear(g_c), s	2.8	0.0	1.1	1.1	0.9	0.3	1.8	9.6	9.6	0.5	5.4	5.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.11	1.00		0.18
Lane Grp Cap(c), veh/h	134	0	162	82	153	130	105	1000	978	35	926	893
V/C Ratio(X)	0.43	0.00	0.14	0.28	0.14	0.05	0.35	0.35	0.36	0.26	0.22	0.22
Avail Cap(c_a), veh/h	255	0	557	186	566	481	216	1000	978	176	926	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	38.8	0.0	36.4	40.5	37.4	37.1	39.7	11.0	11.0	42.5	11.9	11.9
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.7	0.1	0.1	0.7	1.0	1.0	1.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	0.6	0.5	0.1	0.9	5.0	4.9	0.2	2.8	2.7
LnGrp Delay(d),s/veh	39.6	0.0	36.5	41.2	37.5	37.1	40.5	12.0	12.0	43.9	12.4	12.4
LnGrp LOS	D		D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		80			50			739			405	
Approach Delay, s/veh		38.8			39.2			13.5			13.1	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	87.4	10.7	15.1	10.4	83.9	11.8	14.0				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	47.0	9.5	* 30	11.0	45.0	13.0	27.5				
Max Q Clear Time (g_c+I1), s	2.5	11.6	3.1	3.1	3.8	7.4	4.8	2.9				
Green Ext Time (p_c), s	0.0	14.7	0.0	0.0	0.0	15.1	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			15.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1433	72	31	1007	29	47	13	44	51	7	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1808	1850	1779	1786	1850
Adj Flow Rate, veh/h	57	1493	67	32	1049	0	49	14	24	53	7	22
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	159	3217	144	118	3247	911	207	64	110	195	40	127
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	5125	230	1762	5388	1512	1403	594	1018	1338	375	1178
Grp Volume(v), veh/h	57	1048	512	32	1049	0	49	0	38	53	0	29
Grp Sat Flow(s),veh/h/ln	1727	1799	1758	1762	1796	1512	1403	0	1612	1338	0	1552
Q Serve(g_s), s	2.8	14.0	14.0	1.6	8.8	0.0	3.0	0.0	2.0	3.4	0.0	1.5
Cycle Q Clear(g_c), s	2.8	14.0	14.0	1.6	8.8	0.0	4.6	0.0	2.0	5.4	0.0	1.5
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.63	1.00		0.76
Lane Grp Cap(c), veh/h	159	2258	1104	118	3247	911	207	0	174	195	0	168
V/C Ratio(X)	0.36	0.46	0.46	0.27	0.32	0.00	0.24	0.00	0.22	0.27	0.00	0.17
Avail Cap(c_a), veh/h	246	2258	1104	251	3247	911	578	0	600	548	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	8.9	8.9	40.5	8.9	0.0	39.1	0.0	37.2	39.7	0.0	37.0
Incr Delay (d2), s/veh	0.5	0.7	1.4	0.5	0.3	0.0	0.2	0.0	0.2	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.1	7.1	0.8	4.4	0.0	1.2	0.0	0.9	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	9.6	10.3	40.9	9.2	0.0	39.3	0.0	37.4	39.9	0.0	37.2
LnGrp LOS	D	A	B	D	A		D		D	D		D
Approach Vol, veh/h		1617			1081			87				82
Approach Delay, s/veh		10.9			10.2			38.5				39.0
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.3		15.9	13.4	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	16.0		7.4	4.8	10.8		6.6				
Green Ext Time (p_c), s	0.0	35.5		0.4	0.0	39.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.2									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	13	85	78	15	241	25	1118	6	179	1306	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	104	14	74	86	16	98	27	1229	7	197	1435	93
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	31	87	266	44	340	98	2575	15	227	2780	180
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.48	0.48	0.13	0.55	0.55
Sat Flow, veh/h	483	138	390	912	198	1515	1727	5404	31	1727	5046	327
Grp Volume(v), veh/h	192	0	0	102	0	98	27	825	411	197	1032	496
Grp Sat Flow(s),veh/h/ln	1011	0	0	1109	0	1515	1727	1814	1807	1727	1814	1746
Q Serve(g_s), s	12.3	0.0	0.0	0.0	0.0	5.7	1.6	16.5	16.5	12.0	19.1	19.1
Cycle Q Clear(g_c), s	20.9	0.0	0.0	8.6	0.0	5.7	1.6	16.5	16.5	12.0	19.1	19.1
Prop In Lane	0.54		0.39	0.84		1.00	1.00		0.02	1.00		0.19
Lane Grp Cap(c), veh/h	279	0	0	311	0	340	98	1728	861	227	1998	962
V/C Ratio(X)	0.69	0.00	0.00	0.33	0.00	0.29	0.28	0.48	0.48	0.87	0.52	0.52
Avail Cap(c_a), veh/h	382	0	0	412	0	453	177	1728	861	419	1998	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	35.4	0.0	34.4	48.4	19.0	19.0	45.6	15.1	15.1
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.2	0.6	0.9	1.9	4.0	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	2.6	0.0	2.4	0.8	8.5	8.7	5.9	9.7	9.6
LnGrp Delay(d),s/veh	43.8	0.0	0.0	35.7	0.0	34.6	49.0	19.9	20.9	49.6	16.0	17.1
LnGrp LOS	D			D		C	D	B	C	D	B	B
Approach Vol, veh/h		192			200			1263			1725	
Approach Delay, s/veh		43.8			35.2			20.9			20.2	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.1	58.0		30.0	11.1	66.0		30.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	26.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+I1), s	14.0	18.5		22.9	3.6	21.1		10.6				
Green Ext Time (p_c), s	0.1	24.2		1.0	0.0	35.1		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			22.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	173	730	608	172	644	349	431	646	180	429	957	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	178	753	474	177	664	292	444	666	0	442	987	42
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	292	1881	1411	295	1918	695	528	1506	444	515	1523	423
Arrive On Green	0.08	0.35	0.35	0.08	0.35	0.35	0.10	0.28	0.00	0.10	0.28	0.28
Sat Flow, veh/h	3489	5337	3114	3524	5441	1536	5233	5337	1572	5233	5441	1512
Grp Volume(v), veh/h	178	753	474	177	664	292	444	666	0	442	987	42
Grp Sat Flow(s),veh/h/ln	1744	1779	1557	1762	1814	1536	1744	1779	1572	1744	1814	1512
Q Serve(g_s), s	6.5	13.9	12.9	6.4	11.8	16.9	10.9	13.4	0.0	10.9	20.9	2.7
Cycle Q Clear(g_c), s	6.5	13.9	12.9	6.4	11.8	16.9	10.9	13.4	0.0	10.9	20.9	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	1881	1411	295	1918	695	528	1506	444	515	1523	423
V/C Ratio(X)	0.61	0.40	0.34	0.60	0.35	0.42	0.84	0.44	0.00	0.86	0.65	0.10
Avail Cap(c_a), veh/h	293	2117	1549	323	2200	775	679	1792	528	519	1661	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	32.0	23.1	57.9	31.3	24.4	57.9	38.6	0.0	58.2	41.5	35.0
Incr Delay (d2), s/veh	2.6	0.3	0.3	1.5	0.2	0.9	6.1	0.4	0.0	12.7	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.9	5.6	3.2	5.9	7.3	5.6	6.7	0.0	5.9	10.7	1.1
LnGrp Delay(d),s/veh	60.6	32.3	23.4	59.4	31.5	25.3	64.0	39.0	0.0	70.9	42.7	35.2
LnGrp LOS	E	C	C	E	C	C	E	D		E	D	D
Approach Vol, veh/h		1405			1133			1110			1471	
Approach Delay, s/veh		32.9			34.3			49.0			51.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	53.2	18.2	43.7	16.0	53.2	17.9	44.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	8.4	15.9	12.9	22.9	8.5	18.9	12.9	15.4				
Green Ext Time (p_c), s	0.1	28.4	0.3	13.8	0.0	27.2	0.0	20.8				
Intersection Summary												
HCM 2010 Ctrl Delay			41.9									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	75	2	50	11	1278	57	98	1649	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	80	2	17	12	1360	54	104	1754	22
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	51	77	372	19	165	141	2365	670	200	2427	688
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.16	0.87	0.87	0.12	0.45	0.45
Sat Flow, veh/h	1727	649	974	3455	163	1382	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	13	0	5	80	0	19	12	1360	54	104	1754	22
Grp Sat Flow(s),veh/h/ln	1727	0	1623	1727	0	1544	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.6	0.0	0.2	1.8	0.0	1.0	0.5	5.7	0.3	5.0	23.0	0.7
Cycle Q Clear(g_c), s	0.6	0.0	0.2	1.8	0.0	1.0	0.5	5.7	0.3	5.0	23.0	0.7
Prop In Lane	1.00		0.60	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	128	372	0	184	141	2365	670	200	2427	688
V/C Ratio(X)	0.11	0.00	0.04	0.21	0.00	0.10	0.09	0.58	0.08	0.52	0.72	0.03
Avail Cap(c_a), veh/h	217	0	668	435	0	636	178	2365	670	237	2427	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	38.3	0.0	37.2	35.6	0.0	34.3	33.8	3.6	1.3	36.4	19.8	13.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.1	0.1	1.0	0.2	0.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.9	0.0	0.4	0.2	2.8	0.2	2.4	11.9	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.3	35.7	0.0	34.4	33.9	4.6	1.6	37.0	21.4	13.7
LnGrp LOS	D		D	D		C	C	A	A	D	C	B
Approach Vol, veh/h		18			99			1426			1880	
Approach Delay, s/veh		38.1			35.5			4.8			22.1	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	77.6	10.9	16.4	46.7	46.0	14.4	12.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	7.0	7.7	2.6	3.0	2.5	25.0	3.8	2.2				
Green Ext Time (p_c), s	0.0	19.1	0.1	0.0	5.4	12.1	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	17	1408	17	24	1706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1482	18	25	1796

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2251	741	0	0	1482	0
Stage 1	1482	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*435	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*420	*587	-	-	*738	-
Mov Cap-2 Maneuver	*420	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*517	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.03	0.034	-
HCM Control Delay (s)	-	-	11.3	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-





















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	8	4	56	8	80	10	1337	63	35	1668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	9	1	60	9	25	11	1422	64	37	1774	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	38	65	177	27	176	46	2532	114	41	2775	2
Arrive On Green	0.04	0.04	0.04	0.12	0.12	0.12	0.03	0.49	0.49	0.05	1.00	1.00
Sat Flow, veh/h	885	885	1542	1511	227	1502	1727	5168	233	1727	5438	3
Grp Volume(v), veh/h	18	0	1	69	0	25	11	998	488	37	1183	592
Grp Sat Flow(s),veh/h/ln	1769	0	1542	1738	0	1502	1727	1814	1773	1727	1814	1813
Q Serve(g_s), s	0.8	0.0	0.1	3.1	0.0	1.3	0.5	16.6	16.6	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.1	3.1	0.0	1.3	0.5	16.6	16.6	1.8	0.0	0.0
Prop In Lane	0.50		1.00	0.87		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	75	0	65	203	0	176	46	1777	869	41	1851	925
V/C Ratio(X)	0.24	0.00	0.02	0.34	0.00	0.14	0.24	0.56	0.56	0.89	0.64	0.64
Avail Cap(c_a), veh/h	206	0	180	649	0	561	202	1777	869	161	1851	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	39.3	34.8	0.0	34.0	40.8	15.4	15.4	40.7	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.3	0.4	0.0	0.1	1.0	1.3	2.6	20.3	1.7	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.5	0.0	0.5	0.3	8.6	8.8	1.1	0.4	0.9
LnGrp Delay(d),s/veh	45.5	0.0	39.7	35.2	0.0	34.1	41.8	16.7	18.0	61.0	1.7	3.4
LnGrp LOS	D		D	D		C	D	B	B	E	A	A
Approach Vol, veh/h		19			94			1497			1812	
Approach Delay, s/veh		45.2			34.9			17.3			3.5	
Approach LOS		D			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	43.3	49.0		10.6	7.3	85.0		17.0				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	3.8	18.6		2.8	2.5	2.0		5.1				
Green Ext Time (p_c), s	0.1	16.5		0.0	0.0	28.8		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			10.6									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1286	14	65	1663
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1326	14	67	1714

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2146	663	0	0	1326	0
Stage 1	1326	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*315	346	-	-	272	-
Stage 1	*152	-	-	-	-	-
Stage 2	*558	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*237	346	-	-	272	-
Mov Cap-2 Maneuver	*237	-	-	-	-	-
Stage 1	*152	-	-	-	-	-
Stage 2	*420	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	272	-
HCM Lane V/C Ratio	-	-	0.03	0.246	-
HCM Control Delay (s)	-	-	15.7	22.5	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.9	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	1263	42	70	1089	59	70	15	78	144	24	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1816	1850	1850	1823	1850	1850	1837	1850
Adj Flow Rate, veh/h	80	1302	41	72	1123	52	72	15	20	148	25	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	186	2668	84	148	2635	122	309	119	159	308	216	78
Arrive On Green	0.11	0.51	0.51	0.17	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1762	5242	165	1762	5165	239	1236	643	858	1233	1167	420
Grp Volume(v), veh/h	80	901	442	72	789	386	72	0	35	148	0	34
Grp Sat Flow(s),veh/h/ln	1762	1813	1781	1762	1816	1773	1236	0	1501	1233	0	1587
Q Serve(g_s), s	3.8	14.7	14.7	3.3	0.0	0.0	4.2	0.0	1.8	9.1	0.0	1.6
Cycle Q Clear(g_c), s	3.8	14.7	14.7	3.3	0.0	0.0	5.8	0.0	1.8	10.8	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.13	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	186	1846	907	148	1852	904	309	0	278	308	0	294
V/C Ratio(X)	0.43	0.49	0.49	0.48	0.43	0.43	0.23	0.00	0.13	0.48	0.00	0.12
Avail Cap(c_a), veh/h	253	1846	907	214	1852	904	706	0	714	708	0	755
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	14.5	14.5	35.8	0.0	0.0	33.1	0.0	30.7	35.2	0.0	30.6
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.8	0.7	1.4	0.1	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.4	7.5	1.7	0.2	0.3	1.6	0.0	0.7	3.5	0.0	0.7
LnGrp Delay(d),s/veh	38.4	15.2	16.0	36.6	0.7	1.4	33.2	0.0	30.8	35.6	0.0	30.7
LnGrp LOS	D	B	B	D	A	A	C		C	D		C
Approach Vol, veh/h		1423			1247			107			182	
Approach Delay, s/veh		16.8			3.0			32.4			34.7	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	82.7		22.8	44.2	53.0		22.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	11.0	* 46		43.0				
Max Q Clear Time (g_c+I1), s	5.8	2.0		7.8	5.3	16.7		12.8				
Green Ext Time (p_c), s	0.0	18.3		1.2	2.7	17.5		1.2				






















Intersection Summary

HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	1362	77	145	1110	84	83	29	84	50	29	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1836	1850	1850	1850	1850
Adj Flow Rate, veh/h	49	1404	77	149	1144	84	86	30	72	52	30	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	198	2080	593	218	1970	144	178	70	167	145	124	74
Arrive On Green	0.22	0.76	0.76	0.12	0.39	0.39	0.10	0.15	0.15	0.08	0.11	0.11
Sat Flow, veh/h	1762	5441	1552	1762	5002	367	1762	480	1153	1762	1078	647
Grp Volume(v), veh/h	49	1404	77	149	831	397	86	0	102	52	0	48
Grp Sat Flow(s),veh/h/ln	1762	1814	1552	1762	1816	1736	1762	0	1633	1762	0	1725
Q Serve(g_s), s	2.0	10.8	1.1	7.0	15.5	15.5	4.0	0.0	4.9	2.4	0.0	2.2
Cycle Q Clear(g_c), s	2.0	10.8	1.1	7.0	15.5	15.5	4.0	0.0	4.9	2.4	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.71	1.00		0.38
Lane Grp Cap(c), veh/h	198	2080	593	218	1430	684	178	0	237	145	0	198
V/C Ratio(X)	0.25	0.68	0.13	0.68	0.58	0.58	0.48	0.00	0.43	0.36	0.00	0.24
Avail Cap(c_a), veh/h	224	2080	593	245	1430	684	204	0	794	204	0	819
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	7.6	6.4	36.2	20.6	20.6	36.7	0.0	33.7	37.4	0.0	34.8
Incr Delay (d2), s/veh	0.2	1.6	0.4	4.1	1.5	3.0	0.8	0.0	0.5	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.5	0.5	3.6	8.0	8.0	2.0	0.0	2.2	1.2	0.0	1.1
LnGrp Delay(d),s/veh	30.7	9.2	6.8	40.3	22.0	23.6	37.4	0.0	34.1	38.0	0.0	35.0
LnGrp LOS	C	A	A	D	C	C	D		C	D		D
Approach Vol, veh/h		1530			1377			188			100	
Approach Delay, s/veh		9.8			24.5			35.6			36.6	
Approach LOS		A			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.3	40.0	14.7	15.9	48.3	41.0	12.1	18.5				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	10.0	* 41	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	9.0	12.8	6.0	4.2	4.0	17.5	4.4	6.9				
Green Ext Time (p_c), s	0.0	14.7	0.2	0.2	0.1	10.9	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			18.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	95	5	74	0	75	5	96	0	43	5	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	5	80	0	82	5	104	0	47	5	47
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	9.8	9.7	9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	90%	0%	55%	43%	96%	0%
Vol Thru, %	10%	0%	3%	3%	4%	0%
Vol Right, %	0%	100%	43%	55%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	43	174	176	128	123
LT Vol	5	0	5	5	5	0
Through Vol	0	43	74	96	0	123
RT Vol	43	0	95	75	123	0
Lane Flow Rate	52	47	189	191	139	134
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.092	0.067	0.261	0.259	0.234	0.18
Departure Headway (Hd)	6.35	5.185	4.961	4.868	6.052	4.859
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	695	717	729	587	729
Service Time	4.05	2.885	3.048	2.953	3.852	2.657
HCM Lane V/C Ratio	0.092	0.068	0.264	0.262	0.237	0.184
HCM Control Delay	9.7	8.3	9.8	9.7	10.7	8.7
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.3	0.2	1	1	0.9	0.7

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	123	5	123
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	134	5	134
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach NB

Opposing Lanes 2

Conflicting Approach Left WB

Conflicting Lanes Left 1

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 9.7

HCM LOS A

Lane

Intersection										
Int Delay, s/veh	6.6									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	36	74	17	28	69	29	29	26	36
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	77	18	29	72	30	30	27	38

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	72	0	0	78	0	0	325	283	79
Stage 1	-	-	-	-	-	-	153	153	-
Stage 2	-	-	-	-	-	-	172	130	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1520	-	-	628	626	981
Stage 1	-	-	-	-	-	-	849	771	-
Stage 2	-	-	-	-	-	-	830	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1519	-	-	521	597	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	597	-
Stage 1	-	-	-	-	-	-	826	750	-
Stage 2	-	-	-	-	-	-	699	773	-

Approach	EB	WB	NB
HCM Control Delay, s	2.1	1.6	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	521	772	1528	-	-	1519	-	-	588	990
HCM Lane V/C Ratio	0.058	0.084	0.025	-	-	0.019	-	-	0.211	0.037
HCM Control Delay (s)	12.3	10.1	7.4	0	-	7.4	0	-	12.8	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.3	0.1	-	-	0.1	-	-	0.8	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	39	80	35
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	41	83	36

Major/Minor

























	Minor2		
Conflicting Flow All	315	283	72
Stage 1	130	130	-
Stage 2	185	153	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	638	626	990
Stage 1	874	789	-
Stage 2	817	771	-
Platoon blocked, %			
Mov Cap-1 Maneuver	571	597	990
Mov Cap-2 Maneuver	571	597	-
Stage 1	851	773	-
Stage 2	737	750	-

Approach






















	SB
HCM Control Delay, s	11.9
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	207	1113	99	119	1095	204	105	290	53	249	327	147
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	223	1197	80	128	1177	154	113	312	28	268	352	76
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	372	2087	545	367	2073	575	293	674	284	334	727	478
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.19	0.19	0.09	0.20	0.20
Sat Flow, veh/h	3489	5441	1421	3524	5441	1509	3489	3558	1500	3524	3627	1551
Grp Volume(v), veh/h	223	1197	80	128	1177	154	113	312	28	268	352	76
Grp Sat Flow(s),veh/h/ln	1744	1814	1421	1762	1814	1509	1744	1779	1500	1762	1814	1551
Q Serve(g_s), s	6.3	17.9	3.8	3.5	17.6	7.2	3.2	8.0	1.6	7.7	8.9	3.7
Cycle Q Clear(g_c), s	6.3	17.9	3.8	3.5	17.6	7.2	3.2	8.0	1.6	7.7	8.9	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	2087	545	367	2073	575	293	674	284	334	727	478
V/C Ratio(X)	0.60	0.57	0.15	0.35	0.57	0.27	0.39	0.46	0.10	0.80	0.48	0.16
Avail Cap(c_a), veh/h	440	2087	545	376	2073	575	305	1693	714	411	1831	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	25.1	20.7	42.9	25.2	22.0	44.7	37.1	34.5	45.7	36.5	26.0
Incr Delay (d2), s/veh	0.7	1.2	0.6	0.2	1.1	1.1	0.3	0.2	0.1	7.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	9.2	1.6	1.7	9.0	3.2	1.5	4.0	0.7	4.1	4.5	1.6
LnGrp Delay(d),s/veh	44.6	26.2	21.3	43.1	26.3	23.1	45.0	37.3	34.5	53.0	36.7	26.1
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1500			1459			453			696	
Approach Delay, s/veh		28.7			27.5			39.0			41.8	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.6	27.1	16.0	46.2	14.8	26.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.5	19.9	5.2	10.9	8.3	19.6	9.7	10.0				
Green Ext Time (p_c), s	0.1	18.5	0.0	2.8	0.1	17.0	0.1	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	35	56	58	44	41	42	348	61	51	492	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	65	38	36	64	48	19	46	382	48	56	541	32
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	108	102	158	228	191	131	1143	142	147	1260	74
Arrive On Green	0.09	0.13	0.13	0.09	0.13	0.13	0.08	0.36	0.36	0.09	0.37	0.37
Sat Flow, veh/h	1727	851	807	1727	1814	1518	1727	3152	393	1727	3386	200
Grp Volume(v), veh/h	65	0	74	64	48	19	46	218	212	56	289	284
Grp Sat Flow(s),veh/h/ln	1727	0	1658	1727	1814	1518	1727	1814	1731	1727	1814	1772
Q Serve(g_s), s	2.5	0.0	2.9	2.5	1.7	0.8	1.8	6.1	6.2	2.2	8.4	8.4
Cycle Q Clear(g_c), s	2.5	0.0	2.9	2.5	1.7	0.8	1.8	6.1	6.2	2.2	8.4	8.4
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.23	1.00		0.11
Lane Grp Cap(c), veh/h	159	0	210	158	228	191	131	658	628	147	675	659
V/C Ratio(X)	0.41	0.00	0.35	0.41	0.21	0.10	0.35	0.33	0.34	0.38	0.43	0.43
Avail Cap(c_a), veh/h	221	0	684	221	748	626	221	658	628	221	675	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	28.1	30.1	27.6	27.2	30.8	16.2	16.3	30.4	16.5	16.5
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.6	0.2	0.1	0.6	1.4	1.4	0.6	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	1.2	0.9	0.3	0.9	3.3	3.2	1.1	4.6	4.5
LnGrp Delay(d),s/veh	30.7	0.0	28.4	30.8	27.8	27.3	31.4	17.6	17.7	31.0	18.5	18.5
LnGrp LOS	C		C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		139			131			476			629	
Approach Delay, s/veh		29.5			29.2			19.0			19.6	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	32.5	11.4	15.4	10.3	33.2	11.5	15.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	25.5	9.0	29.0	9.0	25.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.2	8.2	4.5	4.9	3.8	10.4	4.5	3.7				
Green Ext Time (p_c), s	0.0	9.0	0.0	0.4	0.0	8.3	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			21.3									
HCM 2010 LOS			C									




















HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1089	57	42	1098	35	62	12	44	51	19	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1134	53	44	1144	0	65	12	21	53	20	24
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2906	136	151	3115	891	225	72	127	238	92	111
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	5149	240	1762	5495	1572	1357	585	1024	1398	745	894
Grp Volume(v), veh/h	42	799	388	44	1144	0	65	0	33	53	0	44
Grp Sat Flow(s),veh/h/ln	1711	1814	1762	1762	1832	1572	1357	0	1609	1398	0	1639
Q Serve(g_s), s	1.8	9.8	9.8	1.9	9.1	0.0	3.6	0.0	1.5	2.8	0.0	1.9
Cycle Q Clear(g_c), s	1.8	9.8	9.8	1.9	9.1	0.0	5.5	0.0	1.5	4.3	0.0	1.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.64	1.00		0.55
Lane Grp Cap(c), veh/h	143	2048	995	151	3115	891	225	0	199	238	0	203
V/C Ratio(X)	0.29	0.39	0.39	0.29	0.37	0.00	0.29	0.00	0.17	0.22	0.00	0.22
Avail Cap(c_a), veh/h	279	2048	995	287	3115	891	636	0	686	661	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	9.7	9.7	34.2	9.4	0.0	33.9	0.0	31.2	33.2	0.0	31.4
Incr Delay (d2), s/veh	0.4	0.6	1.2	0.4	0.3	0.0	0.3	0.0	0.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.0	5.1	0.9	4.7	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.7	10.3	10.9	34.5	9.8	0.0	34.2	0.0	31.4	33.3	0.0	31.6
LnGrp LOS	C	B	B	C	A		C		C	C		C
Approach Vol, veh/h		1229			1188			98				97
Approach Delay, s/veh		11.3			10.7			33.3				32.6
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	52.0		15.9	11.7	52.2		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	11.8		6.3	3.8	11.1		7.5				
Green Ext Time (p_c), s	0.0	29.0		0.5	0.0	29.6		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				12.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	28	121	117	13	189	43	982	11	173	964	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	111	29	97	121	13	59	44	1012	9	178	994	85
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	52	113	313	30	437	136	2193	19	210	2221	189
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.41	0.41	0.12	0.45	0.45
Sat Flow, veh/h	388	182	395	845	105	1521	1727	5384	48	1727	4934	421
Grp Volume(v), veh/h	237	0	0	134	0	59	44	682	339	178	730	349
Grp Sat Flow(s),veh/h/ln	965	0	0	949	0	1521	1727	1814	1804	1727	1814	1727
Q Serve(g_s), s	12.8	0.0	0.0	0.0	0.0	2.8	2.4	13.4	13.4	9.9	13.5	13.6
Cycle Q Clear(g_c), s	24.8	0.0	0.0	12.0	0.0	2.8	2.4	13.4	13.4	9.9	13.5	13.6
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.24
Lane Grp Cap(c), veh/h	331	0	0	343	0	437	136	1477	735	210	1633	778
V/C Ratio(X)	0.72	0.00	0.00	0.39	0.00	0.14	0.32	0.46	0.46	0.85	0.45	0.45
Avail Cap(c_a), veh/h	449	0	0	448	0	560	212	1477	735	389	1633	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	0.0	29.0	0.0	25.8	42.6	21.1	21.1	42.1	18.5	18.5
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.3	0.0	0.1	0.5	1.0	2.1	3.7	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	3.0	0.0	1.2	1.1	6.9	7.1	4.9	7.0	6.9
LnGrp Delay(d),s/veh	38.4	0.0	0.0	29.3	0.0	25.9	43.1	22.2	23.2	45.7	19.4	20.4
LnGrp LOS	D			C		C	D	C	C	D	B	C
Approach Vol, veh/h		237			193			1065			1257	
Approach Delay, s/veh		38.4			28.2			23.4			23.4	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	46.8		34.1	12.7	51.0		34.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+I1), s	11.9	15.4		26.8	4.4	15.6		14.0				
Green Ext Time (p_c), s	0.1	16.3		1.2	0.0	23.7		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			25.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111























Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	161	672	262	210	690	345	590	669	106	481	644	77
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	163	679	148	212	697	252	596	676	0	486	651	34
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	308	1852	1430	315	1854	685	691	1477	423	559	1338	379
Arrive On Green	0.09	0.34	0.34	0.09	0.34	0.34	0.13	0.27	0.00	0.11	0.24	0.24
Sat Flow, veh/h	3421	5495	3036	3489	5495	1537	5233	5495	1572	5233	5495	1557
Grp Volume(v), veh/h	163	679	148	212	697	252	596	676	0	486	651	34
Grp Sat Flow(s),veh/h/ln	1711	1832	1518	1744	1832	1537	1744	1832	1572	1744	1832	1557
Q Serve(g_s), s	5.5	11.4	3.3	7.2	11.7	13.3	13.6	12.5	0.0	11.1	12.4	2.1
Cycle Q Clear(g_c), s	5.5	11.4	3.3	7.2	11.7	13.3	13.6	12.5	0.0	11.1	12.4	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	1852	1430	315	1854	685	691	1477	423	559	1338	379
V/C Ratio(X)	0.53	0.37	0.10	0.67	0.38	0.37	0.86	0.46	0.00	0.87	0.49	0.09
Avail Cap(c_a), veh/h	309	2257	1654	401	2393	836	903	1986	568	559	1625	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	30.5	18.0	53.6	30.6	22.5	51.7	37.1	0.0	53.5	39.5	35.6
Incr Delay (d2), s/veh	0.9	0.3	0.1	1.5	0.3	0.7	5.6	0.5	0.0	13.3	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.8	1.4	3.5	6.0	5.8	6.9	6.4	0.0	6.0	6.3	0.9
LnGrp Delay(d),s/veh	53.8	30.8	18.1	55.2	30.9	23.2	57.4	37.6	0.0	66.8	40.1	35.8
LnGrp LOS	D	C	B	E	C	C	E	D		E	D	D
Approach Vol, veh/h		990			1161			1272			1171	
Approach Delay, s/veh		32.7			33.6			46.9			51.1	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.0	21.1	36.6	16.0	48.1	18.0	39.7				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	9.2	13.4	15.6	14.4	7.5	15.3	13.1	14.5				
Green Ext Time (p_c), s	0.1	24.7	0.5	14.1	0.1	25.2	0.0	17.4				
Intersection Summary												
HCM 2010 Ctrl Delay			41.5									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1	4	62	6	55	11	1403	74	131	1065	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	2	65	6	35	12	1477	75	138	1121	27
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	56	113	362	40	232	183	1966	557	226	1966	557
Arrive On Green	0.05	0.10	0.10	0.10	0.17	0.17	0.21	0.72	0.72	0.13	0.36	0.36
Sat Flow, veh/h	1727	541	1082	3455	231	1346	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	20	0	3	65	0	41	12	1477	75	138	1121	27
Grp Sat Flow(s),veh/h/ln	1727	0	1623	1727	0	1576	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.9	0.0	0.1	1.4	0.0	1.8	0.4	13.2	1.2	6.1	13.3	0.9
Cycle Q Clear(g_c), s	0.9	0.0	0.1	1.4	0.0	1.8	0.4	13.2	1.2	6.1	13.3	0.9
Prop In Lane	1.00		0.67	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	169	362	0	271	183	1966	557	226	1966	557
V/C Ratio(X)	0.23	0.00	0.02	0.18	0.00	0.15	0.07	0.75	0.13	0.61	0.57	0.05
Avail Cap(c_a), veh/h	237	0	728	430	0	707	194	1966	557	237	1966	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.7	0.0	32.3	32.8	0.0	28.2	28.5	8.9	7.3	33.0	20.6	16.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.1	0.1	2.7	0.5	2.6	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.7	0.0	0.8	0.2	6.7	0.6	3.0	6.8	0.4
LnGrp Delay(d),s/veh	37.2	0.0	32.3	32.9	0.0	28.3	28.5	11.6	7.8	35.6	21.7	16.8
LnGrp LOS	D		C	C		C	C	B	A	D	C	B
Approach Vol, veh/h		23			106			1564			1286	
Approach Delay, s/veh		36.6			31.1			11.6			23.1	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	65.7	9.0	19.8	45.2	36.0	14.4	14.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	6.0	* 6				
Max Green Setting (Gmax), s	11.0	29.0	11.0	36.0	9.0	* 29	10.0	* 36				
Max Q Clear Time (g_c+I1), s	8.1	15.2	2.9	3.8	2.4	15.3	3.4	2.1				
Green Ext Time (p_c), s	0.0	11.1	0.0	0.2	5.7	9.1	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.4									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1365	36	31	1100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1422	38	32	1146





















Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1945	711	0	0	1422	0
Stage 1	1422	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*431	*604	-	-	*760	-
Stage 1	*620	-	-	-	-	-
Stage 2	*693	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*412	*604	-	-	*760	-
Mov Cap-2 Maneuver	*412	-	-	-	-	-
Stage 1	*620	-	-	-	-	-
Stage 2	*664	-	-	-	-	-





















Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	* 760	-
HCM Lane V/C Ratio	-	-	0.031	0.042	-
HCM Control Delay (s)	-	-	11.2	9.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	11	6	77	11	83	20	1309	123	40	1041	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	10	11	2	80	11	29	21	1364	125	42	1084	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	47	78	185	25	187	81	2072	190	64	2336	41
Arrive On Green	0.05	0.05	0.05	0.12	0.12	0.12	0.05	0.42	0.42	0.07	0.88	0.88
Sat Flow, veh/h	844	928	1542	1527	210	1542	1727	4912	450	1727	5331	93
Grp Volume(v), veh/h	21	0	2	91	0	29	21	1007	482	42	737	366
Grp Sat Flow(s),veh/h/ln	1772	0	1542	1737	0	1542	1727	1814	1734	1727	1814	1797
Q Serve(g_s), s	0.9	0.0	0.1	3.7	0.0	1.3	0.9	16.9	16.9	1.8	3.2	3.2
Cycle Q Clear(g_c), s	0.9	0.0	0.1	3.7	0.0	1.3	0.9	16.9	16.9	1.8	3.2	3.2
Prop In Lane	0.48		1.00	0.88		1.00	1.00		0.26	1.00		0.05
Lane Grp Cap(c), veh/h	90	0	78	211	0	187	81	1530	732	64	1589	787
V/C Ratio(X)	0.23	0.00	0.03	0.43	0.00	0.16	0.26	0.66	0.66	0.66	0.46	0.46
Avail Cap(c_a), veh/h	234	0	203	733	0	650	228	1530	732	182	1589	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	34.2	30.9	0.0	29.8	34.9	17.5	17.5	34.7	2.8	2.8
Incr Delay (d2), s/veh	4.8	0.0	0.5	0.5	0.0	0.1	0.6	2.2	4.6	4.2	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	1.8	0.0	0.6	0.4	8.9	9.0	0.9	1.7	1.9
LnGrp Delay(d),s/veh	39.3	0.0	34.7	31.4	0.0	30.0	35.5	19.8	22.1	38.9	3.8	4.8
LnGrp LOS	D		C	C		C	D	B	C	D	A	A
Approach Vol, veh/h		23			120			1510			1145	
Approach Delay, s/veh		38.9			31.1			20.8			5.4	
Approach LOS		D			C			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.0	39.0		10.8	8.6	74.4		16.2				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	3.8	18.9		2.9	2.9	5.2		5.7				
Green Ext Time (p_c), s	0.1	10.4		0.0	0.0	13.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			15.1									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	41	6	77	41	83	142	1309	123	40	1041	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	170	43	2	80	43	29	148	1364	125	42	1084	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	40	176	127	68	172	192	1797	165	153	1668	274
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.37	0.37	0.18	0.73	0.73
Sat Flow, veh/h	1392	352	1542	1143	614	1542	1727	4912	450	1727	4561	748
Grp Volume(v), veh/h	213	0	2	123	0	29	148	1007	482	42	862	400
Grp Sat Flow(s),veh/h/ln	1744	0	1542	1757	0	1542	1727	1814	1734	1727	1814	1682
Q Serve(g_s), s	10.0	0.0	0.1	5.9	0.0	1.5	7.3	21.3	21.3	1.8	10.6	10.7
Cycle Q Clear(g_c), s	10.0	0.0	0.1	5.9	0.0	1.5	7.3	21.3	21.3	1.8	10.6	10.7
Prop In Lane	0.80		1.00	0.65		1.00	1.00		0.26	1.00		0.44
Lane Grp Cap(c), veh/h	199	0	176	196	0	172	192	1327	634	153	1327	615
V/C Ratio(X)	1.07	0.00	0.01	0.63	0.00	0.17	0.77	0.76	0.76	0.28	0.65	0.65
Avail Cap(c_a), veh/h	199	0	176	643	0	564	197	1327	634	158	1327	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	34.4	37.1	0.0	35.2	37.8	24.4	24.4	33.6	8.9	8.9
Incr Delay (d2), s/veh	83.0	0.0	0.1	1.2	0.0	0.2	14.8	4.1	8.3	0.4	2.5	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	0.0	2.9	0.0	0.6	4.2	11.4	11.6	0.9	5.5	5.6
LnGrp Delay(d),s/veh	121.8	0.0	34.4	38.4	0.0	35.4	52.6	28.5	32.7	33.9	11.3	14.1
LnGrp LOS	F		C	D		D	D	C	C	C	B	B
Approach Vol, veh/h		215			152			1637			1304	
Approach Delay, s/veh		120.9			37.8			31.9			12.9	
Approach LOS		F			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.2	39.0		17.0	14.7	61.5		16.8				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	3.8	23.3		12.0	9.3	12.7		7.9				
Green Ext Time (p_c), s	3.4	7.2		0.0	0.0	12.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			30.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1262	1	73	1142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1315	1	76	1190

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	1943	657	0	0	1315	0
Stage 1	1315	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*247	349	-	-	275	-
Stage 1	*155	-	-	-	-	-
Stage 2	*669	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*178	349	-	-	275	-
Mov Cap-2 Maneuver	*178	-	-	-	-	-
Stage 1	*155	-	-	-	-	-
Stage 2	*484	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	1.4
HCM LOS	C		



















Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	349	275	-
HCM Lane V/C Ratio	-	-	0.054	0.277	-
HCM Control Delay (s)	-	-	15.9	23	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.2	1.1	-

Notes


























-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	1223	43	73	1131	83	84	29	108	166	25	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	127	1274	44	76	1178	77	88	30	29	173	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	220	2498	86	131	2273	149	355	165	160	326	247	85
Arrive On Green	0.13	0.47	0.47	0.15	0.89	0.89	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1744	5282	182	1762	5102	333	1273	786	760	1138	1174	406
Grp Volume(v), veh/h	127	884	434	76	846	409	88	0	59	173	0	35
Grp Sat Flow(s),veh/h/ln	1744	1832	1800	1762	1833	1769	1273	0	1547	1138	0	1580
Q Serve(g_s), s	5.7	13.8	13.8	3.3	3.9	3.9	4.5	0.0	2.6	10.1	0.0	1.5
Cycle Q Clear(g_c), s	5.7	13.8	13.8	3.3	3.9	3.9	6.0	0.0	2.6	12.6	0.0	1.5
Prop In Lane	1.00		0.10	1.00		0.19	1.00		0.49	1.00		0.26
Lane Grp Cap(c), veh/h	220	1733	851	131	1633	788	355	0	325	326	0	332
V/C Ratio(X)	0.58	0.51	0.51	0.58	0.52	0.52	0.25	0.00	0.18	0.53	0.00	0.11
Avail Cap(c_a), veh/h	317	1733	851	192	1633	788	771	0	788	726	0	805
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	15.1	15.1	33.9	2.7	2.7	28.7	0.0	26.7	31.9	0.0	26.3
Incr Delay (d2), s/veh	0.7	0.9	1.8	1.3	1.0	2.1	0.1	0.0	0.1	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.2	7.3	1.6	1.8	2.0	1.7	0.0	1.1	3.7	0.0	0.6
LnGrp Delay(d),s/veh	34.7	16.0	16.9	35.2	3.7	4.8	28.9	0.0	26.8	32.4	0.0	26.4
LnGrp LOS	C	B	B	D	A	A	C		C	C		C
Approach Vol, veh/h		1445			1331			147			208	
Approach Delay, s/veh		17.9			5.8			28.1			31.4	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	71.3		23.3	40.7	46.0		23.3				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	9.0	* 39		42.0				
Max Q Clear Time (g_c+1), s	7.7	5.9		8.0	5.3	15.8		14.6				
Green Ext Time (p_c), s	0.0	16.2		1.5	0.2	14.7		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			14.1									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (veh/h)	74	1313	114	182	1115	129	119	65	130	61	44	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1838	1850	1850	1850	1850
Adj Flow Rate, veh/h	76	1340	110	186	1138	122	121	66	119	62	45	56
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	244	1688	483	244	1500	161	201	98	176	167	99	123
Arrive On Green	0.28	0.61	0.61	0.14	0.31	0.31	0.12	0.17	0.17	0.09	0.13	0.13
Sat Flow, veh/h	1762	5495	1572	1762	4884	523	1744	589	1062	1762	750	933
Grp Volume(v), veh/h	76	1340	110	186	854	406	121	0	185	62	0	101
Grp Sat Flow(s),veh/h/ln	1762	1832	1572	1762	1834	1740	1744	0	1650	1762	0	1683
Q Serve(g_s), s	2.7	14.3	2.5	7.9	16.4	16.5	5.2	0.0	8.2	2.6	0.0	4.3
Cycle Q Clear(g_c), s	2.7	14.3	2.5	7.9	16.4	16.5	5.2	0.0	8.2	2.6	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.64	1.00		0.55
Lane Grp Cap(c), veh/h	244	1688	483	244	1126	534	201	0	273	167	0	223
V/C Ratio(X)	0.31	0.79	0.23	0.76	0.76	0.76	0.60	0.00	0.68	0.37	0.00	0.45
Avail Cap(c_a), veh/h	248	1688	483	248	1126	534	201	0	887	225	0	905
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	13.2	10.9	32.4	24.5	24.5	32.9	0.0	30.6	33.2	0.0	31.3
Incr Delay (d2), s/veh	0.2	3.6	1.0	10.0	4.1	8.4	3.6	0.0	1.1	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.5	1.2	4.6	9.0	9.1	2.7	0.0	3.8	1.3	0.0	2.1
LnGrp Delay(d),s/veh	25.6	16.8	11.9	42.5	28.6	32.9	36.4	0.0	31.7	33.7	0.0	31.8
LnGrp LOS	C	B	B	D	C	C	D		C	C		C
Approach Vol, veh/h		1526			1446			306			163	
Approach Delay, s/veh		16.9			31.6			33.6			32.5	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.7	31.0	15.0	16.3	47.7	31.0	12.4	18.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	24.0	9.0	* 42	11.0	24.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	9.9	16.3	7.2	6.3	4.7	18.5	4.6	10.2				
Green Ext Time (p_c), s	0.0	6.3	0.2	0.4	0.1	4.4	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.3									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	154	5	71	0	71	5	155	0	52	5	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	5	77	0	77	5	168	0	57	5	58
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	12.3	11.6	10
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	91%	0%	67%	31%	97%	0%
Vol Thru, %	9%	0%	2%	2%	3%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	53	230	231	173	167
LT Vol	5	0	5	5	5	0
Through Vol	0	53	71	155	0	167
RT Vol	52	0	154	71	168	0
Lane Flow Rate	62	58	250	251	188	182
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.12	0.093	0.391	0.374	0.346	0.273
Departure Headway (Hd)	6.995	5.814	5.63	5.359	6.629	5.423
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	613	638	670	542	661
Service Time	4.76	3.579	3.681	3.409	4.378	3.172
HCM Lane V/C Ratio	0.121	0.095	0.392	0.375	0.347	0.275
HCM Control Delay	10.7	9.2	12.3	11.6	12.9	10.2
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	0.4	0.3	1.9	1.7	1.5	1.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	168	5	167
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	183	5	182
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach NB

Opposing Lanes 2

Conflicting Approach Left WB

Conflicting Lanes Left 1

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 11.6

HCM LOS B

Lane

Intersection										
Int Delay, s/veh	6.8									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	45	98	10	30	64	30	19	35	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	111	11	34	73	34	22	40	23

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	73	0	0	111	0	0	397	355	111
Stage 1	-	-	-	-	-	-	214	214	-
Stage 2	-	-	-	-	-	-	183	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1479	-	-	563	571	942
Stage 1	-	-	-	-	-	-	788	725	-
Stage 2	-	-	-	-	-	-	819	780	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	1479	-	-	458	537	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	537	-
Stage 1	-	-	-	-	-	-	760	699	-
Stage 2	-	-	-	-	-	-	687	761	-

Approach	EB	WB	NB
HCM Control Delay, s	2.2	1.8	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	458	637	1527	-	-	1479	-	-	524	989
HCM Lane V/C Ratio	0.047	0.098	0.033	-	-	0.023	-	-	0.258	0.032
HCM Control Delay (s)	13.2	11.3	7.4	0	-	7.5	0	-	14.2	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.1	-	-	1	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	45	74	28
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	2	2	2
Mvmt Flow	51	84	32

Major/Minor

























	Minor2		
Conflicting Flow All	386	355	73
Stage 1	141	141	-
Stage 2	245	214	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	573	571	989
Stage 1	862	780	-
Stage 2	759	725	-
Platoon blocked, %			
Mov Cap-1 Maneuver	504	537	989
Mov Cap-2 Maneuver	504	537	-
Stage 1	831	761	-
Stage 2	673	699	-

Approach






















	SB
HCM Control Delay, s	13.2
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	229	1184	76	140	1163	205	109	190	67	270	235	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	234	1208	60	143	1187	157	111	194	32	276	240	63
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	409	2292	653	396	2279	634	314	449	191	348	486	384
Arrive On Green	0.12	0.42	0.42	0.11	0.41	0.41	0.09	0.12	0.12	0.10	0.13	0.13
Sat Flow, veh/h	3524	5495	1565	3489	5495	1529	3489	3663	1561	3524	3700	1550
Grp Volume(v), veh/h	234	1208	60	143	1187	157	111	194	32	276	240	63
Grp Sat Flow(s),veh/h/ln	1762	1832	1565	1744	1832	1529	1744	1832	1561	1762	1850	1550
Q Serve(g_s), s	6.0	15.6	2.2	3.6	15.3	6.3	2.8	4.6	1.7	7.3	5.7	3.0
Cycle Q Clear(g_c), s	6.0	15.6	2.2	3.6	15.3	6.3	2.8	4.6	1.7	7.3	5.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	2292	653	396	2279	634	314	449	191	348	486	384
V/C Ratio(X)	0.57	0.53	0.09	0.36	0.52	0.25	0.35	0.43	0.17	0.79	0.49	0.16
Avail Cap(c_a), veh/h	484	2292	653	405	2279	634	332	1896	808	447	2032	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	20.6	16.7	38.8	20.7	18.1	40.5	38.5	37.2	41.7	38.2	28.0
Incr Delay (d2), s/veh	0.5	0.9	0.3	0.2	0.9	0.9	0.3	0.2	0.2	5.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.0	1.0	1.7	7.9	2.8	1.4	2.4	0.8	3.8	2.9	1.3
LnGrp Delay(d),s/veh	40.1	21.5	17.0	39.0	21.5	19.0	40.8	38.7	37.4	47.3	38.5	28.0
LnGrp LOS	D	C	B	D	C	B	D	D	D	D	D	C
Approach Vol, veh/h		1502			1487			337			579	
Approach Delay, s/veh		24.2			23.0			39.3			41.6	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.5	18.9	16.0	46.3	14.3	18.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	17.6	4.8	7.7	8.0	17.3	9.3	6.6				
Green Ext Time (p_c), s	0.1	20.6	0.0	1.8	0.1	19.1	0.1	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			27.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	54	65	56	47	48	62	252	67	54	332	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	76	62	61	64	54	40	71	290	62	62	382	47
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	105	103	156	251	213	164	1010	213	154	1083	132
Arrive On Green	0.10	0.13	0.13	0.09	0.14	0.14	0.09	0.35	0.35	0.09	0.34	0.34
Sat Flow, veh/h	1727	841	827	1727	1814	1542	1727	2907	612	1727	3171	388
Grp Volume(v), veh/h	76	0	123	64	54	40	71	179	173	62	217	212
Grp Sat Flow(s),veh/h/ln	1727	0	1668	1727	1814	1542	1727	1814	1706	1727	1814	1745
Q Serve(g_s), s	3.0	0.0	5.0	2.5	1.9	1.6	2.8	5.1	5.3	2.4	6.4	6.5
Cycle Q Clear(g_c), s	3.0	0.0	5.0	2.5	1.9	1.6	2.8	5.1	5.3	2.4	6.4	6.5
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.36	1.00		0.22
Lane Grp Cap(c), veh/h	169	0	209	156	251	213	164	630	592	154	619	596
V/C Ratio(X)	0.45	0.00	0.59	0.41	0.22	0.19	0.43	0.28	0.29	0.40	0.35	0.36
Avail Cap(c_a), veh/h	217	0	674	180	733	623	217	630	592	217	619	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	29.7	30.8	27.5	27.3	30.7	17.0	17.0	30.9	17.7	17.7
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.6	0.2	0.2	0.7	1.1	1.2	0.6	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.3	1.2	1.0	0.7	1.4	2.7	2.7	1.2	3.5	3.4
LnGrp Delay(d),s/veh	31.2	0.0	30.7	31.5	27.6	27.5	31.3	18.1	18.3	31.5	19.3	19.4
LnGrp LOS	C		C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		199			158			423			491	
Approach Delay, s/veh		30.9			29.1			20.4			20.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	31.9	13.0	15.5	11.8	31.5	12.0	16.4				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	24.5	7.5	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.4	7.3	4.5	7.0	4.8	8.5	5.0	3.9				
Green Ext Time (p_c), s	0.0	7.1	0.1	0.4	0.0	6.8	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

APPENDIX 3.3:

EXISTING (2014) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

This Page Intentionally Left Blank

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2014) Conditions - Weekday PM Peak Hour**

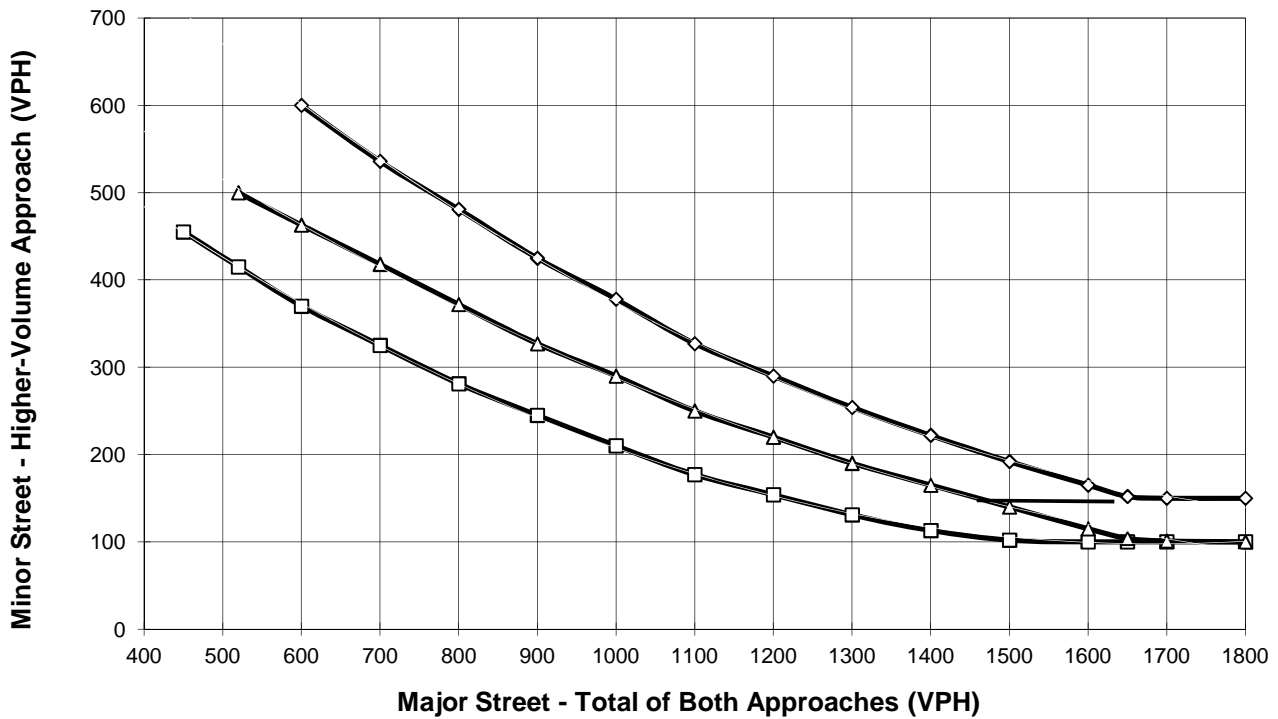
Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **245**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **127**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- *— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

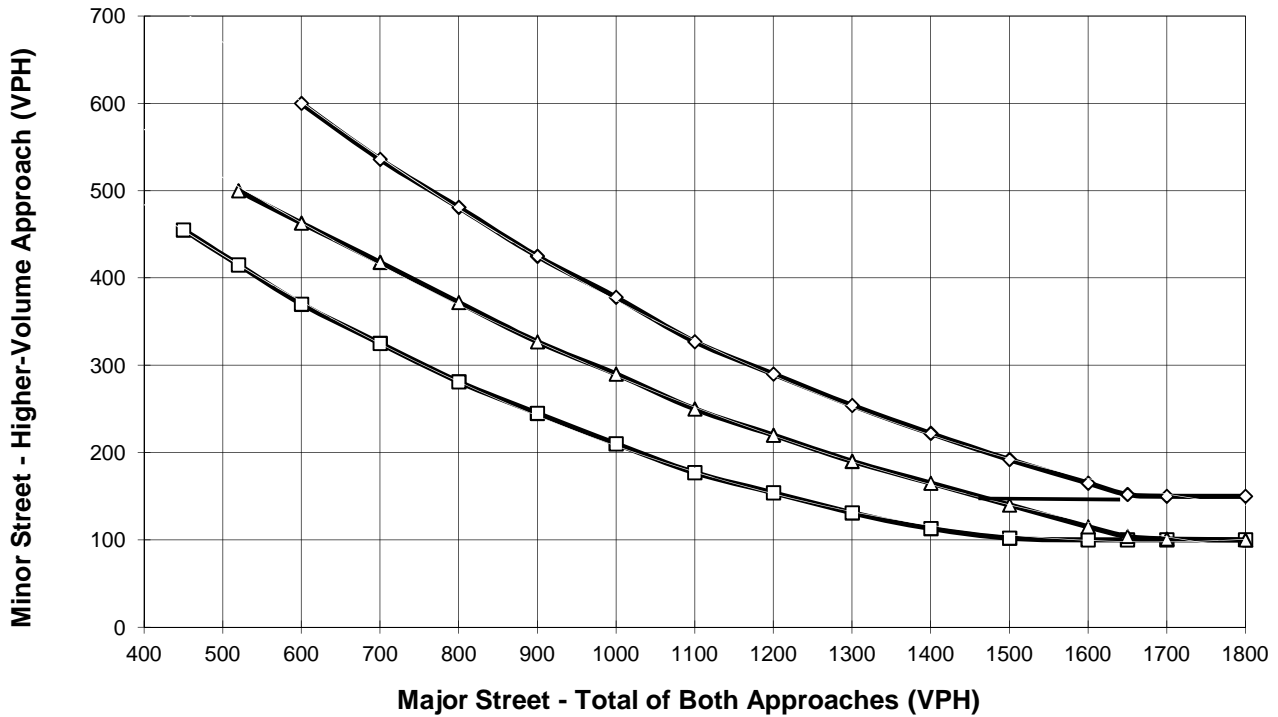
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2012) Conditions - Weekday PM Peak Hour**

Major Street Name = **La Quinta Center Drive** Total of Both Approaches (VPH) = **342**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway** High Volume Approach (VPH) = **176**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- *— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 6.1:






















**EXISTING PLUS PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS
WORKSHEETS**

This Page Intentionally Left Blank




















HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	701	29	25	1389	40	28	6	17	20	2	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	27	770	31	27	1526	0	31	7	7	22	2	84
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	106	3216	129	102	3405	920	147	80	80	222	4	154
Arrive On Green	0.06	0.63	0.63	0.06	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1762	5088	204	1694	5388	1456	1281	735	735	1422	34	1417
Grp Volume(v), veh/h	27	537	264	27	1526	0	31	0	14	22	0	86
Grp Sat Flow(s),veh/h/ln	1762	1776	1740	1694	1796	1456	1281	0	1470	1422	0	1451
Q Serve(g_s), s	1.3	5.9	5.9	1.4	13.1	0.0	2.1	0.0	0.8	1.3	0.0	5.1
Cycle Q Clear(g_c), s	1.3	5.9	5.9	1.4	13.1	0.0	7.2	0.0	0.8	2.0	0.0	5.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	106	2245	1100	102	3405	920	147	0	159	222	0	157
V/C Ratio(X)	0.26	0.24	0.24	0.27	0.45	0.00	0.21	0.00	0.09	0.10	0.00	0.55
Avail Cap(c_a), veh/h	254	2245	1100	244	3405	920	462	0	522	572	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	7.2	7.2	40.5	8.5	0.0	41.5	0.0	36.2	37.1	0.0	38.1
Incr Delay (d2), s/veh	0.5	0.3	0.5	0.5	0.4	0.0	0.3	0.0	0.1	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.9	2.9	0.7	6.5	0.0	0.8	0.0	0.3	0.5	0.0	2.1
LnGrp Delay(d),s/veh	40.9	7.4	7.7	41.0	8.9	0.0	41.8	0.0	36.3	37.2	0.0	39.2
LnGrp LOS	D	A	A	D	A		D		D	D		D
Approach Vol, veh/h		828			1553			45			108	
Approach Delay, s/veh		8.6			9.5			40.1			38.8	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	64.0		15.8	10.4	64.0		15.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.4	7.9		7.1	3.3	15.1		9.2				
Green Ext Time (p_c), s	0.0	40.9		0.5	0.0	35.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	7	79	13	8	139	4	1322	14	79	976	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	61	14	9	68	4	1437	15	86	1061	135
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	26	90	139	75	169	20	3171	33	182	3228	410
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.59	0.59	0.11	0.68	0.68
Sat Flow, veh/h	441	236	809	694	669	1513	1727	5374	56	1727	4720	600
Grp Volume(v), veh/h	112	0	0	23	0	68	4	970	482	86	815	381
Grp Sat Flow(s),veh/h/ln	1485	0	0	1362	0	1513	1727	1814	1802	1727	1814	1693
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	3.9	0.2	13.9	13.9	4.4	8.5	8.6
Cycle Q Clear(g_c), s	6.6	0.0	0.0	1.1	0.0	3.9	0.2	13.9	13.9	4.4	8.5	8.6
Prop In Lane	0.38		0.54	0.61		1.00	1.00		0.03	1.00		0.35
Lane Grp Cap(c), veh/h	219	0	0	214	0	169	20	2141	1064	182	2480	1157
V/C Ratio(X)	0.51	0.00	0.00	0.11	0.00	0.40	0.20	0.45	0.45	0.47	0.33	0.33
Avail Cap(c_a), veh/h	539	0	0	541	0	503	204	2141	1064	297	2480	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	0.0	37.3	0.0	38.5	45.6	10.7	10.7	39.3	6.0	6.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.6	1.8	0.7	1.4	0.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.5	0.0	1.6	0.1	7.1	7.2	2.1	4.3	4.2
LnGrp Delay(d),s/veh	40.3	0.0	0.0	37.3	0.0	39.1	47.4	11.4	12.1	40.0	6.4	6.8
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		112			91			1456			1282	
Approach Delay, s/veh		40.3			38.7			11.7			8.7	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	62.0		16.4	6.1	70.7		16.4				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	16.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+I1), s	6.4	15.9		8.6	2.2	10.6		5.9				
Green Ext Time (p_c), s	0.0	35.5		0.6	0.0	44.0		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			12.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	377	196	64	711	246	747	962	63	252	750	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	75	410	117	70	773	195	812	1046	0	274	815	49
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	277	1624	1479	281	1618	581	914	1813	519	459	1294	344
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.17	0.33	0.00	0.09	0.24	0.24
Sat Flow, veh/h	3356	5337	3072	3455	5337	1476	5233	5495	1572	5132	5286	1404
Grp Volume(v), veh/h	75	410	117	70	773	195	812	1046	0	274	815	49
Grp Sat Flow(s),veh/h/ln	1678	1779	1536	1727	1779	1476	1744	1832	1572	1711	1762	1404
Q Serve(g_s), s	2.6	7.1	2.5	2.3	14.5	11.4	18.7	19.4	0.0	6.3	16.9	3.4
Cycle Q Clear(g_c), s	2.6	7.1	2.5	2.3	14.5	11.4	18.7	19.4	0.0	6.3	16.9	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	1624	1479	281	1618	581	914	1813	519	459	1294	344
V/C Ratio(X)	0.27	0.25	0.08	0.25	0.48	0.34	0.89	0.58	0.00	0.60	0.63	0.14
Avail Cap(c_a), veh/h	300	2299	1867	309	2299	770	1191	2054	588	459	1294	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	32.2	17.4	53.0	34.9	26.2	49.6	34.1	0.0	53.9	41.5	36.4
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.5	0.7	5.8	0.6	0.0	1.5	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	1.1	1.1	7.2	4.8	9.5	9.9	0.0	3.1	8.4	1.3
LnGrp Delay(d),s/veh	53.2	32.4	17.4	53.2	35.4	26.9	55.5	34.8	0.0	55.4	42.9	36.8
LnGrp LOS	D	C	B	D	D	C	E	C		E	D	D
Approach Vol, veh/h		602			1038			1858			1138	
Approach Delay, s/veh		32.1			35.0			43.8			45.6	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	44.5	26.5	37.1	15.2	44.3	16.0	47.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	11.0	53.0	28.0	29.0	11.0	53.0	11.0	46.0				
Max Q Clear Time (g_c+I1), s	4.3	9.1	20.7	18.9	4.6	16.5	8.3	21.4				
Green Ext Time (p_c), s	0.0	23.0	0.8	9.0	0.0	20.8	0.1	19.2				
Intersection Summary												
HCM 2010 Ctrl Delay			40.8									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	3	2	20	0	13	2	1869	44	22	1053	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	26	3	0	22	0	6	2	2054	48	24	1157	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	162	0	185	0	104	54	2738	759	99	2738	775
Arrive On Green	0.06	0.09	0.00	0.05	0.00	0.07	0.06	1.00	1.00	0.06	0.50	0.50
Sat Flow, veh/h	1727	1814	0	3455	0	1511	1727	5441	1508	1727	5441	1540
Grp Volume(v), veh/h	26	3	0	22	0	6	2	2054	48	24	1157	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	1511	1727	1814	1508	1727	1814	1540
Q Serve(g_s), s	1.1	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.0	10.4	0.1
Cycle Q Clear(g_c), s	1.1	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.0	10.4	0.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	162	0	185	0	104	54	2738	759	99	2738	775
V/C Ratio(X)	0.25	0.02	0.00	0.12	0.00	0.06	0.04	0.75	0.06	0.24	0.42	0.01
Avail Cap(c_a), veh/h	223	842	0	490	0	702	201	2738	759	245	2738	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	34.7	32.2	0.0	34.9	0.0	33.7	35.2	0.0	0.0	34.9	12.2	3.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.1	0.1	1.9	0.2	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.2	0.0	0.1	0.0	0.5	0.0	0.5	5.2	0.1
LnGrp Delay(d),s/veh	35.2	32.2	0.0	35.0	0.0	33.8	35.3	1.9	0.2	35.3	12.6	3.3
LnGrp LOS	D	C		D		C	D	A	A	D	B	A
Approach Vol, veh/h		29			28			2104			1188	
Approach Delay, s/veh		34.9			34.8			1.9			13.0	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	88.5	10.7	11.4	51.9	46.0	9.2	12.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	11.0	39.0	10.0	* 36	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	3.0	2.0	3.1	2.3	2.1	12.4	2.5	2.1				
Green Ext Time (p_c), s	0.0	31.4	0.0	0.0	6.6	14.6	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	5	1936	10	8	1067
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	2151	11	9	1186





















Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2643	1076	0	0	2151	0
Stage 1	2151	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*123	*456	-	-	*574	-
Stage 1	*468	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*121	*456	-	-	*574	-
Mov Cap-2 Maneuver	*121	-	-	-	-	-
Stage 1	*468	-	-	-	-	-
Stage 2	*681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	456	* 574	-
HCM Lane V/C Ratio	-	-	0.012	0.015	-
HCM Control Delay (s)	-	-	13	11.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	8	4	31	34	35	40	1902	76	65	959	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	10	9	0	36	40	14	47	2212	86	76	1115	47
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	35	65	84	94	152	133	2456	95	121	2529	107
Arrive On Green	0.04	0.04	0.00	0.10	0.10	0.10	0.08	0.47	0.47	0.14	0.98	0.98
Sat Flow, veh/h	930	837	1542	839	933	1511	1727	5199	201	1727	5184	218
Grp Volume(v), veh/h	19	0	0	76	0	14	47	1540	758	76	780	382
Grp Sat Flow(s),veh/h/ln	1767	0	1542	1772	0	1511	1727	1814	1773	1727	1814	1775
Q Serve(g_s), s	0.9	0.0	0.0	3.6	0.0	0.7	2.3	34.6	35.0	3.7	0.8	0.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	3.6	0.0	0.7	2.3	34.6	35.0	3.7	0.8	0.8
Prop In Lane	0.53		1.00	0.47		1.00	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	74	0	65	178	0	152	133	1714	838	121	1770	866
V/C Ratio(X)	0.26	0.00	0.00	0.43	0.00	0.09	0.35	0.90	0.91	0.63	0.44	0.44
Avail Cap(c_a), veh/h	199	0	173	638	0	544	194	1714	838	155	1770	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	37.6	0.0	36.3	38.9	21.5	21.6	37.1	0.6	0.6
Incr Delay (d2), s/veh	6.4	0.0	0.0	0.6	0.0	0.1	0.6	7.9	15.1	2.0	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.8	0.0	0.3	1.1	19.0	20.6	1.8	0.5	0.7
LnGrp Delay(d),s/veh	47.6	0.0	0.0	38.2	0.0	36.4	39.5	29.4	36.8	39.1	1.4	2.2
LnGrp LOS	D			D		D	D	C	D	D	A	A
Approach Vol, veh/h		19			90			2345			1238	
Approach Delay, s/veh		47.6			37.9			32.0			3.9	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.3	49.0		10.7	11.9	81.5		15.9				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.7	37.0		2.9	4.3	2.8		5.6				
Green Ext Time (p_c), s	0.1	4.8		0.0	0.0	17.2		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			22.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	15	1966	6	64	931
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	2184	7	71	1034

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2740	1092	0	0	2184	0
Stage 1	2184	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*54	180	-	-	101	-
Stage 1	*43	-	-	-	-	-
Stage 2	*736	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*16	180	-	-	101	-
Mov Cap-2 Maneuver	*16	-	-	-	-	-
Stage 1	*43	-	-	-	-	-
Stage 2	*219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27	0	6.4
HCM LOS	D		




















Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	101	-
HCM Lane V/C Ratio	-	-	0.093	0.704	-
HCM Control Delay (s)	-	-	27	99.5	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	3.6	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon






















HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	684	18	23	979	12	37	10	17	26	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1788	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	743	20	25	1064	12	40	11	7	28	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	84	3128	84	30	3126	35	256	110	70	245	200	0
Arrive On Green	0.06	0.61	0.61	0.04	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1519	5161	139	1678	5264	59	1381	924	588	1287	1684	0
Grp Volume(v), veh/h	23	510	253	25	719	357	40	0	18	28	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1750	1678	1778	1767	1381	0	1512	1287	1684	0
Q Serve(g_s), s	1.1	5.1	5.2	1.1	0.0	0.0	2.0	0.0	0.8	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.1	5.2	1.1	0.0	0.0	2.1	0.0	0.8	2.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	84	2151	1061	30	2112	1050	256	0	179	245	200	0
V/C Ratio(X)	0.27	0.24	0.24	0.84	0.34	0.34	0.16	0.00	0.10	0.11	0.01	0.00
Avail Cap(c_a), veh/h	274	2151	1061	238	2112	1050	843	0	819	843	912	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.1	7.0	7.0	37.3	0.0	0.0	31.1	0.0	30.5	31.5	30.2	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.5	19.5	0.4	0.8	0.1	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	2.6	0.7	0.1	0.2	0.8	0.0	0.3	0.5	0.0	0.0
LnGrp Delay(d),s/veh	35.7	7.3	7.5	56.8	0.4	0.8	31.2	0.0	30.6	31.6	30.2	0.0
LnGrp LOS	D	A	A	E	A	A	C		C	C	C	
Approach Vol, veh/h		786			1101			58				29
Approach Delay, s/veh		8.2			1.8			31.0				31.5
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	95.5		15.2	50.8	54.0		15.2				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	11.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		4.1	3.1	7.2		4.2				
Green Ext Time (p_c), s	0.0	16.3		0.3	2.2	10.2		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
 6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	585	41	79	1016	50	29	25	36	10	17	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1821	1850
Adj Flow Rate, veh/h	42	616	43	83	1069	49	31	26	33	11	18	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	201	2247	591	197	2095	96	98	117	149	48	104	104
Arrive On Green	0.23	0.83	0.83	0.11	0.42	0.42	0.06	0.16	0.16	0.03	0.12	0.12
Sat Flow, veh/h	1762	5388	1417	1727	5026	230	1587	735	933	1762	835	835
Grp Volume(v), veh/h	42	616	43	83	751	367	31	0	59	11	0	36
Grp Sat Flow(s),veh/h/ln	1762	1796	1417	1727	1766	1724	1587	0	1668	1762	0	1669
Q Serve(g_s), s	1.6	2.0	0.3	3.6	12.8	12.9	1.5	0.0	2.5	0.5	0.0	1.6
Cycle Q Clear(g_c), s	1.6	2.0	0.3	3.6	12.8	12.9	1.5	0.0	2.5	0.5	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.56	1.00		0.50
Lane Grp Cap(c), veh/h	201	2247	591	197	1473	719	98	0	266	48	0	208
V/C Ratio(X)	0.21	0.27	0.07	0.42	0.51	0.51	0.32	0.00	0.22	0.23	0.00	0.17
Avail Cap(c_a), veh/h	238	2247	591	233	1473	719	195	0	859	216	0	860
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	4.1	1.6	33.6	17.6	17.6	36.6	0.0	29.8	38.8	0.0	31.9
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.5	1.1	2.3	0.7	0.0	0.2	0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.2	1.8	6.5	6.6	0.7	0.0	1.2	0.3	0.0	0.7
LnGrp Delay(d),s/veh	28.6	4.4	1.9	34.1	18.7	19.9	37.3	0.0	30.0	39.7	0.0	32.1
LnGrp LOS	C	A	A	C	B	B	D		C	D		C
Approach Vol, veh/h		701			1201			90				47
Approach Delay, s/veh		5.7			20.1			32.5				33.9
Approach LOS		A			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	52.8	41.0	10.0	16.2	52.8	41.0	7.2	19.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	34.0	10.0	42.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	5.6	4.0	3.5	3.6	3.6	14.9	2.5	4.5				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.4	0.0	11.1	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			16.0									
HCM 2010 LOS			B									

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	20	5	19	0	20	5	20	0	21	50	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	21	0	22	5	22	0	23	54	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	7.7	7.7	8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	45%	44%	44%	0%
Vol Thru, %	70%	0%	11%	11%	56%	0%
Vol Right, %	0%	100%	43%	44%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	22	44	45	96	41
LT Vol	50	0	5	5	54	0
Through Vol	0	22	19	20	0	41
RT Vol	21	0	20	20	42	0
Lane Flow Rate	77	24	48	49	104	45
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.106	0.027	0.059	0.06	0.144	0.05
Departure Headway (Hd)	5.039	4.188	4.413	4.403	4.976	4.056
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	715	860	816	818	712	869
Service Time	2.739	1.888	2.416	2.406	2.77	1.848
HCM Lane V/C Ratio	0.108	0.028	0.059	0.06	0.146	0.052
HCM Control Delay	8.3	7	7.7	7.7	8.6	7.1
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2	0.5	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	42	54	41
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	46	59	45
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.2
HCM LOS	A

Lane

Intersection										
Int Delay, s/veh	5.2									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	26	73	11	21	52	18	29	24	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	86	13	25	61	21	34	28	8

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	61	0	0	88	0	0	273	260	88
Stage 1	-	-	-	-	-	-	149	149	-
Stage 2	-	-	-	-	-	-	124	111	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1508	-	-	679	645	970
Stage 1	-	-	-	-	-	-	854	774	-
Stage 2	-	-	-	-	-	-	880	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1508	-	-	616	620	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	620	-
Stage 1	-	-	-	-	-	-	835	756	-
Stage 2	-	-	-	-	-	-	808	790	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	1.7	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	616	675	1542	-	-	1508	-	-	623	1004
HCM Lane V/C Ratio	0.055	0.054	0.02	-	-	0.016	-	-	0.077	0.033
HCM Control Delay (s)	11.2	10.6	7.4	0	-	7.4	0	-	11.3	8.7
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.1	-	-	0.3	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	18	23	28
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	85	85	85
Heavy Vehicles, %	2	2	2
Mvmt Flow	21	27	33

Major/Minor

























	Minor2		
Conflicting Flow All	278	260	61
Stage 1	111	111	-
Stage 2	167	149	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	674	645	1004
Stage 1	894	804	-
Stage 2	835	774	-
Platoon blocked, %			
Mov Cap-1 Maneuver	627	620	1004
Mov Cap-2 Maneuver	627	620	-
Stage 1	875	790	-
Stage 2	780	756	-

Approach






















	SB
HCM Control Delay, s	10.2
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	533	21	62	923	120	136	421	43	139	263	91
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	106	592	20	69	1026	122	151	468	28	154	292	54
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	331	2056	569	293	2030	577	288	819	330	286	811	475
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	1462	3293	5337	1518	3489	3700	1491	3455	3663	1483
Grp Volume(v), veh/h	106	592	20	69	1026	122	151	468	28	154	292	54
Grp Sat Flow(s),veh/h/ln	1694	1762	1462	1647	1779	1518	1744	1850	1491	1727	1832	1483
Q Serve(g_s), s	3.1	8.3	0.9	2.1	15.9	5.8	4.5	12.2	1.6	4.6	7.3	2.8
Cycle Q Clear(g_c), s	3.1	8.3	0.9	2.1	15.9	5.8	4.5	12.2	1.6	4.6	7.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	2056	569	293	2030	577	288	819	330	286	811	475
V/C Ratio(X)	0.32	0.29	0.04	0.24	0.51	0.21	0.52	0.57	0.08	0.54	0.36	0.11
Avail Cap(c_a), veh/h	346	2056	569	336	2030	577	324	1699	684	320	1682	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	22.7	20.4	45.7	25.6	22.5	47.4	37.4	33.3	47.5	35.5	25.9
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.2	0.9	0.8	0.5	0.2	0.0	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	0.4	1.0	8.0	2.6	2.2	6.3	0.7	2.2	3.7	1.1
LnGrp Delay(d),s/veh	45.5	23.0	20.5	45.8	26.5	23.3	48.0	37.7	33.4	48.1	35.6	26.0
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		718			1217			647			500	
Approach Delay, s/veh		26.3			27.3			39.9			38.4	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	48.9	13.9	30.4	15.5	48.0	13.9	30.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.1	10.3	6.5	9.3	5.1	17.9	6.6	14.2				
Green Ext Time (p_c), s	0.0	22.4	0.1	3.2	0.0	17.9	0.1	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			31.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	10	13	19	17	9	33	539	41	7	292	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	63	12	14	23	21	6	41	665	37	9	360	42
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	74	87	87	155	132	111	1870	104	35	1611	186
Arrive On Green	0.08	0.10	0.10	0.05	0.09	0.09	0.06	0.55	0.55	0.02	0.51	0.51
Sat Flow, veh/h	1727	757	883	1727	1814	1542	1727	3400	189	1727	3184	369
Grp Volume(v), veh/h	63	0	26	23	21	6	41	354	348	9	204	198
Grp Sat Flow(s),veh/h/ln	1727	0	1640	1727	1814	1542	1727	1814	1775	1727	1814	1739
Q Serve(g_s), s	3.1	0.0	1.3	1.1	1.0	0.3	2.0	9.7	9.7	0.5	5.6	5.7
Cycle Q Clear(g_c), s	3.1	0.0	1.3	1.1	1.0	0.3	2.0	9.7	9.7	0.5	5.6	5.7
Prop In Lane	1.00		0.54	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	138	0	161	87	155	132	111	998	977	35	917	880
V/C Ratio(X)	0.46	0.00	0.16	0.26	0.14	0.05	0.37	0.36	0.36	0.26	0.22	0.23
Avail Cap(c_a), veh/h	252	0	544	184	561	477	214	998	977	175	917	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	39.1	0.0	36.7	40.7	37.6	37.3	39.9	11.2	11.2	42.9	12.2	12.3
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.6	0.1	0.1	0.8	1.0	1.0	1.4	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.6	0.6	0.5	0.1	1.0	5.1	5.0	0.2	2.9	2.8
LnGrp Delay(d),s/veh	40.0	0.0	36.9	41.2	37.8	37.4	40.6	12.2	12.2	44.3	12.8	12.8
LnGrp LOS	D		D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		89			50			743			411	
Approach Delay, s/veh		39.1			39.3			13.8			13.5	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	87.0	11.0	15.2	10.7	83.0	12.1	14.1				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	47.0	9.5	* 30	11.0	45.0	13.0	27.5				
Max Q Clear Time (g_c+I1), s	2.5	11.7	3.1	3.3	4.0	7.7	5.1	3.0				
Green Ext Time (p_c), s	0.0	14.8	0.0	0.0	0.0	15.2	0.0	0.1				

Intersection Summary												
HCM 2010 Ctrl Delay			16.4									
HCM 2010 LOS			B									






















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA






















6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1510	72	31	1064	29	47	13	44	51	7	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1808	1850	1779	1786	1850
Adj Flow Rate, veh/h	57	1573	67	32	1108	0	49	14	24	53	7	22
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	159	3225	137	118	3247	911	207	64	110	195	40	127
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	5138	219	1762	5388	1512	1403	594	1018	1338	375	1178
Grp Volume(v), veh/h	57	1101	539	32	1108	0	49	0	38	53	0	29
Grp Sat Flow(s),veh/h/ln	1727	1799	1760	1762	1796	1512	1403	0	1612	1338	0	1552
Q Serve(g_s), s	2.8	15.0	15.0	1.6	9.4	0.0	3.0	0.0	2.0	3.4	0.0	1.5
Cycle Q Clear(g_c), s	2.8	15.0	15.0	1.6	9.4	0.0	4.6	0.0	2.0	5.4	0.0	1.5
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.63	1.00		0.76
Lane Grp Cap(c), veh/h	159	2258	1105	118	3247	911	207	0	174	195	0	168
V/C Ratio(X)	0.36	0.49	0.49	0.27	0.34	0.00	0.24	0.00	0.22	0.27	0.00	0.17
Avail Cap(c_a), veh/h	246	2258	1105	251	3247	911	578	0	600	548	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.1	9.1	40.5	9.1	0.0	39.1	0.0	37.2	39.7	0.0	37.0
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.5	0.3	0.0	0.2	0.0	0.2	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.6	7.7	0.8	4.7	0.0	1.2	0.0	0.9	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	9.9	10.7	40.9	9.4	0.0	39.3	0.0	37.4	39.9	0.0	37.2
LnGrp LOS	D	A	B	D	A		D		D	D		D
Approach Vol, veh/h		1697			1140			87				82
Approach Delay, s/veh		11.1			10.2			38.5				39.0
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.3		15.9	13.4	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	17.0		7.4	4.8	11.4		6.6				
Green Ext Time (p_c), s	0.0	35.3		0.4	0.0	40.1		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	13	85	78	15	241	25	1154	6	179	1355	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	104	14	74	86	16	98	27	1268	7	197	1489	93
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	31	87	266	44	340	98	2575	14	227	2787	174
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.48	0.48	0.13	0.55	0.55
Sat Flow, veh/h	483	138	390	912	198	1515	1727	5405	30	1727	5059	316
Grp Volume(v), veh/h	192	0	0	102	0	98	27	851	424	197	1067	515
Grp Sat Flow(s),veh/h/ln	1011	0	0	1109	0	1515	1727	1814	1808	1727	1814	1748
Q Serve(g_s), s	12.3	0.0	0.0	0.0	0.0	5.7	1.6	17.2	17.2	12.0	20.1	20.1
Cycle Q Clear(g_c), s	20.9	0.0	0.0	8.6	0.0	5.7	1.6	17.2	17.2	12.0	20.1	20.1
Prop In Lane	0.54		0.39	0.84		1.00	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	279	0	0	311	0	340	98	1728	861	227	1998	963
V/C Ratio(X)	0.69	0.00	0.00	0.33	0.00	0.29	0.28	0.49	0.49	0.87	0.53	0.53
Avail Cap(c_a), veh/h	382	0	0	412	0	453	177	1728	861	419	1998	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	35.4	0.0	34.4	48.4	19.2	19.2	45.6	15.3	15.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.2	0.6	1.0	2.0	4.0	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	2.6	0.0	2.4	0.8	8.8	9.0	5.9	10.2	10.1
LnGrp Delay(d),s/veh	43.8	0.0	0.0	35.7	0.0	34.6	49.0	20.2	21.2	49.6	16.3	17.4
LnGrp LOS	D			D		C	D	C	C	D	B	B
Approach Vol, veh/h		192			200			1302			1779	
Approach Delay, s/veh		43.8			35.2			21.1			20.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.1	58.0		30.0	11.1	66.0		30.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	26.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+I1), s	14.0	19.2		22.9	3.6	22.1		10.6				
Green Ext Time (p_c), s	0.1	23.7		1.0	0.0	34.7		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			22.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	173	799	616	172	695	376	437	655	180	466	969	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	178	824	482	177	716	320	451	675	0	480	999	42
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	287	1920	1437	289	1958	704	532	1501	442	509	1506	419
Arrive On Green	0.08	0.36	0.36	0.08	0.36	0.36	0.10	0.28	0.00	0.10	0.28	0.28
Sat Flow, veh/h	3489	5337	3114	3524	5441	1536	5233	5337	1572	5233	5441	1512
Grp Volume(v), veh/h	178	824	482	177	716	320	451	675	0	480	999	42
Grp Sat Flow(s),veh/h/ln	1744	1779	1557	1762	1814	1536	1744	1779	1572	1744	1814	1512
Q Serve(g_s), s	6.6	15.6	13.2	6.5	13.0	19.1	11.3	13.9	0.0	12.2	21.7	2.8
Cycle Q Clear(g_c), s	6.6	15.6	13.2	6.5	13.0	19.1	11.3	13.9	0.0	12.2	21.7	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	1920	1437	289	1958	704	532	1501	442	509	1506	419
V/C Ratio(X)	0.62	0.43	0.34	0.61	0.37	0.45	0.85	0.45	0.00	0.94	0.66	0.10
Avail Cap(c_a), veh/h	287	2075	1527	316	2156	760	665	1756	517	509	1627	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	32.4	22.9	59.3	31.6	24.9	59.0	39.5	0.0	60.0	42.8	36.0
Incr Delay (d2), s/veh	3.0	0.3	0.3	1.8	0.2	1.0	6.9	0.5	0.0	26.1	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.8	5.7	3.2	6.5	8.2	5.8	6.9	0.0	7.1	11.1	1.2
LnGrp Delay(d),s/veh	62.4	32.7	23.2	61.2	31.8	25.9	66.0	40.0	0.0	86.1	44.2	36.2
LnGrp LOS	E	C	C	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1484			1213			1126			1521	
Approach Delay, s/veh		33.2			34.5			50.4			57.2	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	55.1	18.6	44.0	16.0	55.1	18.0	44.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	8.5	17.6	13.3	23.7	8.6	21.1	14.2	15.9				
Green Ext Time (p_c), s	0.1	28.7	0.3	13.3	0.0	26.9	0.0	20.7				
Intersection Summary												
HCM 2010 Ctrl Delay			44.0									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	75	2	50	11	1293	57	98	1669	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	80	2	17	12	1376	54	104	1776	22
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	51	77	372	19	165	141	2365	670	200	2427	688
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.16	0.87	0.87	0.12	0.45	0.45
Sat Flow, veh/h	1727	649	974	3455	163	1382	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	13	0	5	80	0	19	12	1376	54	104	1776	22
Grp Sat Flow(s),veh/h/ln	1727	0	1623	1727	0	1544	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.6	0.0	0.2	1.8	0.0	1.0	0.5	5.8	0.3	5.0	23.5	0.7
Cycle Q Clear(g_c), s	0.6	0.0	0.2	1.8	0.0	1.0	0.5	5.8	0.3	5.0	23.5	0.7
Prop In Lane	1.00		0.60	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	128	372	0	184	141	2365	670	200	2427	688
V/C Ratio(X)	0.11	0.00	0.04	0.21	0.00	0.10	0.09	0.58	0.08	0.52	0.73	0.03
Avail Cap(c_a), veh/h	217	0	668	435	0	636	178	2365	670	237	2427	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	38.3	0.0	37.2	35.6	0.0	34.3	33.8	3.6	1.3	36.4	19.9	13.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.1	0.1	1.1	0.2	0.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.9	0.0	0.4	0.2	2.8	0.2	2.4	12.0	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.3	35.7	0.0	34.4	33.9	4.7	1.6	37.0	21.5	13.7
LnGrp LOS	D		D	D		C	C	A	A	D	C	B
Approach Vol, veh/h		18			99			1442			1902	
Approach Delay, s/veh		38.1			35.5			4.8			22.3	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	77.6	10.9	16.4	46.7	46.0	14.4	12.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	7.0	7.8	2.6	3.0	2.5	25.5	3.8	2.2				
Green Ext Time (p_c), s	0.0	19.2	0.1	0.0	5.4	11.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			15.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	1408	54	44	1706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	1482	57	46	1796

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2293	741	0	0	1482	0
Stage 1	1482	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*435	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*408	*587	-	-	*738	-
Mov Cap-2 Maneuver	*408	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*502	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.057	0.063	-
HCM Control Delay (s)	-	-	11.5	10.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	16	4	104	17	80	10	1369	95	35	1668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	13	17	1	111	18	25	11	1456	98	37	1774	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	93	184	30	185	46	2395	161	43	2697	2
Arrive On Green	0.06	0.06	0.06	0.12	0.12	0.12	0.03	0.48	0.48	0.05	0.99	0.99
Sat Flow, veh/h	769	1006	1542	1496	243	1503	1727	5042	339	1727	5438	3
Grp Volume(v), veh/h	30	0	1	129	0	25	11	1047	507	37	1183	592
Grp Sat Flow(s),veh/h/ln	1775	0	1542	1739	0	1503	1727	1814	1754	1727	1814	1813
Q Serve(g_s), s	1.4	0.0	0.1	6.2	0.0	1.3	0.6	18.8	18.8	1.9	0.7	0.7
Cycle Q Clear(g_c), s	1.4	0.0	0.1	6.2	0.0	1.3	0.6	18.8	18.8	1.9	0.7	0.7
Prop In Lane	0.43		1.00	0.86		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	107	0	93	214	0	185	46	1723	833	43	1799	899
V/C Ratio(X)	0.28	0.00	0.01	0.60	0.00	0.14	0.24	0.61	0.61	0.85	0.66	0.66
Avail Cap(c_a), veh/h	201	0	174	629	0	544	195	1723	833	156	1799	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	39.1	36.7	0.0	34.6	42.1	17.1	17.1	41.8	0.2	0.2
Incr Delay (d2), s/veh	5.1	0.0	0.2	1.0	0.0	0.1	1.0	1.6	3.3	15.7	1.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	3.0	0.0	0.6	0.3	9.7	9.8	1.1	0.6	1.1
LnGrp Delay(d),s/veh	44.8	0.0	39.2	37.8	0.0	34.7	43.1	18.7	20.4	57.5	2.1	3.9
LnGrp LOS	D		D	D		C	D	B	C	E	A	A
Approach Vol, veh/h		31			154			1565			1812	
Approach Delay, s/veh		44.6			37.3			19.4			3.8	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.8	49.0		12.3	7.4	82.4		17.9				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	20.8		3.4	2.6	2.7		8.2				
Green Ext Time (p_c), s	0.1	15.9		0.1	0.0	28.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1351	14	65	1711
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1393	14	67	1764

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2233	696	0	0	1393	0
Stage 1	1393	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*306	329	-	-	252	-
Stage 1	*138	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*225	329	-	-	252	-
Mov Cap-2 Maneuver	*225	-	-	-	-	-
Stage 1	*138	-	-	-	-	-
Stage 2	*393	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	329	252	-
HCM Lane V/C Ratio	-	-	0.031	0.266	-
HCM Control Delay (s)	-	-	16.3	24.4	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.1	1	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	1369	42	70	1167	59	70	15	78	144	24	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1815	1850	1850	1823	1850	1850	1837	1850
Adj Flow Rate, veh/h	80	1411	41	72	1203	52	72	15	20	148	25	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	186	2676	78	148	2643	114	309	119	159	308	216	78
Arrive On Green	0.11	0.51	0.51	0.17	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1762	5257	153	1762	5183	224	1236	643	858	1233	1167	420
Grp Volume(v), veh/h	80	973	479	72	843	412	72	0	35	148	0	34
Grp Sat Flow(s),veh/h/ln	1762	1813	1783	1762	1815	1776	1236	0	1501	1233	0	1587
Q Serve(g_s), s	3.8	16.3	16.3	3.3	0.0	0.0	4.2	0.0	1.8	9.1	0.0	1.6
Cycle Q Clear(g_c), s	3.8	16.3	16.3	3.3	0.0	0.0	5.8	0.0	1.8	10.8	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.13	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	186	1846	908	148	1852	906	309	0	278	308	0	294
V/C Ratio(X)	0.43	0.53	0.53	0.49	0.46	0.46	0.23	0.00	0.13	0.48	0.00	0.12
Avail Cap(c_a), veh/h	253	1846	908	214	1852	906	706	0	714	708	0	755
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	14.9	14.9	35.8	0.0	0.0	33.0	0.0	30.7	35.2	0.0	30.6
Incr Delay (d2), s/veh	0.5	0.8	1.7	0.8	0.7	1.5	0.1	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.3	8.4	1.7	0.2	0.4	1.6	0.0	0.7	3.5	0.0	0.7
LnGrp Delay(d),s/veh	38.3	15.7	16.6	36.6	0.7	1.5	33.2	0.0	30.8	35.6	0.0	30.7
LnGrp LOS	D	B	B	D	A	A	C		C	D		C
Approach Vol, veh/h		1532			1327			107				182
Approach Delay, s/veh		17.2			2.9			32.4				34.7
Approach LOS		B			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	82.7		22.8	44.2	53.0		22.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	11.0	* 46		43.0				
Max Q Clear Time (g_c+1), s	5.8	2.0		7.8	5.3	18.3		12.8				
Green Ext Time (p_c), s	0.0	20.0		1.2	2.9	18.3		1.2				

Intersection Summary

HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B






















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	1362	183	266	1110	84	161	44	174	50	49	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1835	1850	1850	1850	1850
Adj Flow Rate, veh/h	49	1404	187	274	1144	84	166	45	164	52	51	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	217	2012	574	237	1905	140	202	54	198	143	146	51
Arrive On Green	0.25	0.74	0.74	0.13	0.38	0.38	0.11	0.16	0.16	0.08	0.11	0.11
Sat Flow, veh/h	1762	5441	1551	1762	5001	367	1762	347	1265	1762	1302	459
Grp Volume(v), veh/h	49	1404	187	274	831	397	166	0	209	52	0	69
Grp Sat Flow(s),veh/h/ln	1762	1814	1551	1762	1816	1736	1762	0	1612	1762	0	1761
Q Serve(g_s), s	2.0	12.4	3.7	12.0	16.4	16.4	8.2	0.0	11.2	2.5	0.0	3.2
Cycle Q Clear(g_c), s	2.0	12.4	3.7	12.0	16.4	16.4	8.2	0.0	11.2	2.5	0.0	3.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.78	1.00		0.26
Lane Grp Cap(c), veh/h	217	2012	574	237	1384	661	202	0	253	143	0	197
V/C Ratio(X)	0.23	0.70	0.33	1.16	0.60	0.60	0.82	0.00	0.83	0.36	0.00	0.35
Avail Cap(c_a), veh/h	217	2012	574	237	1384	661	202	0	759	197	0	809
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	8.9	7.8	38.6	22.2	22.2	38.6	0.0	36.4	38.8	0.0	36.6
Incr Delay (d2), s/veh	0.2	1.8	1.4	101.7	1.6	3.2	21.5	0.0	2.6	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.2	1.7	12.5	8.5	8.4	5.2	0.0	5.2	1.2	0.0	1.6
LnGrp Delay(d),s/veh	30.4	10.8	9.2	140.3	23.7	25.4	60.1	0.0	39.1	39.4	0.0	37.0
LnGrp LOS	C	B	A	F	C	C	E		D	D		D
Approach Vol, veh/h		1640			1502			375			121	
Approach Delay, s/veh		11.2			45.4			48.4			38.0	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.8	40.0	16.3	16.0	46.8	41.0	12.2	20.0				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	10.0	* 41	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	14.0	14.4	10.2	5.2	4.0	18.4	4.5	13.2				
Green Ext Time (p_c), s	0.0	14.3	0.0	0.2	0.2	10.4	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			30.0									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	95	5	74	0	75	5	96	0	43	188	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	5	80	0	82	5	104	0	47	204	47
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	13.2	13	14.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	55%	43%	33%	0%
Vol Thru, %	81%	0%	3%	3%	67%	0%
Vol Right, %	0%	100%	43%	55%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	43	174	176	375	123
LT Vol	188	0	5	5	252	0
Through Vol	0	43	74	96	0	123
RT Vol	43	0	95	75	123	0
Lane Flow Rate	251	47	189	191	408	134
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.476	0.078	0.349	0.347	0.73	0.207
Departure Headway (Hd)	6.829	6.018	6.635	6.538	6.574	5.693
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	530	596	543	551	554	634
Service Time	4.558	3.747	4.658	4.564	4.274	3.393
HCM Lane V/C Ratio	0.474	0.079	0.348	0.347	0.736	0.211
HCM Control Delay	15.6	9.3	13.2	13	25	9.9
HCM Lane LOS	C	A	B	B	C	A
HCM 95th-tile Q	2.5	0.3	1.6	1.5	6.1	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	123	252	123
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	134	274	134
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	21.3
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	77	74	17	28	69	70	29	46	36
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	77	18	29	72	73	30	48	38

Major/Minor	Major1	Major2	Minor1						
Conflicting Flow All	72	0	0	78	0	0	419	369	79
Stage 1	-	-	-	-	-	-	239	239	-
Stage 2	-	-	-	-	-	-	180	130	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1520	-	-	544	560	981
Stage 1	-	-	-	-	-	-	764	708	-
Stage 2	-	-	-	-	-	-	822	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1519	-	-	396	518	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	518	-
Stage 1	-	-	-	-	-	-	721	669	-
Stage 2	-	-	-	-	-	-	634	772	-

Approach	EB	WB	NB
HCM Control Delay, s	3.4	1.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	396	653	1528	-	-	1519	-	-	494	990
HCM Lane V/C Ratio	0.076	0.131	0.052	-	-	0.019	-	-	0.346	0.097
HCM Control Delay (s)	14.8	11.3	7.5	0	-	7.4	0	-	16.1	9
HCM Lane LOS	B	B	A	A	-	A	A	-	C	A
HCM 95th %tile Q(veh)	0.2	0.4	0.2	-	-	0.1	-	-	1.5	0.3

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	69	95	92
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	72	99	96

Major/Minor

























	Minor2		
Conflicting Flow All	411	369	72
Stage 1	130	130	-
Stage 2	281	239	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	551	560	990
Stage 1	874	789	-
Stage 2	726	708	-
Platoon blocked, %			
Mov Cap-1 Maneuver	464	518	990
Mov Cap-2 Maneuver	464	518	-
Stage 1	826	772	-
Stage 2	612	669	-

Approach






















	SB
HCM Control Delay, s	13.5
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	219	1191	99	123	1200	204	105	305	56	249	347	163
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	235	1281	80	132	1290	154	113	328	31	268	373	93
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	370	2073	542	366	2061	572	291	690	291	333	744	485
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.19	0.19	0.09	0.21	0.21
Sat Flow, veh/h	3489	5441	1421	3524	5441	1509	3489	3558	1500	3524	3627	1552
Grp Volume(v), veh/h	235	1281	80	132	1290	154	113	328	31	268	373	93
Grp Sat Flow(s),veh/h/ln	1744	1814	1421	1762	1814	1509	1744	1779	1500	1762	1814	1552
Q Serve(g_s), s	6.7	19.8	3.8	3.6	20.0	7.3	3.2	8.5	1.8	7.7	9.4	4.6
Cycle Q Clear(g_c), s	6.7	19.8	3.8	3.6	20.0	7.3	3.2	8.5	1.8	7.7	9.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	2073	542	366	2061	572	291	690	291	333	744	485
V/C Ratio(X)	0.64	0.62	0.15	0.36	0.63	0.27	0.39	0.48	0.11	0.80	0.50	0.19
Avail Cap(c_a), veh/h	438	2073	542	374	2061	572	303	1682	709	408	1820	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	26.0	21.0	43.3	26.2	22.3	45.0	37.1	34.4	46.0	36.5	26.2
Incr Delay (d2), s/veh	1.2	1.4	0.6	0.2	1.4	1.2	0.3	0.2	0.1	7.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	10.1	1.6	1.8	10.3	3.2	1.6	4.2	0.7	4.1	4.7	2.0
LnGrp Delay(d),s/veh	45.7	27.4	21.6	43.5	27.7	23.4	45.3	37.3	34.4	53.5	36.7	26.2
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1596			1576			472			734	
Approach Delay, s/veh		29.8			28.6			39.0			41.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.7	27.8	16.0	46.3	14.8	26.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	21.8	5.2	11.4	8.7	22.0	9.7	10.5				
Green Ext Time (p_c), s	0.1	17.1	0.0	3.0	0.1	15.0	0.1	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.3									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	35	68	58	44	41	58	348	61	51	492	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	85	38	49	64	48	19	64	382	48	56	541	60
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	97	125	156	225	188	156	1140	142	146	1138	126
Arrive On Green	0.10	0.14	0.14	0.09	0.12	0.12	0.09	0.36	0.36	0.08	0.36	0.36
Sat Flow, veh/h	1727	715	921	1727	1814	1518	1727	3152	393	1727	3200	354
Grp Volume(v), veh/h	85	0	87	64	48	19	64	219	211	56	306	295
Grp Sat Flow(s),veh/h/ln	1727	0	1636	1727	1814	1518	1727	1814	1731	1727	1814	1740
Q Serve(g_s), s	3.3	0.0	3.5	2.5	1.7	0.8	2.5	6.3	6.4	2.2	9.4	9.4
Cycle Q Clear(g_c), s	3.3	0.0	3.5	2.5	1.7	0.8	2.5	6.3	6.4	2.2	9.4	9.4
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.23	1.00		0.20
Lane Grp Cap(c), veh/h	177	0	222	156	225	188	156	656	626	146	645	619
V/C Ratio(X)	0.48	0.00	0.39	0.41	0.21	0.10	0.41	0.33	0.34	0.38	0.47	0.48
Avail Cap(c_a), veh/h	217	0	662	217	733	614	217	656	626	217	645	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	28.3	30.8	28.3	27.9	30.8	16.6	16.6	31.1	17.9	17.9
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.6	0.2	0.1	0.6	1.4	1.5	0.6	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.6	1.2	0.9	0.3	1.2	3.3	3.3	1.1	5.1	5.0
LnGrp Delay(d),s/veh	31.1	0.0	28.7	31.4	28.4	28.0	31.4	18.0	18.1	31.7	20.4	20.6
LnGrp LOS	C		C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		172			131			494			657	
Approach Delay, s/veh		29.9			29.8			19.8			21.4	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	32.9	11.5	16.2	11.5	32.5	12.3	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	25.5	9.0	29.0	9.0	25.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.2	8.4	4.5	5.5	4.5	11.4	5.3	3.7				
Green Ext Time (p_c), s	0.0	9.2	0.0	0.5	0.0	8.1	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA






















6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1164	57	42	1167	35	62	12	44	51	19	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1212	53	44	1216	0	65	12	21	53	20	24
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2917	127	151	3115	891	225	72	127	238	92	111
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	5166	226	1762	5495	1572	1357	585	1024	1398	745	894
Grp Volume(v), veh/h	42	851	414	44	1216	0	65	0	33	53	0	44
Grp Sat Flow(s),veh/h/ln	1711	1814	1765	1762	1832	1572	1357	0	1609	1398	0	1639
Q Serve(g_s), s	1.8	10.6	10.6	1.9	9.8	0.0	3.6	0.0	1.5	2.8	0.0	1.9
Cycle Q Clear(g_c), s	1.8	10.6	10.6	1.9	9.8	0.0	5.5	0.0	1.5	4.3	0.0	1.9
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.64	1.00		0.55
Lane Grp Cap(c), veh/h	143	2048	996	151	3115	891	225	0	199	238	0	203
V/C Ratio(X)	0.29	0.42	0.42	0.29	0.39	0.00	0.29	0.00	0.17	0.22	0.00	0.22
Avail Cap(c_a), veh/h	279	2048	996	287	3115	891	636	0	686	661	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	9.9	9.9	34.2	9.6	0.0	33.9	0.0	31.2	33.2	0.0	31.4
Incr Delay (d2), s/veh	0.4	0.6	1.3	0.4	0.4	0.0	0.3	0.0	0.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.5	5.5	0.9	5.1	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.7	10.5	11.2	34.5	10.0	0.0	34.2	0.0	31.4	33.3	0.0	31.6
LnGrp LOS	C	B	B	C	A		C		C	C		C
Approach Vol, veh/h		1307			1260			98				97
Approach Delay, s/veh		11.5			10.8			33.3				32.6
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	52.0		15.9	11.7	52.2		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	12.6		6.3	3.8	11.8		7.5				
Green Ext Time (p_c), s	0.0	29.2		0.5	0.0	29.9		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

























Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	108	28	121	117	13	189	43	1026	11	173	1011	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	111	29	97	121	13	59	44	1058	9	178	1042	85
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	52	113	313	30	437	136	2194	19	210	2231	182
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.41	0.41	0.12	0.45	0.45
Sat Flow, veh/h	388	182	395	845	105	1521	1727	5386	46	1727	4955	403
Grp Volume(v), veh/h	237	0	0	134	0	59	44	712	355	178	762	365
Grp Sat Flow(s),veh/h/ln	965	0	0	949	0	1521	1727	1814	1804	1727	1814	1731
Q Serve(g_s), s	12.8	0.0	0.0	0.0	0.0	2.8	2.4	14.2	14.2	9.9	14.3	14.3
Cycle Q Clear(g_c), s	24.8	0.0	0.0	12.0	0.0	2.8	2.4	14.2	14.2	9.9	14.3	14.3
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.23
Lane Grp Cap(c), veh/h	331	0	0	343	0	437	136	1477	735	210	1633	779
V/C Ratio(X)	0.72	0.00	0.00	0.39	0.00	0.14	0.32	0.48	0.48	0.85	0.47	0.47
Avail Cap(c_a), veh/h	449	0	0	448	0	560	212	1477	735	389	1633	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	0.0	29.0	0.0	25.8	42.6	21.4	21.4	42.1	18.7	18.7
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.3	0.0	0.1	0.5	1.1	2.3	3.7	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	3.0	0.0	1.2	1.1	7.3	7.5	4.9	7.3	7.2
LnGrp Delay(d),s/veh	38.4	0.0	0.0	29.3	0.0	25.9	43.1	22.5	23.6	45.7	19.7	20.7
LnGrp LOS	D			C		C	D	C	C	D	B	C
Approach Vol, veh/h		237			193			1111			1305	
Approach Delay, s/veh		38.4			28.2			23.7			23.5	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	46.8		34.1	12.7	51.0		34.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+I1), s	11.9	16.2		26.8	4.4	16.3		14.0				
Green Ext Time (p_c), s	0.1	16.0		1.2	0.0	23.8		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			25.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111























Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	161	739	270	210	752	378	597	680	106	516	656	77
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	163	746	156	212	760	286	603	687	0	521	663	34
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	299	1934	1478	305	1935	703	694	1461	418	542	1301	369
Arrive On Green	0.09	0.35	0.35	0.09	0.35	0.35	0.13	0.27	0.00	0.10	0.24	0.24
Sat Flow, veh/h	3421	5495	3037	3489	5495	1537	5233	5495	1572	5233	5495	1557
Grp Volume(v), veh/h	163	746	156	212	760	286	603	687	0	521	663	34
Grp Sat Flow(s),veh/h/ln	1711	1832	1518	1744	1832	1537	1744	1832	1572	1744	1832	1557
Q Serve(g_s), s	5.7	12.8	3.5	7.4	13.1	15.6	14.2	13.2	0.0	12.4	13.2	2.1
Cycle Q Clear(g_c), s	5.7	12.8	3.5	7.4	13.1	15.6	14.2	13.2	0.0	12.4	13.2	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	1934	1478	305	1935	703	694	1461	418	542	1301	369
V/C Ratio(X)	0.55	0.39	0.11	0.69	0.39	0.41	0.87	0.47	0.00	0.96	0.51	0.09
Avail Cap(c_a), veh/h	300	2188	1618	389	2319	810	875	1925	551	542	1575	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	30.5	17.6	55.7	30.6	22.9	53.4	38.7	0.0	56.1	41.6	37.4
Incr Delay (d2), s/veh	1.2	0.3	0.1	2.1	0.3	0.8	6.6	0.5	0.0	29.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.5	1.5	3.7	6.7	6.8	7.3	6.7	0.0	7.4	6.7	0.9
LnGrp Delay(d),s/veh	56.1	30.8	17.7	57.8	30.9	23.7	60.0	39.2	0.0	85.0	42.3	37.6
LnGrp LOS	E	C	B	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1065			1258			1290			1218	
Approach Delay, s/veh		32.7			33.8			48.9			60.4	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	51.2	21.7	36.7	16.0	51.2	18.0	40.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	9.4	14.8	16.2	15.2	7.7	17.6	14.4	15.2				
Green Ext Time (p_c), s	0.1	26.0	0.5	14.0	0.1	26.1	0.0	17.4				
Intersection Summary												
HCM 2010 Ctrl Delay			44.3									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1	4	62	6	55	11	1421	74	131	1085	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	2	65	6	35	12	1496	75	138	1142	27
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	56	113	362	40	232	183	1966	557	226	1966	557
Arrive On Green	0.05	0.10	0.10	0.10	0.17	0.17	0.21	0.72	0.72	0.13	0.36	0.36
Sat Flow, veh/h	1727	541	1082	3455	231	1346	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	20	0	3	65	0	41	12	1496	75	138	1142	27
Grp Sat Flow(s),veh/h/ln	1727	0	1623	1727	0	1576	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.9	0.0	0.1	1.4	0.0	1.8	0.4	13.6	1.2	6.1	13.6	0.9
Cycle Q Clear(g_c), s	0.9	0.0	0.1	1.4	0.0	1.8	0.4	13.6	1.2	6.1	13.6	0.9
Prop In Lane	1.00		0.67	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	169	362	0	271	183	1966	557	226	1966	557
V/C Ratio(X)	0.23	0.00	0.02	0.18	0.00	0.15	0.07	0.76	0.13	0.61	0.58	0.05
Avail Cap(c_a), veh/h	237	0	728	430	0	707	194	1966	557	237	1966	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.7	0.0	32.3	32.8	0.0	28.2	28.5	9.0	7.3	33.0	20.7	16.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.1	0.1	2.8	0.5	2.6	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.7	0.0	0.8	0.2	6.8	0.6	3.0	7.0	0.4
LnGrp Delay(d),s/veh	37.2	0.0	32.3	32.9	0.0	28.3	28.5	11.8	7.8	35.6	21.9	16.8
LnGrp LOS	D		C	C		C	C	B	A	D	C	B
Approach Vol, veh/h		23			106			1583			1307	
Approach Delay, s/veh		36.6			31.1			11.8			23.2	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	65.7	9.0	19.8	45.2	36.0	14.4	14.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	6.0	* 6				
Max Green Setting (Gmax), s	11.0	29.0	11.0	36.0	9.0	* 29	10.0	* 36				
Max Q Clear Time (g_c+I1), s	8.1	15.6	2.9	3.8	2.4	15.6	3.4	2.1				
Green Ext Time (p_c), s	0.0	10.9	0.0	0.2	5.7	9.0	0.1	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	36	1365	72	51	1100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1422	75	53	1146

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	1987	711	0	0	1422	0
Stage 1	1422	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*399	*604	-	-	*760	-
Stage 1	*620	-	-	-	-	-
Stage 2	*693	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*371	*604	-	-	*760	-
Mov Cap-2 Maneuver	*371	-	-	-	-	-
Stage 1	*620	-	-	-	-	-
Stage 2	*645	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	* 760	-
HCM Lane V/C Ratio	-	-	0.062	0.07	-
HCM Control Delay (s)	-	-	11.4	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-























Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	19	6	135	22	83	20	1341	155	40	1041	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	15	20	2	141	23	29	21	1397	158	42	1084	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	72	109	188	31	194	81	1962	222	65	2266	40
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.05	0.41	0.41	0.08	0.85	0.85
Sat Flow, veh/h	761	1015	1542	1495	244	1542	1727	4802	543	1727	5331	93
Grp Volume(v), veh/h	35	0	2	164	0	29	21	1055	500	42	737	366
Grp Sat Flow(s),veh/h/ln	1776	0	1542	1739	0	1542	1727	1814	1718	1727	1814	1797
Q Serve(g_s), s	1.5	0.0	0.1	7.1	0.0	1.3	0.9	19.0	19.0	1.9	4.0	4.0
Cycle Q Clear(g_c), s	1.5	0.0	0.1	7.1	0.0	1.3	0.9	19.0	19.0	1.9	4.0	4.0
Prop In Lane	0.43		1.00	0.86		1.00	1.00		0.32	1.00		0.05
Lane Grp Cap(c), veh/h	125	0	109	219	0	194	81	1482	702	65	1541	764
V/C Ratio(X)	0.28	0.00	0.02	0.75	0.00	0.15	0.26	0.71	0.71	0.64	0.48	0.48
Avail Cap(c_a), veh/h	227	0	197	710	0	630	221	1482	702	176	1541	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	33.9	33.1	0.0	30.5	36.0	19.3	19.3	35.7	3.7	3.7
Incr Delay (d2), s/veh	4.3	0.0	0.2	1.9	0.0	0.1	0.6	2.9	6.1	3.9	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	3.5	0.0	0.6	0.5	10.1	10.2	1.0	2.0	2.2
LnGrp Delay(d),s/veh	38.8	0.0	34.1	35.0	0.0	30.6	36.6	22.3	25.4	39.6	4.7	5.8
LnGrp LOS	D		C	D		C	D	C	C	D	A	A
Approach Vol, veh/h		37			193			1576			1145	
Approach Delay, s/veh		38.6			34.3			23.4			6.4	
Approach LOS		D			C			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	41.6	39.0		12.5	8.7	72.0		16.9				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	21.0		3.5	2.9	6.0		9.1				
Green Ext Time (p_c), s	0.1	9.1		0.1	0.0	13.2		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

7/29/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	49	6	135	52	83	142	1341	155	40	1041	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	174	51	2	141	54	29	148	1397	158	42	1084	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	44	171	173	66	211	187	1706	193	149	1620	266
Arrive On Green	0.11	0.11	0.11	0.14	0.14	0.14	0.11	0.36	0.36	0.11	0.47	0.47
Sat Flow, veh/h	1350	396	1542	1266	485	1542	1727	4802	543	1727	4561	748
Grp Volume(v), veh/h	225	0	2	195	0	29	148	1055	500	42	862	400
Grp Sat Flow(s),veh/h/ln	1746	0	1542	1750	0	1542	1727	1814	1718	1727	1814	1682
Q Serve(g_s), s	10.0	0.0	0.1	9.7	0.0	1.5	7.5	23.8	23.8	2.0	16.5	16.5
Cycle Q Clear(g_c), s	10.0	0.0	0.1	9.7	0.0	1.5	7.5	23.8	23.8	2.0	16.5	16.5
Prop In Lane	0.77		1.00	0.72		1.00	1.00		0.32	1.00		0.44
Lane Grp Cap(c), veh/h	194	0	171	240	0	211	187	1288	610	149	1288	597
V/C Ratio(X)	1.16	0.00	0.01	0.81	0.00	0.14	0.79	0.82	0.82	0.28	0.67	0.67
Avail Cap(c_a), veh/h	194	0	171	622	0	548	192	1288	610	153	1288	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	35.6	37.8	0.0	34.2	39.2	26.4	26.4	37.3	19.7	19.7
Incr Delay (d2), s/veh	114.7	0.0	0.1	2.5	0.0	0.1	17.8	5.9	11.7	0.4	2.8	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	0.0	4.9	0.0	0.6	4.5	12.9	13.2	1.0	8.7	8.6
LnGrp Delay(d),s/veh	154.7	0.0	35.7	40.3	0.0	34.3	57.0	32.3	38.1	37.7	22.5	25.6
LnGrp LOS	F		D	D		C	E	C	D	D	C	C
Approach Vol, veh/h		227			224			1703			1304	
Approach Delay, s/veh		153.7			39.5			36.2			23.9	
Approach LOS		F			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	34.7	39.0		17.0	14.8	58.9		19.3				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.0	25.8		12.0	9.5	18.5		11.7				
Green Ext Time (p_c), s	3.3	5.4		0.0	0.0	9.5		0.6				

Intersection Summary

HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1325	1	73	1200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1380	1	76	1250

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2032	690	0	0	1380	0
Stage 1	1380	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*214	332	-	-	255	-
Stage 1	*141	-	-	-	-	-
Stage 2	*669	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*150	332	-	-	255	-
Mov Cap-2 Maneuver	*150	-	-	-	-	-
Stage 1	*141	-	-	-	-	-
Stage 2	*470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	332	255	-
HCM Lane V/C Ratio	-	-	0.056	0.298	-
HCM Control Delay (s)	-	-	16.5	25	-
HCM Lane LOS	-	-	C	D	-
HCM 95th %tile Q(veh)	-	-	0.2	1.2	-




















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	1325	43	73	1226	83	84	29	108	166	25	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	127	1380	44	76	1277	77	88	30	29	173	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	220	2510	80	129	2283	138	355	165	160	327	247	85
Arrive On Green	0.13	0.47	0.47	0.15	0.89	0.89	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1744	5298	169	1762	5130	309	1273	786	760	1138	1174	406
Grp Volume(v), veh/h	127	955	469	76	912	442	88	0	59	173	0	35
Grp Sat Flow(s),veh/h/ln	1744	1832	1802	1762	1833	1774	1273	0	1547	1138	0	1580
Q Serve(g_s), s	5.6	15.3	15.3	3.3	4.5	4.5	4.5	0.0	2.6	10.0	0.0	1.5
Cycle Q Clear(g_c), s	5.6	15.3	15.3	3.3	4.5	4.5	6.0	0.0	2.6	12.6	0.0	1.5
Prop In Lane	1.00		0.09	1.00		0.17	1.00		0.49	1.00		0.26
Lane Grp Cap(c), veh/h	220	1736	854	129	1631	789	355	0	325	327	0	332
V/C Ratio(X)	0.58	0.55	0.55	0.59	0.56	0.56	0.25	0.00	0.18	0.53	0.00	0.11
Avail Cap(c_a), veh/h	318	1736	854	193	1631	789	772	0	789	728	0	806
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	15.4	15.4	34.0	2.8	2.8	28.7	0.0	26.7	31.9	0.0	26.3
Incr Delay (d2), s/veh	0.7	1.0	2.0	1.2	1.1	2.2	0.1	0.0	0.1	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.9	8.0	1.6	2.2	2.4	1.7	0.0	1.1	3.7	0.0	0.6
LnGrp Delay(d),s/veh	34.6	16.4	17.4	35.2	3.8	4.9	28.8	0.0	26.8	32.4	0.0	26.3
LnGrp LOS	C	B	B	D	A	A	C		C	C		C
Approach Vol, veh/h		1551			1430			147			208	
Approach Delay, s/veh		18.2			5.8			28.0			31.4	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	71.3		23.3	40.7	46.0		23.3				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	9.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	7.6	6.5		8.0	5.3	17.3		14.6				
Green Ext Time (p_c), s	0.0	17.3		1.5	0.2	15.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			14.1									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	1313	216	300	1115	129	214	83	239	61	64	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1840	1850	1850	1850	1850
Adj Flow Rate, veh/h	76	1340	214	306	1138	122	218	85	230	62	65	56
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	229	1559	446	229	1386	148	314	98	266	160	113	97
Arrive On Green	0.26	0.57	0.57	0.13	0.28	0.28	0.18	0.22	0.22	0.09	0.12	0.12
Sat Flow, veh/h	1762	5495	1572	1762	4884	523	1744	440	1190	1762	918	791
Grp Volume(v), veh/h	76	1340	214	306	854	406	218	0	315	62	0	121
Grp Sat Flow(s),veh/h/ln	1762	1832	1572	1762	1834	1740	1744	0	1630	1762	0	1708
Q Serve(g_s), s	3.0	17.4	6.8	11.0	18.4	18.4	9.9	0.0	15.7	2.8	0.0	5.7
Cycle Q Clear(g_c), s	3.0	17.4	6.8	11.0	18.4	18.4	9.9	0.0	15.7	2.8	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.73	1.00		0.46
Lane Grp Cap(c), veh/h	229	1559	446	229	1041	494	314	0	364	160	0	209
V/C Ratio(X)	0.33	0.86	0.48	1.34	0.82	0.82	0.69	0.00	0.86	0.39	0.00	0.58
Avail Cap(c_a), veh/h	229	1559	446	229	1041	494	314	0	810	208	0	848
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	16.9	14.6	36.8	28.3	28.3	32.5	0.0	31.6	36.2	0.0	35.0
Incr Delay (d2), s/veh	0.3	5.8	3.3	173.2	6.0	11.9	5.5	0.0	2.4	0.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	9.5	3.3	16.3	10.1	10.4	5.3	0.0	7.3	1.4	0.0	2.7
LnGrp Delay(d),s/veh	28.6	22.7	17.9	210.0	34.3	40.2	38.0	0.0	34.0	36.8	0.0	36.0
LnGrp LOS	C	C	B	F	C	D	D		C	D		D
Approach Vol, veh/h		1630			1566			533			183	
Approach Delay, s/veh		22.3			70.2			35.7			36.3	
Approach LOS		C			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.4	31.0	21.2	16.4	41.4	31.0	12.7	24.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	24.0	9.0	* 42	11.0	24.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	13.0	19.4	11.9	7.7	5.0	20.4	4.8	17.7				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.5	0.2	2.9	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			43.9									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Intersection Delay, s/veh	30.8											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	154	5	71	0	71	5	155	0	52	227	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	5	77	0	77	5	168	0	57	247	58
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	19.7	18.7	23.1
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	67%	31%	41%	0%
Vol Thru, %	81%	0%	2%	2%	59%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	53	230	231	413	167
LT Vol	227	0	5	5	245	0
Through Vol	0	53	71	155	0	167
RT Vol	52	0	154	71	168	0
Lane Flow Rate	303	58	250	251	449	182
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.669	0.114	0.541	0.525	0.949	0.337
Departure Headway (Hd)	7.937	7.117	7.785	7.521	7.609	6.678
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	455	503	463	480	476	537
Service Time	5.694	4.873	5.843	5.579	5.362	4.43
HCM Lane V/C Ratio	0.666	0.115	0.54	0.523	0.943	0.339
HCM Control Delay	25.4	10.8	19.7	18.7	57.2	12.8
HCM Lane LOS	D	B	C	C	F	B
HCM 95th-tile Q	4.8	0.4	3.2	3	11.5	1.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	168	245	167
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	183	266	182
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	44.4
HCM LOS	E

Lane

Intersection										
Int Delay, s/veh	9.1									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	84	98	10	30	64	70	19	55	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	111	11	34	73	80	22	62	23

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	73	0	0	111	0	0	495	443	111
Stage 1	-	-	-	-	-	-	302	302	-
Stage 2	-	-	-	-	-	-	193	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1479	-	-	485	509	942
Stage 1	-	-	-	-	-	-	707	664	-
Stage 2	-	-	-	-	-	-	809	780	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	1479	-	-	332	463	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	463	-
Stage 1	-	-	-	-	-	-	660	620	-
Stage 2	-	-	-	-	-	-	605	761	-

Approach	EB	WB	NB
HCM Control Delay, s	3.3	1.4	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	332	536	1527	-	-	1479	-	-	432	989
HCM Lane V/C Ratio	0.065	0.159	0.063	-	-	0.023	-	-	0.458	0.111
HCM Control Delay (s)	16.6	13	7.5	0	-	7.5	0	-	20.2	9.1
HCM Lane LOS	C	B	A	A	-	A	A	-	C	A
HCM 95th %tile Q(veh)	0.2	0.6	0.2	-	-	0.1	-	-	2.3	0.4

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	82	92	97
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	2	2	2
Mvmt Flow	93	105	110

Major/Minor **Minor2**

























Conflicting Flow All	486	443	73
Stage 1	141	141	-
Stage 2	345	302	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	492	509	989
Stage 1	862	780	-
Stage 2	671	664	-
Platoon blocked, %			
Mov Cap-1 Maneuver	401	463	989
Mov Cap-2 Maneuver	401	463	-
Stage 1	804	761	-
Stage 2	549	620	-

Approach **SB**






















HCM Control Delay, s	16.2
HCM LOS	C

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	243	1278	76	144	1265	205	109	208	71	270	255	171
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	248	1304	60	147	1291	157	111	212	36	276	260	79
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	408	2286	651	396	2274	632	313	456	194	348	493	387
Arrive On Green	0.12	0.42	0.42	0.11	0.41	0.41	0.09	0.12	0.12	0.10	0.13	0.13
Sat Flow, veh/h	3524	5495	1565	3489	5495	1529	3489	3663	1561	3524	3700	1550
Grp Volume(v), veh/h	248	1304	60	147	1291	157	111	212	36	276	260	79
Grp Sat Flow(s),veh/h/ln	1762	1832	1565	1744	1832	1529	1744	1832	1561	1762	1850	1550
Q Serve(g_s), s	6.4	17.3	2.2	3.7	17.1	6.4	2.8	5.1	2.0	7.3	6.2	3.8
Cycle Q Clear(g_c), s	6.4	17.3	2.2	3.7	17.1	6.4	2.8	5.1	2.0	7.3	6.2	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	408	2286	651	396	2274	632	313	456	194	348	493	387
V/C Ratio(X)	0.61	0.57	0.09	0.37	0.57	0.25	0.35	0.47	0.19	0.79	0.53	0.20
Avail Cap(c_a), veh/h	482	2286	651	404	2274	632	331	1891	806	445	2026	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	21.2	16.8	39.0	21.3	18.2	40.6	38.6	37.3	41.8	38.4	28.2
Incr Delay (d2), s/veh	0.7	1.0	0.3	0.2	1.0	0.9	0.3	0.3	0.2	5.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.9	1.0	1.8	8.8	2.9	1.4	2.6	0.9	3.8	3.2	1.6
LnGrp Delay(d),s/veh	40.7	22.3	17.1	39.2	22.4	19.1	40.9	38.9	37.4	47.5	38.7	28.3
LnGrp LOS	D	C	B	D	C	B	D	D	D	D	D	C
Approach Vol, veh/h		1612			1595			359			615	
Approach Delay, s/veh		24.9			23.6			39.4			41.3	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.5	19.2	16.0	46.3	14.4	18.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.7	19.3	4.8	8.2	8.4	19.1	9.3	7.1				
Green Ext Time (p_c), s	0.1	19.4	0.0	2.0	0.1	17.7	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	54	80	56	47	48	78	252	67	54	332	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	101	62	78	64	54	40	90	290	62	62	382	74
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	91	114	155	230	195	179	1026	216	153	999	192
Arrive On Green	0.11	0.12	0.12	0.09	0.13	0.13	0.10	0.35	0.35	0.09	0.34	0.34
Sat Flow, veh/h	1727	731	920	1727	1814	1542	1727	2907	612	1727	2959	568
Grp Volume(v), veh/h	101	0	140	64	54	40	90	179	173	62	233	223
Grp Sat Flow(s),veh/h/ln	1727	0	1651	1727	1814	1542	1727	1814	1706	1727	1814	1714
Q Serve(g_s), s	4.0	0.0	5.9	2.5	1.9	1.7	3.6	5.1	5.3	2.5	7.1	7.2
Cycle Q Clear(g_c), s	4.0	0.0	5.9	2.5	1.9	1.7	3.6	5.1	5.3	2.5	7.1	7.2
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.36	1.00		0.33
Lane Grp Cap(c), veh/h	186	0	205	155	230	195	179	640	602	153	613	579
V/C Ratio(X)	0.54	0.00	0.68	0.41	0.24	0.20	0.50	0.28	0.29	0.41	0.38	0.39
Avail Cap(c_a), veh/h	214	0	660	179	725	616	214	640	602	214	613	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	30.4	31.2	28.5	28.4	30.7	16.8	16.9	31.3	18.3	18.3
Incr Delay (d2), s/veh	0.9	0.0	1.5	0.6	0.2	0.2	0.8	1.1	1.2	0.6	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.8	1.2	1.0	0.7	1.7	2.8	2.7	1.2	3.9	3.7
LnGrp Delay(d),s/veh	31.6	0.0	31.9	31.8	28.7	28.6	31.5	17.9	18.1	31.9	20.0	20.2
LnGrp LOS	C		C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		241			158			442			518	
Approach Delay, s/veh		31.8			30.0			20.8			21.5	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	32.6	13.0	15.5	12.5	31.5	12.8	15.7				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	24.5	7.5	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.5	7.3	4.5	7.9	5.6	9.2	6.0	3.9				
Green Ext Time (p_c), s	0.0	7.3	0.1	0.4	0.0	6.8	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.1									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

APPENDIX 6.2:
EXISTING PLUS PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS
WORKSHEETS

This Page Intentionally Left Blank

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = Existing plus Project Conditions - PM Peak Hour

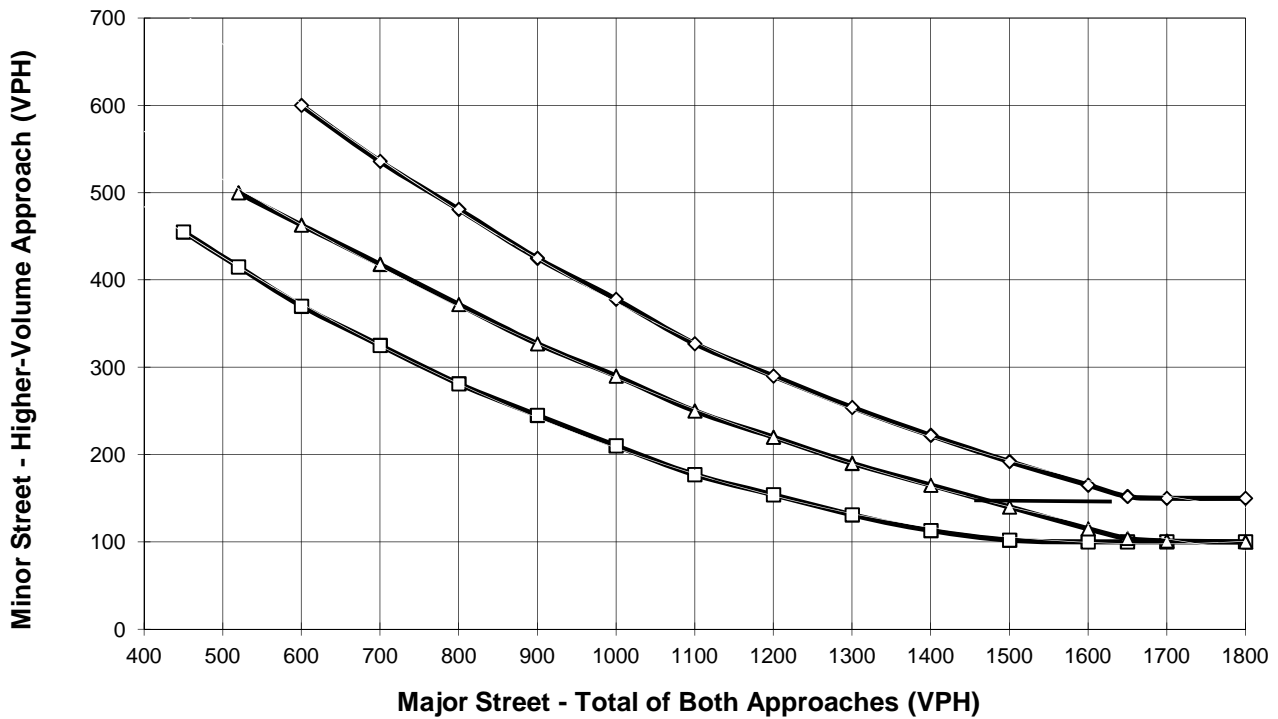
Major Street Name = Avenue 47

Total of Both Approaches (VPH) = 367
 Number of Approach Lanes on Major Street = 1

Minor Street Name = La Quinta Center Drive/Caleo Bay

High Volume Approach (VPH) = 168
 Number of Approach Lanes On Minor Street = 1

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- *— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

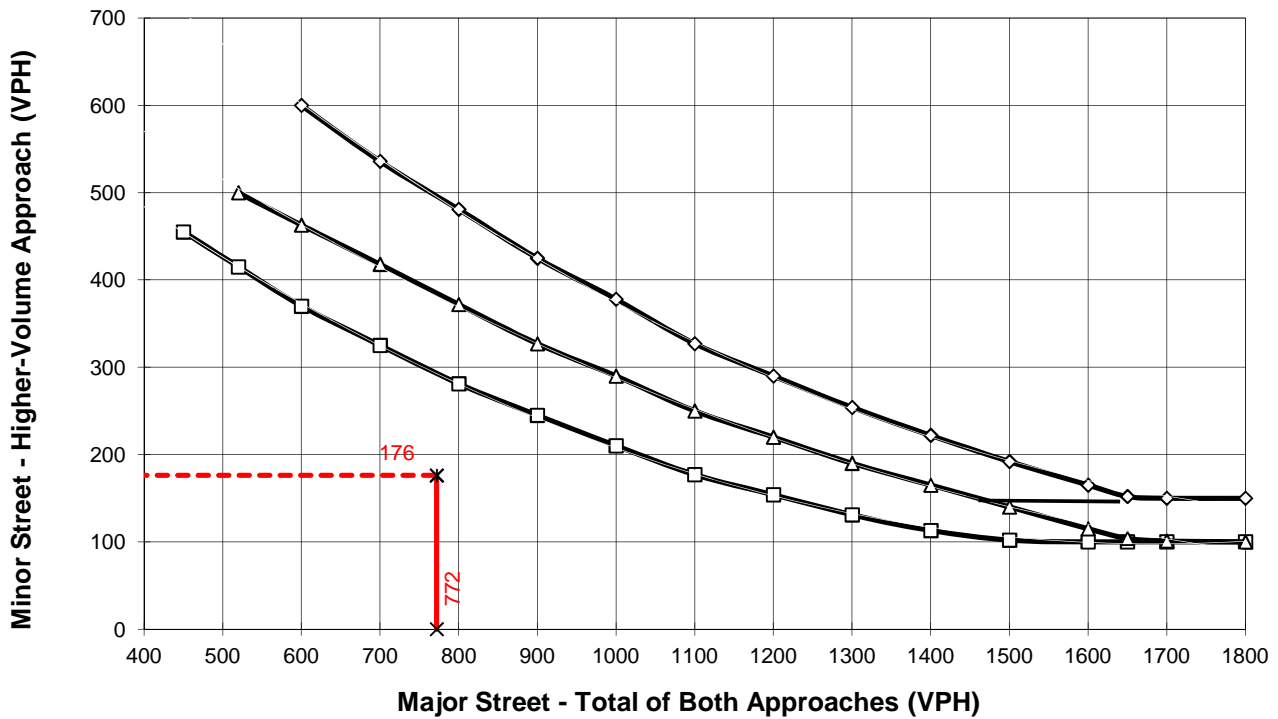
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing Plus Project Conditions - Weekday PM Peak Hour**

Major Street Name = **La Quinta Center Drive** Total of Both Approaches (VPH) = **772**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway** High Volume Approach (VPH) = **176**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- *— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 6.3:






















**OPENING YEAR CUMULATIVE (2015) WITHOUT PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

This Page Intentionally Left Blank

HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA




















6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	703	29	26	1409	41	28	6	17	20	2	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	29	773	31	29	1548	0	31	7	7	22	2	87
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	111	3205	128	107	3394	917	143	80	80	221	4	154
Arrive On Green	0.06	0.63	0.63	0.06	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1762	5089	204	1694	5388	1456	1278	735	735	1422	33	1418
Grp Volume(v), veh/h	29	539	265	29	1548	0	31	0	14	22	0	89
Grp Sat Flow(s),veh/h/ln	1762	1776	1740	1694	1796	1456	1278	0	1470	1422	0	1450
Q Serve(g_s), s	1.4	6.0	6.0	1.5	13.5	0.0	2.1	0.0	0.8	1.3	0.0	5.3
Cycle Q Clear(g_c), s	1.4	6.0	6.0	1.5	13.5	0.0	7.4	0.0	0.8	2.1	0.0	5.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	111	2237	1096	107	3394	917	143	0	159	221	0	157
V/C Ratio(X)	0.26	0.24	0.24	0.27	0.46	0.00	0.22	0.00	0.09	0.10	0.00	0.57
Avail Cap(c_a), veh/h	253	2237	1096	243	3394	917	457	0	520	570	0	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	7.3	7.3	40.4	8.7	0.0	41.8	0.0	36.3	37.2	0.0	38.3
Incr Delay (d2), s/veh	0.5	0.3	0.5	0.5	0.4	0.0	0.3	0.0	0.1	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.0	3.0	0.7	6.7	0.0	0.8	0.0	0.3	0.5	0.0	2.2
LnGrp Delay(d),s/veh	40.9	7.6	7.8	40.9	9.1	0.0	42.1	0.0	36.4	37.3	0.0	39.5
LnGrp LOS	D	A	A	D	A		D		D	D		D
Approach Vol, veh/h		833			1577			45				111
Approach Delay, s/veh		8.8			9.7			40.3				39.1
Approach LOS		A			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	64.0		15.8	10.7	64.0		15.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.5	8.0		7.3	3.4	15.5		9.4				
Green Ext Time (p_c), s	0.0	41.1		0.5	0.0	35.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				11.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	7	81	14	8	141	5	1342	15	81	1001	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	63	15	9	70	5	1459	16	88	1088	139
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	26	91	141	70	169	25	3167	35	183	3214	410
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.59	0.59	0.11	0.68	0.68
Sat Flow, veh/h	433	231	821	702	629	1513	1727	5370	59	1727	4718	602
Grp Volume(v), veh/h	114	0	0	24	0	70	5	986	489	88	836	391
Grp Sat Flow(s),veh/h/ln	1485	0	0	1331	0	1513	1727	1814	1802	1727	1814	1692
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	4.0	0.3	14.3	14.3	4.5	8.9	8.9
Cycle Q Clear(g_c), s	6.8	0.0	0.0	1.1	0.0	4.0	0.3	14.3	14.3	4.5	8.9	8.9
Prop In Lane	0.38		0.55	0.62		1.00	1.00		0.03	1.00		0.36
Lane Grp Cap(c), veh/h	219	0	0	211	0	169	25	2139	1062	183	2471	1153
V/C Ratio(X)	0.52	0.00	0.00	0.11	0.00	0.41	0.20	0.46	0.46	0.48	0.34	0.34
Avail Cap(c_a), veh/h	538	0	0	536	0	503	204	2139	1062	296	2471	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	0.0	37.3	0.0	38.6	45.4	10.8	10.8	39.3	6.2	6.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.6	1.5	0.7	1.4	0.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	0.6	0.0	1.7	0.1	7.3	7.5	2.2	4.5	4.4
LnGrp Delay(d),s/veh	40.5	0.0	0.0	37.4	0.0	39.2	46.9	11.5	12.2	40.0	6.5	7.0
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		114			94			1480			1315	
Approach Delay, s/veh		40.5			38.7			11.9			8.9	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	62.0		16.4	6.3	70.5		16.4				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	16.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+I1), s	6.5	16.3		8.8	2.3	10.9		6.0				
Green Ext Time (p_c), s	0.0	35.6		0.7	0.0	44.2		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			12.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	378	202	66	712	243	761	987	65	254	775	67
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	77	411	124	72	774	192	827	1073	0	276	842	50
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	277	1621	1485	281	1615	580	927	1824	522	456	1288	342
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.18	0.33	0.00	0.09	0.24	0.24
Sat Flow, veh/h	3356	5337	3072	3455	5337	1476	5233	5495	1572	5132	5286	1404
Grp Volume(v), veh/h	77	411	124	72	774	192	827	1073	0	276	842	50
Grp Sat Flow(s),veh/h/ln	1678	1779	1536	1727	1779	1476	1744	1832	1572	1711	1762	1404
Q Serve(g_s), s	2.7	7.2	2.7	2.4	14.6	11.3	19.1	20.1	0.0	6.4	17.7	3.5
Cycle Q Clear(g_c), s	2.7	7.2	2.7	2.4	14.6	11.3	19.1	20.1	0.0	6.4	17.7	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	1621	1485	281	1615	580	927	1824	522	456	1288	342
V/C Ratio(X)	0.28	0.25	0.08	0.26	0.48	0.33	0.89	0.59	0.00	0.61	0.65	0.15
Avail Cap(c_a), veh/h	298	2285	1867	307	2285	765	1184	2042	584	456	1288	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	32.5	17.4	53.3	35.2	26.3	49.8	34.3	0.0	54.3	42.1	36.7
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.2	0.5	0.7	6.3	0.7	0.0	1.6	1.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.6	1.2	1.2	7.2	4.7	9.7	10.3	0.0	3.1	8.8	1.4
LnGrp Delay(d),s/veh	53.5	32.7	17.4	53.5	35.7	27.0	56.1	35.0	0.0	55.9	43.7	37.1
LnGrp LOS	D	C	B	D	D	C	E	D		E	D	D
Approach Vol, veh/h		612			1038			1900			1168	
Approach Delay, s/veh		32.2			35.3			44.2			46.3	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	44.6	26.9	37.2	15.2	44.5	16.0	48.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	11.0	53.0	28.0	29.0	11.0	53.0	11.0	46.0				
Max Q Clear Time (g_c+I1), s	4.4	9.2	21.1	19.7	4.7	16.6	8.4	22.1				
Green Ext Time (p_c), s	0.0	23.1	0.8	8.4	0.0	20.8	0.1	19.0				
Intersection Summary												
HCM 2010 Ctrl Delay			41.2									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	3	2	20	0	14	2	1910	45	23	1075	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	27	3	0	22	0	7	2	2099	49	25	1181	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	168	0	185	0	107	58	2722	754	102	2722	770
Arrive On Green	0.06	0.09	0.00	0.05	0.00	0.07	0.07	1.00	1.00	0.06	0.50	0.50
Sat Flow, veh/h	1727	1814	0	3455	0	1511	1727	5441	1508	1727	5441	1540
Grp Volume(v), veh/h	27	3	0	22	0	7	2	2099	49	25	1181	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	1511	1727	1814	1508	1727	1814	1540
Q Serve(g_s), s	1.2	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.1	10.8	0.1
Cycle Q Clear(g_c), s	1.2	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.1	10.8	0.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	168	0	185	0	107	58	2722	754	102	2722	770
V/C Ratio(X)	0.25	0.02	0.00	0.12	0.00	0.07	0.03	0.77	0.06	0.25	0.43	0.01
Avail Cap(c_a), veh/h	222	837	0	487	0	698	199	2722	754	244	2722	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	34.8	32.2	0.0	35.2	0.0	33.8	35.2	0.0	0.0	35.0	12.4	3.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.1	0.1	2.2	0.2	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.2	0.0	0.1	0.0	0.6	0.0	0.5	5.5	0.1
LnGrp Delay(d),s/veh	35.3	32.2	0.0	35.3	0.0	33.9	35.3	2.2	0.2	35.4	12.9	3.4
LnGrp LOS	D	C		D		C	D	A	A	D	B	A
Approach Vol, veh/h		30			29			2150			1213	
Approach Delay, s/veh		34.9			34.9			2.2			13.3	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	88.0	10.9	11.5	51.6	46.0	9.2	13.2				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	11.0	39.0	10.0	* 36	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0	3.2	2.3	2.1	12.8	2.5	2.1				
Green Ext Time (p_c), s	0.0	31.9	0.0	0.0	6.6	14.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	1	1984	3	5	1093
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2204	3	6	1214





















Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2701	1102	0	0	2204	0
Stage 1	2204	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*110	*456	-	-	*574	-
Stage 1	*468	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*109	*456	-	-	*574	-
Mov Cap-2 Maneuver	*109	-	-	-	-	-
Stage 1	*468	-	-	-	-	-
Stage 2	*684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	456	* 574	-
HCM Lane V/C Ratio	-	-	0.002	0.01	-
HCM Control Delay (s)	-	-	12.9	11.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	6	5	19	33	36	41	1943	72	66	983	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	7	1	22	38	15	48	2259	82	77	1143	48
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	30	60	62	108	144	136	2488	90	122	2551	107
Arrive On Green	0.04	0.04	0.04	0.10	0.10	0.10	0.08	0.48	0.48	0.14	0.98	0.98
Sat Flow, veh/h	992	772	1542	653	1128	1511	1727	5215	188	1727	5185	218
Grp Volume(v), veh/h	16	0	1	60	0	15	48	1568	773	77	799	392
Grp Sat Flow(s),veh/h/ln	1764	0	1542	1781	0	1511	1727	1814	1776	1727	1814	1775
Q Serve(g_s), s	0.8	0.0	0.1	2.8	0.0	0.8	2.3	35.0	35.5	3.7	0.5	0.6
Cycle Q Clear(g_c), s	0.8	0.0	0.1	2.8	0.0	0.8	2.3	35.0	35.5	3.7	0.5	0.6
Prop In Lane	0.56		1.00	0.37		1.00	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	68	0	60	170	0	144	136	1731	847	122	1785	874
V/C Ratio(X)	0.23	0.00	0.02	0.35	0.00	0.10	0.35	0.91	0.91	0.63	0.45	0.45
Avail Cap(c_a), veh/h	200	0	175	647	0	549	196	1731	847	157	1785	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	40.7	37.3	0.0	36.4	38.4	21.2	21.3	36.7	0.4	0.4
Incr Delay (d2), s/veh	6.3	0.0	0.4	0.5	0.0	0.1	0.6	8.4	15.8	2.0	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.4	0.0	0.3	1.1	19.4	20.9	1.8	0.4	0.6
LnGrp Delay(d),s/veh	47.3	0.0	41.1	37.7	0.0	36.5	39.0	29.5	37.2	38.7	1.2	2.0
LnGrp LOS	D		D	D		D	D	C	D	D	A	A
Approach Vol, veh/h		17			75			2389			1268	
Approach Delay, s/veh		46.9			37.5			32.2			3.7	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.2	49.0		10.4	11.9	82.3		15.4				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.7	37.5		2.8	4.3	2.6		4.8				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.0	17.8		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			22.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	16	2001	6	65	941
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	2223	7	72	1046

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2786	1112	0	0	2223	0
Stage 1	2223	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*50	175	-	-	96	-
Stage 1	*41	-	-	-	-	-
Stage 2	*736	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*13	175	-	-	96	-
Mov Cap-2 Maneuver	*13	-	-	-	-	-
Stage 1	*41	-	-	-	-	-
Stage 2	*184	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	7.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	96	-
HCM Lane V/C Ratio	-	-	0.102	0.752	-
HCM Control Delay (s)	-	-	27.9	112.5	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	3.9	-




















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	680	18	24	984	12	38	10	17	27	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1787	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	739	20	26	1070	12	41	11	7	29	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	84	3124	84	30	3124	35	257	110	70	246	201	0
Arrive On Green	0.06	0.61	0.61	0.04	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1519	5160	139	1678	5264	59	1380	924	588	1288	1684	0
Grp Volume(v), veh/h	23	508	251	26	723	359	41	0	18	29	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1750	1678	1778	1767	1380	0	1511	1288	1684	0
Q Serve(g_s), s	1.1	5.1	5.1	1.2	0.0	0.0	2.1	0.0	0.8	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.1	5.1	1.2	0.0	0.0	2.1	0.0	0.8	2.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	84	2149	1060	30	2110	1049	257	0	180	246	201	0
V/C Ratio(X)	0.27	0.24	0.24	0.87	0.34	0.34	0.16	0.00	0.10	0.12	0.00	0.00
Avail Cap(c_a), veh/h	274	2149	1060	238	2110	1049	842	0	818	842	911	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.2	7.1	7.1	37.4	0.0	0.0	31.1	0.0	30.5	31.5	30.1	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.5	22.8	0.4	0.9	0.1	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.5	2.6	0.7	0.1	0.2	0.8	0.0	0.3	0.6	0.0	0.0
LnGrp Delay(d),s/veh	35.8	7.3	7.6	60.1	0.4	0.9	31.2	0.0	30.6	31.6	30.1	0.0
LnGrp LOS	D	A	A	E	A	A	C		C	C	C	
Approach Vol, veh/h		782			1108			59				30
Approach Delay, s/veh		8.2			2.0			31.0				31.5
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	95.4		15.3	50.7	54.0		15.3				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	11.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		4.1	3.2	7.1		4.3				
Green Ext Time (p_c), s	0.0	16.4		0.3	2.1	10.1		0.3				

Intersection Summary

HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A






















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	600	20	56	1041	51	10	21	15	10	14	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1820	1850
Adj Flow Rate, veh/h	43	632	21	59	1096	50	11	22	11	11	15	21
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	181	2406	632	178	2244	102	43	140	70	48	83	116
Arrive On Green	0.21	0.89	0.89	0.10	0.45	0.45	0.03	0.12	0.12	0.03	0.12	0.12
Sat Flow, veh/h	1762	5388	1417	1727	5027	229	1587	1158	579	1762	686	960
Grp Volume(v), veh/h	43	632	21	59	770	376	11	0	33	11	0	36
Grp Sat Flow(s),veh/h/ln	1762	1796	1417	1727	1766	1724	1587	0	1737	1762	0	1645
Q Serve(g_s), s	1.6	1.2	0.1	2.4	11.7	11.8	0.5	0.0	1.3	0.5	0.0	1.5
Cycle Q Clear(g_c), s	1.6	1.2	0.1	2.4	11.7	11.8	0.5	0.0	1.3	0.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.33	1.00		0.58
Lane Grp Cap(c), veh/h	181	2406	632	178	1577	770	43	0	211	48	0	200
V/C Ratio(X)	0.24	0.26	0.03	0.33	0.49	0.49	0.25	0.00	0.16	0.23	0.00	0.18
Avail Cap(c_a), veh/h	254	2406	632	250	1577	770	208	0	958	231	0	907
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	2.3	1.0	31.7	14.9	14.9	36.3	0.0	30.0	36.3	0.0	30.1
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.4	1.0	1.9	1.1	0.0	0.1	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.6	0.1	1.2	5.9	6.0	0.2	0.0	0.6	0.2	0.0	0.7
LnGrp Delay(d),s/veh	28.0	2.6	1.1	32.1	15.9	16.9	37.4	0.0	30.1	37.1	0.0	30.2
LnGrp LOS	C	A	A	C	B	B	D		C	D		C
Approach Vol, veh/h		696			1205			44				47
Approach Delay, s/veh		4.1			17.0			31.9				31.8
Approach LOS		A			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	56.7	41.0	7.1	15.2	56.7	41.0	7.1	15.2				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	34.0	10.0	42.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	4.4	3.2	2.5	3.5	3.6	13.8	2.5	3.3				
Green Ext Time (p_c), s	0.0	8.1	0.0	0.3	0.0	11.8	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			13.2									
HCM 2010 LOS			B									

Intersection												
Intersection Delay, s/veh	7.6											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	20	5	20	0	20	5	21	0	21	5	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	22	0	22	5	23	0	23	5	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	7.4	7.4	7.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	81%	0%	44%	43%	90%	0%
Vol Thru, %	19%	0%	11%	11%	10%	0%
Vol Right, %	0%	100%	44%	46%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	45	46	48	42
LT Vol	5	0	5	5	5	0
Through Vol	0	22	20	21	0	42
RT Vol	21	0	20	20	43	0
Lane Flow Rate	28	24	49	50	52	46
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.041	0.027	0.057	0.058	0.075	0.051
Departure Headway (Hd)	5.162	4.056	4.164	4.154	5.182	4.031
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	687	871	865	867	687	879
Service Time	2.944	1.837	2.166	2.156	2.951	1.8
HCM Lane V/C Ratio	0.041	0.028	0.057	0.058	0.076	0.052
HCM Control Delay	8.2	7	7.4	7.4	8.4	7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2	0.2	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	43	5	42
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	47	5	46
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

Intersection										
Int Delay, s/veh	4.7									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	18	74	11	21	53	10	29	20	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	87	13	25	62	12	34	24	8

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	62	0	0	89	0	0	254	243	89
Stage 1	-	-	-	-	-	-	131	131	-
Stage 2	-	-	-	-	-	-	123	112	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1506	-	-	699	659	969
Stage 1	-	-	-	-	-	-	873	788	-
Stage 2	-	-	-	-	-	-	881	803	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1506	-	-	652	638	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	638	-
Stage 1	-	-	-	-	-	-	859	776	-
Stage 2	-	-	-	-	-	-	827	789	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	1.9	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	652	700	1541	-	-	1506	-	-	643	1003
HCM Lane V/C Ratio	0.052	0.045	0.014	-	-	0.016	-	-	0.055	0.018
HCM Control Delay (s)	10.8	10.4	7.4	0	-	7.4	0	-	10.9	8.7
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.2	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	11	19	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	85	85	85
Heavy Vehicles, %	2	2	2
Mvmt Flow	13	22	18

Major/Minor

	Minor2		
Conflicting Flow All	259	243	62
Stage 1	112	112	-
Stage 2	147	131	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	694	659	1003
Stage 1	893	803	-
Stage 2	856	788	-
Platoon blocked, %			
Mov Cap-1 Maneuver	653	638	1003
Mov Cap-2 Maneuver	653	638	-
Stage 1	880	789	-
Stage 2	811	776	-

Approach

	SB
HCM Control Delay, s	10.2
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	531	23	63	921	122	142	425	43	141	270	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	106	590	23	70	1023	125	158	472	28	157	300	53
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	331	2051	567	294	2027	576	288	822	331	285	814	476
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	1462	3293	5337	1517	3489	3700	1491	3455	3663	1483
Grp Volume(v), veh/h	106	590	23	70	1023	125	158	472	28	157	300	53
Grp Sat Flow(s),veh/h/ln	1694	1762	1462	1647	1779	1517	1744	1850	1491	1727	1832	1483
Q Serve(g_s), s	3.1	8.3	1.1	2.1	15.9	6.0	4.7	12.3	1.6	4.7	7.5	2.7
Cycle Q Clear(g_c), s	3.1	8.3	1.1	2.1	15.9	6.0	4.7	12.3	1.6	4.7	7.5	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	2051	567	294	2027	576	288	822	331	285	814	476
V/C Ratio(X)	0.32	0.29	0.04	0.24	0.50	0.22	0.55	0.57	0.08	0.55	0.37	0.11
Avail Cap(c_a), veh/h	345	2051	567	336	2027	576	323	1697	684	320	1680	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	22.8	20.5	45.7	25.7	22.6	47.6	37.4	33.3	47.6	35.6	25.9
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.2	0.9	0.9	0.6	0.2	0.0	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	0.4	1.0	7.9	2.6	2.3	6.3	0.7	2.3	3.8	1.1
LnGrp Delay(d),s/veh	45.6	23.1	20.7	45.9	26.6	23.5	48.2	37.7	33.3	48.2	35.7	25.9
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		719			1218			658			510	
Approach Delay, s/veh		26.3			27.4			40.0			38.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	48.9	13.9	30.5	15.5	48.0	13.9	30.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.1	10.3	6.7	9.5	5.1	17.9	6.7	14.3				
Green Ext Time (p_c), s	0.0	22.4	0.1	3.3	0.0	17.9	0.1	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	10	10	19	17	9	30	552	42	7	299	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	59	12	10	23	21	6	37	681	38	9	369	37
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	89	74	83	153	130	105	1872	104	35	1653	165
Arrive On Green	0.08	0.10	0.10	0.05	0.08	0.08	0.06	0.55	0.55	0.02	0.51	0.51
Sat Flow, veh/h	1727	908	757	1727	1814	1542	1727	3399	190	1727	3240	323
Grp Volume(v), veh/h	59	0	22	23	21	6	37	363	356	9	205	201
Grp Sat Flow(s),veh/h/ln	1727	0	1665	1727	1814	1542	1727	1814	1775	1727	1814	1748
Q Serve(g_s), s	2.9	0.0	1.1	1.1	0.9	0.3	1.8	9.9	9.9	0.5	5.5	5.6
Cycle Q Clear(g_c), s	2.9	0.0	1.1	1.1	0.9	0.3	1.8	9.9	9.9	0.5	5.5	5.6
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.11	1.00		0.18
Lane Grp Cap(c), veh/h	135	0	163	83	153	130	105	999	978	35	925	892
V/C Ratio(X)	0.44	0.00	0.14	0.28	0.14	0.05	0.35	0.36	0.36	0.26	0.22	0.22
Avail Cap(c_a), veh/h	255	0	557	186	565	481	215	999	978	176	925	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	38.8	0.0	36.4	40.5	37.4	37.1	39.8	11.1	11.1	42.6	11.9	12.0
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.7	0.1	0.1	0.7	1.0	1.0	1.4	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	0.6	0.5	0.1	0.9	5.2	5.1	0.2	2.9	2.8
LnGrp Delay(d),s/veh	39.6	0.0	36.5	41.2	37.5	37.2	40.5	12.2	12.2	43.9	12.5	12.5
LnGrp LOS	D		D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		81			50			756			415	
Approach Delay, s/veh		38.8			39.2			13.6			13.2	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	87.4	10.7	15.1	10.4	83.8	11.9	14.0				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	47.0	9.5	* 30	11.0	45.0	13.0	27.5				
Max Q Clear Time (g_c+I1), s	2.5	11.9	3.1	3.1	3.8	7.6	4.9	2.9				
Green Ext Time (p_c), s	0.0	15.1	0.0	0.0	0.0	15.5	0.0	0.1				

Intersection Summary												
HCM 2010 Ctrl Delay			16.0									
HCM 2010 LOS			B									






















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA






















6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	1466	73	32	1030	29	48	14	45	52	7	63
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1809	1850	1779	1785	1850
Adj Flow Rate, veh/h	58	1527	68	33	1073	0	50	15	25	54	7	23
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	160	3212	143	120	3244	910	206	65	109	193	39	129
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	5127	228	1762	5388	1512	1401	605	1009	1335	362	1188
Grp Volume(v), veh/h	58	1071	524	33	1073	0	50	0	40	54	0	30
Grp Sat Flow(s),veh/h/ln	1727	1799	1758	1762	1796	1512	1401	0	1614	1335	0	1550
Q Serve(g_s), s	2.9	14.5	14.5	1.6	9.0	0.0	3.1	0.0	2.1	3.5	0.0	1.6
Cycle Q Clear(g_c), s	2.9	14.5	14.5	1.6	9.0	0.0	4.7	0.0	2.1	5.6	0.0	1.6
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.63	1.00		0.77
Lane Grp Cap(c), veh/h	160	2254	1102	120	3244	910	206	0	175	193	0	168
V/C Ratio(X)	0.36	0.48	0.48	0.27	0.33	0.00	0.24	0.00	0.23	0.28	0.00	0.18
Avail Cap(c_a), veh/h	246	2254	1102	251	3244	910	576	0	601	546	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.1	9.1	40.4	9.0	0.0	39.2	0.0	37.3	39.8	0.0	37.0
Incr Delay (d2), s/veh	0.5	0.7	1.5	0.5	0.3	0.0	0.2	0.0	0.2	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.4	7.4	0.8	4.6	0.0	1.2	0.0	0.9	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	9.8	10.5	40.9	9.3	0.0	39.4	0.0	37.5	40.1	0.0	37.2
LnGrp LOS	D	A	B	D	A		D		D	D		D
Approach Vol, veh/h		1653			1106			90				84
Approach Delay, s/veh		11.1			10.2			38.6				39.1
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	64.2		15.9	13.5	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	16.5		7.6	4.9	11.0		6.7				
Green Ext Time (p_c), s	0.0	35.4		0.4	0.0	39.9		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				12.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

























6/16/2014

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	96	13	86	80	16	246	26	1157	6	183	1332	89	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850	
Adj Flow Rate, veh/h	105	14	76	88	18	103	29	1271	7	201	1464	95	
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	160	31	89	266	49	347	102	2547	14	230	2752	179	
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.47	0.47	0.13	0.55	0.55	
Sat Flow, veh/h	475	134	389	897	213	1515	1727	5405	30	1727	5046	327	
Grp Volume(v), veh/h	195	0	0	106	0	103	29	853	425	201	1052	507	
Grp Sat Flow(s),veh/h/ln	999	0	0	1110	0	1515	1727	1814	1808	1727	1814	1746	
Q Serve(g_s), s	12.7	0.0	0.0	0.0	0.0	6.1	1.7	17.6	17.6	12.3	20.1	20.1	
Cycle Q Clear(g_c), s	21.7	0.0	0.0	8.9	0.0	6.1	1.7	17.6	17.6	12.3	20.1	20.1	
Prop In Lane	0.54		0.39	0.83		1.00	1.00		0.02	1.00		0.19	
Lane Grp Cap(c), veh/h	280	0	0	315	0	347	102	1710	852	230	1979	952	
V/C Ratio(X)	0.70	0.00	0.00	0.34	0.00	0.30	0.28	0.50	0.50	0.87	0.53	0.53	
Avail Cap(c_a), veh/h	372	0	0	406	0	448	176	1710	852	415	1979	952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	42.9	0.0	0.0	35.5	0.0	34.5	48.7	19.8	19.8	46.0	15.7	15.7	
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.2	0.6	1.0	2.1	4.0	1.0	2.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	2.7	0.0	2.6	0.8	9.0	9.2	6.2	10.2	10.1	
LnGrp Delay(d),s/veh	44.7	0.0	0.0	35.7	0.0	34.7	49.2	20.8	21.9	50.0	16.8	17.9	
LnGrp LOS	D			D		C	D	C	C	D	B	B	
Approach Vol, veh/h		195			209			1307			1760		
Approach Delay, s/veh		44.7			35.2			21.8			20.9		
Approach LOS		D			D			C			C		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	19.4	58.0		30.8	11.4	66.0		30.8					
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0					
Max Green Setting (Gmax), s	26.0	44.0		32.0	11.0	59.0		32.0					
Max Q Clear Time (g_c+I1), s	14.3	19.6		23.7	3.7	22.1		10.9					
Green Ext Time (p_c), s	0.1	23.3		1.0	0.0	34.6		1.5					
Intersection Summary													
HCM 2010 Ctrl Delay			23.4										
HCM 2010 LOS			C										

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	176	745	620	177	656	360	441	675	184	438	976	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	181	768	486	182	676	303	455	696	0	452	1006	43
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	289	1888	1421	292	1925	696	537	1518	447	513	1523	423
Arrive On Green	0.08	0.35	0.35	0.08	0.35	0.35	0.10	0.28	0.00	0.10	0.28	0.28
Sat Flow, veh/h	3489	5337	3114	3524	5441	1536	5233	5337	1572	5233	5441	1512
Grp Volume(v), veh/h	181	768	486	182	676	303	455	696	0	452	1006	43
Grp Sat Flow(s),veh/h/ln	1744	1779	1557	1762	1814	1536	1744	1779	1572	1744	1814	1512
Q Serve(g_s), s	6.7	14.4	13.3	6.6	12.2	17.9	11.3	14.2	0.0	11.3	21.7	2.8
Cycle Q Clear(g_c), s	6.7	14.4	13.3	6.6	12.2	17.9	11.3	14.2	0.0	11.3	21.7	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	1888	1421	292	1925	696	537	1518	447	513	1523	423
V/C Ratio(X)	0.63	0.41	0.34	0.62	0.35	0.44	0.85	0.46	0.00	0.88	0.66	0.10
Avail Cap(c_a), veh/h	289	2092	1540	319	2174	766	671	1770	522	513	1641	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	32.4	23.2	58.8	31.6	24.8	58.5	39.1	0.0	59.1	42.2	35.4
Incr Delay (d2), s/veh	3.2	0.3	0.3	2.1	0.2	0.9	6.9	0.5	0.0	15.7	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.2	5.8	3.3	6.1	7.7	5.8	7.1	0.0	6.2	11.1	1.2
LnGrp Delay(d),s/veh	62.0	32.7	23.5	61.0	31.9	25.7	65.4	39.5	0.0	74.8	43.5	35.6
LnGrp LOS	E	C	C	E	C	C	E	D		E	D	D
Approach Vol, veh/h		1435			1161			1151			1501	
Approach Delay, s/veh		33.3			34.8			49.7			52.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	53.9	18.6	44.1	16.0	53.9	18.0	44.7				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	8.6	16.4	13.3	23.7	8.7	19.9	13.3	16.2				
Green Ext Time (p_c), s	0.1	28.6	0.3	13.5	0.0	26.9	0.0	20.8				
Intersection Summary												
HCM 2010 Ctrl Delay			42.8									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	77	2	51	11	1308	59	100	1687	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	82	2	18	12	1391	56	106	1795	23
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	52	78	375	18	166	141	2358	668	200	2420	686
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.16	0.87	0.87	0.12	0.44	0.44
Sat Flow, veh/h	1727	649	974	3455	154	1389	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	13	0	5	82	0	20	12	1391	56	106	1795	23
Grp Sat Flow(s),veh/h/ln	1727	0	1623	1727	0	1543	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.6	0.0	0.2	1.9	0.0	1.0	0.5	6.1	0.3	5.1	24.0	0.7
Cycle Q Clear(g_c), s	0.6	0.0	0.2	1.9	0.0	1.0	0.5	6.1	0.3	5.1	24.0	0.7
Prop In Lane	1.00		0.60	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	130	375	0	185	141	2358	668	200	2420	686
V/C Ratio(X)	0.11	0.00	0.04	0.22	0.00	0.11	0.08	0.59	0.08	0.53	0.74	0.03
Avail Cap(c_a), veh/h	217	0	666	433	0	634	177	2358	668	236	2420	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	38.3	0.0	37.2	35.7	0.0	34.4	33.9	3.7	1.4	36.5	20.2	13.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.1	0.1	1.1	0.2	0.7	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.9	0.0	0.4	0.3	2.9	0.2	2.5	12.3	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.3	35.8	0.0	34.5	34.0	4.8	1.6	37.2	21.9	13.8
LnGrp LOS	D		D	D		C	C	A	A	D	C	B
Approach Vol, veh/h		18			102			1459			1924	
Approach Delay, s/veh		38.1			35.5			4.9			22.6	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	77.3	11.0	16.5	46.5	46.0	14.5	13.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	7.1	8.1	2.6	3.0	2.5	26.0	3.9	2.2				
Green Ext Time (p_c), s	0.0	19.3	0.1	0.0	5.5	11.5	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	17	1440	17	25	1745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1516	18	26	1837























Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2303	758	0	0	1516	0
Stage 1	1516	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*435	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*420	*587	-	-	*738	-
Mov Cap-2 Maneuver	*420	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.03	0.036	-
HCM Control Delay (s)	-	-	11.3	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	8	5	57	8	82	10	1367	64	36	1706	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	9	2	61	9	27	11	1454	65	38	1815	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	39	68	178	26	176	46	2521	113	44	2771	2
Arrive On Green	0.04	0.04	0.04	0.12	0.12	0.12	0.03	0.49	0.49	0.05	1.00	1.00
Sat Flow, veh/h	885	885	1542	1515	223	1502	1727	5169	231	1727	5438	3
Grp Volume(v), veh/h	18	0	2	70	0	27	11	1020	499	38	1211	605
Grp Sat Flow(s),veh/h/ln	1769	0	1542	1738	0	1502	1727	1814	1773	1727	1814	1813
Q Serve(g_s), s	0.8	0.0	0.1	3.2	0.0	1.4	0.5	17.3	17.3	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.1	3.2	0.0	1.4	0.5	17.3	17.3	1.9	0.0	0.0
Prop In Lane	0.50		1.00	0.87		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	78	0	68	204	0	176	46	1769	865	44	1849	924
V/C Ratio(X)	0.23	0.00	0.03	0.34	0.00	0.15	0.24	0.58	0.58	0.86	0.65	0.65
Avail Cap(c_a), veh/h	205	0	179	646	0	558	201	1769	865	160	1849	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	39.4	34.9	0.0	34.2	41.0	15.7	15.7	40.7	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.6	0.4	0.0	0.1	1.0	1.4	2.8	16.2	1.8	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	1.6	0.0	0.6	0.3	9.0	9.1	1.1	0.5	0.9
LnGrp Delay(d),s/veh	45.1	0.0	40.0	35.3	0.0	34.3	42.0	17.1	18.5	56.9	1.8	3.6
LnGrp LOS	D		D	D		C	D	B	B	E	A	A
Approach Vol, veh/h		20			97			1530			1854	
Approach Delay, s/veh		44.6			35.0			17.7			3.5	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	43.1	49.0		10.8	7.3	84.8		17.1				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	19.3		2.8	2.5	2.0		5.2				
Green Ext Time (p_c), s	0.1	16.5		0.0	0.0	29.5		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			10.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1316	15	66	1702
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1357	15	68	1755

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2195	678	0	0	1357	0
Stage 1	1357	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*330	338	-	-	262	-
Stage 1	*146	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*244	338	-	-	262	-
Mov Cap-2 Maneuver	*244	-	-	-	-	-
Stage 1	*146	-	-	-	-	-
Stage 2	*396	-	-	-	-	-

Approach	WB	WB	NB	SB
HCM Control Delay, s	16	16	0	0.9
HCM LOS	C	C	A	B

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	338	262	-
HCM Lane V/C Ratio	-	-	0.031	0.26	-
HCM Control Delay (s)	-	-	16	23.5	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.1	1	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1292	43	72	1114	61	72	16	80	147	25	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1816	1850	1850	1822	1850	1850	1837	1850
Adj Flow Rate, veh/h	82	1332	42	74	1148	54	74	16	22	152	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	186	2651	84	149	2615	123	314	120	165	311	224	78
Arrive On Green	0.11	0.51	0.51	0.17	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1762	5242	165	1762	5161	243	1235	631	868	1221	1181	409
Grp Volume(v), veh/h	82	921	453	74	807	395	74	0	38	152	0	35
Grp Sat Flow(s),veh/h/ln	1762	1813	1781	1762	1816	1773	1235	0	1499	1221	0	1590
Q Serve(g_s), s	4.0	15.3	15.3	3.5	0.0	0.0	4.3	0.0	1.9	9.4	0.0	1.7
Cycle Q Clear(g_c), s	4.0	15.3	15.3	3.5	0.0	0.0	6.0	0.0	1.9	11.3	0.0	1.7
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	186	1834	901	149	1840	898	314	0	284	311	0	302
V/C Ratio(X)	0.44	0.50	0.50	0.50	0.44	0.44	0.24	0.00	0.13	0.49	0.00	0.12
Avail Cap(c_a), veh/h	252	1834	901	213	1840	898	700	0	708	699	0	751
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	14.9	14.9	36.0	0.0	0.0	33.0	0.0	30.6	35.3	0.0	30.5
Incr Delay (d2), s/veh	0.5	0.8	1.6	0.9	0.7	1.4	0.1	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.8	7.8	1.7	0.2	0.4	1.6	0.0	0.8	3.6	0.0	0.7
LnGrp Delay(d),s/veh	38.6	15.7	16.5	36.9	0.7	1.4	33.2	0.0	30.7	35.8	0.0	30.6
LnGrp LOS	D	B	B	D	A	A	C		C	D		C
Approach Vol, veh/h		1456			1276			112			187	
Approach Delay, s/veh		17.2			3.0			32.3			34.8	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	82.1		23.3	43.7	53.0		23.3				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	11.0	* 46		43.0				
Max Q Clear Time (g_c+I1), s	6.0	2.0		8.0	5.5	17.3		13.3				
Green Ext Time (p_c), s	0.0	18.9		1.3	2.7	17.7		1.3				

Intersection Summary






















HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
 6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1393	79	149	1136	86	84	29	86	51	29	61
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1836	1850	1850	1850	1850
Adj Flow Rate, veh/h	52	1436	79	154	1171	86	87	30	74	53	30	20
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	198	2078	592	219	1968	144	179	68	168	147	118	79
Arrive On Green	0.23	0.76	0.76	0.12	0.39	0.39	0.10	0.14	0.14	0.08	0.11	0.11
Sat Flow, veh/h	1762	5441	1552	1762	5001	367	1762	471	1161	1762	1030	687
Grp Volume(v), veh/h	52	1436	79	154	850	407	87	0	104	53	0	50
Grp Sat Flow(s),veh/h/ln	1762	1814	1552	1762	1816	1736	1762	0	1631	1762	0	1717
Q Serve(g_s), s	2.1	11.4	1.2	7.2	16.0	16.0	4.0	0.0	5.0	2.5	0.0	2.3
Cycle Q Clear(g_c), s	2.1	11.4	1.2	7.2	16.0	16.0	4.0	0.0	5.0	2.5	0.0	2.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.71	1.00		0.40
Lane Grp Cap(c), veh/h	198	2078	592	219	1429	683	179	0	236	147	0	197
V/C Ratio(X)	0.26	0.69	0.13	0.70	0.59	0.60	0.49	0.00	0.44	0.36	0.00	0.25
Avail Cap(c_a), veh/h	224	2078	592	245	1429	683	204	0	793	204	0	815
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	7.7	6.4	36.3	20.8	20.8	36.7	0.0	33.8	37.4	0.0	34.9
Incr Delay (d2), s/veh	0.2	1.8	0.4	5.0	1.5	3.2	0.8	0.0	0.5	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.6	0.6	3.8	8.3	8.3	2.0	0.0	2.3	1.2	0.0	1.1
LnGrp Delay(d),s/veh	30.8	9.4	6.9	41.3	22.3	23.9	37.5	0.0	34.3	38.0	0.0	35.1
LnGrp LOS	C	A	A	D	C	C	D		C	D		D
Approach Vol, veh/h		1567			1411			191			103	
Approach Delay, s/veh		10.0			24.8			35.7			36.6	
Approach LOS		A			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.3	40.0	14.8	15.9	48.3	41.0	12.2	18.5				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	10.0	* 41	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	9.2	13.4	6.0	4.3	4.1	18.0	4.5	7.0				
Green Ext Time (p_c), s	0.0	14.6	0.2	0.2	0.1	10.8	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			18.7									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	97	5	76	0	76	5	97	0	44	5	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	5	83	0	83	5	105	0	48	5	48
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	9.9	9.8	9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	90%	0%	54%	43%	96%	0%
Vol Thru, %	10%	0%	3%	3%	4%	0%
Vol Right, %	0%	100%	43%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	44	178	178	131	126
LT Vol	5	0	5	5	5	0
Through Vol	0	44	76	97	0	126
RT Vol	44	0	97	76	126	0
Lane Flow Rate	53	48	193	193	142	137
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.094	0.069	0.268	0.263	0.24	0.186
Departure Headway (Hd)	6.384	5.219	4.989	4.899	6.177	4.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	691	712	726	585	725
Service Time	4.084	2.919	3.077	2.987	3.877	2.682
HCM Lane V/C Ratio	0.094	0.069	0.271	0.266	0.243	0.189
HCM Control Delay	9.7	8.3	9.9	9.8	10.8	8.8
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.3	0.2	1.1	1.1	0.9	0.7

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	126	5	126
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	137	5	137
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.8
HCM LOS	A

Lane

Intersection										
Int Delay, s/veh	6.6									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	37	75	17	28	71	29	29	27	37
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	78	18	29	74	30	30	28	39

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	74	0	0	79	0	0	331	288	80
Stage 1	-	-	-	-	-	-	156	156	-
Stage 2	-	-	-	-	-	-	175	132	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1519	-	-	622	622	980
Stage 1	-	-	-	-	-	-	846	769	-
Stage 2	-	-	-	-	-	-	827	787	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1518	-	-	513	593	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	593	-
Stage 1	-	-	-	-	-	-	822	748	-
Stage 2	-	-	-	-	-	-	693	771	-

Approach	EB	WB	NB
HCM Control Delay, s	2.1	1.6	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	513	768	1526	-	-	1518	-	-	583	988
HCM Lane V/C Ratio	0.059	0.087	0.025	-	-	0.019	-	-	0.216	0.038
HCM Control Delay (s)	12.5	10.1	7.4	0	-	7.4	0	-	12.9	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.3	0.1	-	-	0.1	-	-	0.8	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	39	82	36
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	41	85	38

Major/Minor

























	Minor2		
Conflicting Flow All	322	288	74
Stage 1	132	132	-
Stage 2	190	156	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	631	622	988
Stage 1	871	787	-
Stage 2	812	769	-
Platoon blocked, %			
Mov Cap-1 Maneuver	563	593	988
Mov Cap-2 Maneuver	563	593	-
Stage 1	847	771	-
Stage 2	730	748	-

Approach






















	SB
HCM Control Delay, s	12
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	213	1135	104	121	1116	208	108	301	54	254	333	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	229	1220	86	130	1200	159	116	324	29	273	358	79
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	370	2075	542	365	2062	572	292	684	288	338	742	484
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.19	0.19	0.10	0.20	0.20
Sat Flow, veh/h	3489	5441	1421	3524	5441	1509	3489	3558	1500	3524	3627	1552
Grp Volume(v), veh/h	229	1220	86	130	1200	159	116	324	29	273	358	79
Grp Sat Flow(s),veh/h/ln	1744	1814	1421	1762	1814	1509	1744	1779	1500	1762	1814	1552
Q Serve(g_s), s	6.5	18.5	4.1	3.6	18.2	7.6	3.3	8.4	1.6	7.9	9.0	3.8
Cycle Q Clear(g_c), s	6.5	18.5	4.1	3.6	18.2	7.6	3.3	8.4	1.6	7.9	9.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	2075	542	365	2062	572	292	684	288	338	742	484
V/C Ratio(X)	0.62	0.59	0.16	0.36	0.58	0.28	0.40	0.47	0.10	0.81	0.48	0.16
Avail Cap(c_a), veh/h	438	2075	542	374	2062	572	303	1683	710	408	1821	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	25.6	21.1	43.2	25.6	22.3	45.0	37.2	34.5	45.9	36.4	25.9
Incr Delay (d2), s/veh	1.0	1.2	0.6	0.2	1.2	1.2	0.3	0.2	0.1	8.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.5	1.7	1.7	9.3	3.3	1.6	4.1	0.7	4.2	4.5	1.6
LnGrp Delay(d),s/veh	45.3	26.8	21.7	43.4	26.8	23.5	45.3	37.4	34.5	53.9	36.6	26.0
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1535			1489			469			710	
Approach Delay, s/veh		29.3			27.9			39.2			42.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.7	27.7	16.0	46.3	14.9	26.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	20.5	5.3	11.0	8.5	20.2	9.9	10.4				
Green Ext Time (p_c), s	0.1	18.0	0.0	2.9	0.1	16.5	0.1	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			32.1									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	36	57	60	45	42	43	356	62	52	503	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	67	40	37	66	49	20	47	391	49	57	553	33
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	109	101	160	228	191	133	1140	142	148	1255	75
Arrive On Green	0.09	0.13	0.13	0.09	0.13	0.13	0.08	0.36	0.36	0.09	0.37	0.37
Sat Flow, veh/h	1727	862	798	1727	1814	1518	1727	3152	392	1727	3384	202
Grp Volume(v), veh/h	67	0	77	66	49	20	47	224	216	57	296	290
Grp Sat Flow(s),veh/h/ln	1727	0	1660	1727	1814	1518	1727	1814	1731	1727	1814	1772
Q Serve(g_s), s	2.6	0.0	3.0	2.5	1.7	0.8	1.8	6.3	6.4	2.2	8.6	8.7
Cycle Q Clear(g_c), s	2.6	0.0	3.0	2.5	1.7	0.8	1.8	6.3	6.4	2.2	8.6	8.7
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.23	1.00		0.11
Lane Grp Cap(c), veh/h	161	0	210	160	228	191	133	656	626	148	673	657
V/C Ratio(X)	0.42	0.00	0.37	0.41	0.21	0.10	0.35	0.34	0.35	0.38	0.44	0.44
Avail Cap(c_a), veh/h	221	0	683	221	746	624	221	656	626	221	673	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	28.2	30.2	27.7	27.3	30.9	16.4	16.4	30.5	16.7	16.7
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.6	0.2	0.1	0.6	1.4	1.5	0.6	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.4	1.2	0.9	0.3	0.9	3.4	3.3	1.1	4.7	4.6
LnGrp Delay(d),s/veh	30.8	0.0	28.6	30.8	27.9	27.4	31.5	17.8	17.9	31.1	18.8	18.8
LnGrp LOS	C		C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		144			135			487			643	
Approach Delay, s/veh		29.6			29.2			19.2			19.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	32.5	11.5	15.4	10.4	33.1	11.6	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	25.5	9.0	29.0	9.0	25.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.2	8.4	4.5	5.0	3.8	10.7	4.6	3.7				
Green Ext Time (p_c), s	0.0	9.2	0.0	0.4	0.0	8.3	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			21.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111






















Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1111	58	43	1120	36	63	12	45	52	19	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1157	54	45	1167	0	66	12	22	54	20	25
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2903	135	153	3117	892	224	70	129	237	90	112
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	5149	240	1762	5495	1572	1356	567	1039	1396	727	909
Grp Volume(v), veh/h	42	815	396	45	1167	0	66	0	34	54	0	45
Grp Sat Flow(s),veh/h/ln	1711	1814	1762	1762	1832	1572	1356	0	1606	1396	0	1636
Q Serve(g_s), s	1.8	10.1	10.1	1.9	9.3	0.0	3.7	0.0	1.5	2.9	0.0	2.0
Cycle Q Clear(g_c), s	1.8	10.1	10.1	1.9	9.3	0.0	5.7	0.0	1.5	4.4	0.0	2.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.65	1.00		0.56
Lane Grp Cap(c), veh/h	143	2045	993	153	3117	892	224	0	199	237	0	202
V/C Ratio(X)	0.29	0.40	0.40	0.29	0.37	0.00	0.29	0.00	0.17	0.23	0.00	0.22
Avail Cap(c_a), veh/h	279	2045	993	287	3117	892	634	0	684	659	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	9.8	9.8	34.1	9.5	0.0	34.1	0.0	31.3	33.3	0.0	31.5
Incr Delay (d2), s/veh	0.4	0.6	1.2	0.4	0.3	0.0	0.3	0.0	0.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.1	5.2	0.9	4.7	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.8	10.4	11.0	34.5	9.8	0.0	34.3	0.0	31.5	33.5	0.0	31.7
LnGrp LOS	C	B	B	C	A		C		C	C		C
Approach Vol, veh/h		1253			1212			100			99	
Approach Delay, s/veh		11.4			10.8			33.4			32.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	52.0		15.9	11.7	52.3		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	12.1		6.4	3.8	11.3		7.7				
Green Ext Time (p_c), s	0.0	29.1		0.5	0.0	29.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

























Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	28	123	119	13	193	44	1017	13	176	983	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	113	29	99	123	13	63	45	1048	11	181	1013	87
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	52	115	316	30	443	137	2164	23	212	2203	189
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.40	0.40	0.12	0.45	0.45
Sat Flow, veh/h	389	178	395	845	103	1521	1727	5373	56	1727	4932	423
Grp Volume(v), veh/h	241	0	0	136	0	63	45	707	352	181	745	355
Grp Sat Flow(s),veh/h/ln	962	0	0	948	0	1521	1727	1814	1802	1727	1814	1727
Q Serve(g_s), s	13.3	0.0	0.0	0.0	0.0	3.0	2.4	14.3	14.3	10.1	14.1	14.1
Cycle Q Clear(g_c), s	25.5	0.0	0.0	12.2	0.0	3.0	2.4	14.3	14.3	10.1	14.1	14.1
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.24
Lane Grp Cap(c), veh/h	334	0	0	346	0	443	137	1461	726	212	1620	771
V/C Ratio(X)	0.72	0.00	0.00	0.39	0.00	0.14	0.33	0.48	0.48	0.85	0.46	0.46
Avail Cap(c_a), veh/h	441	0	0	442	0	556	210	1461	726	386	1620	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	29.0	0.0	25.8	42.9	21.8	21.8	42.3	19.0	19.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.3	0.0	0.1	0.5	1.2	2.3	3.7	0.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0	3.1	0.0	1.3	1.2	7.3	7.5	5.0	7.2	7.1
LnGrp Delay(d),s/veh	39.1	0.0	0.0	29.2	0.0	25.8	43.4	23.0	24.1	46.0	19.9	21.0
LnGrp LOS	D			C		C	D	C	C	D	B	C
Approach Vol, veh/h		241			199			1104			1281	
Approach Delay, s/veh		39.1			28.2			24.2			23.9	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	46.7		34.7	12.8	51.0		34.7				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+I1), s	12.1	16.3		27.5	4.4	16.1		14.2				
Green Ext Time (p_c), s	0.1	15.9		1.2	0.0	23.7		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	686	267	216	703	356	603	699	108	491	656	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	166	693	153	218	710	264	609	706	0	496	663	36
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	303	1868	1446	310	1870	687	702	1496	428	550	1336	379
Arrive On Green	0.09	0.34	0.34	0.09	0.34	0.34	0.13	0.27	0.00	0.11	0.24	0.24
Sat Flow, veh/h	3421	5495	3036	3489	5495	1537	5233	5495	1572	5233	5495	1557
Grp Volume(v), veh/h	166	693	153	218	710	264	609	706	0	496	663	36
Grp Sat Flow(s),veh/h/ln	1711	1832	1518	1744	1832	1537	1744	1832	1572	1744	1832	1557
Q Serve(g_s), s	5.8	11.8	3.5	7.5	12.1	14.2	14.1	13.3	0.0	11.6	12.9	2.2
Cycle Q Clear(g_c), s	5.8	11.8	3.5	7.5	12.1	14.2	14.1	13.3	0.0	11.6	12.9	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	1868	1446	310	1870	687	702	1496	428	550	1336	379
V/C Ratio(X)	0.55	0.37	0.11	0.70	0.38	0.38	0.87	0.47	0.00	0.90	0.50	0.10
Avail Cap(c_a), veh/h	304	2220	1640	395	2354	822	888	1954	559	550	1599	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	30.8	18.0	54.8	30.9	23.0	52.5	37.6	0.0	54.7	40.3	36.3
Incr Delay (d2), s/veh	1.2	0.3	0.1	2.4	0.3	0.8	6.4	0.5	0.0	17.7	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.0	1.5	3.7	6.2	6.2	7.2	6.8	0.0	6.5	6.6	1.0
LnGrp Delay(d),s/veh	55.2	31.1	18.1	57.2	31.2	23.7	58.9	38.1	0.0	72.4	40.9	36.5
LnGrp LOS	E	C	B	E	C	C	E	D		E	D	D
Approach Vol, veh/h		1012			1192			1315			1195	
Approach Delay, s/veh		33.1			34.3			47.7			53.9	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	49.1	21.6	37.1	16.0	49.1	18.0	40.7				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	9.5	13.8	16.1	14.9	7.8	16.2	13.6	15.3				
Green Ext Time (p_c), s	0.1	25.0	0.5	14.3	0.1	25.3	0.0	17.7				
Intersection Summary												
HCM 2010 Ctrl Delay			42.7									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1	5	63	6	56	11	1435	75	134	1089	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	3	66	6	36	12	1511	76	141	1146	28
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	42	127	364	39	235	183	1960	555	226	1960	555
Arrive On Green	0.05	0.11	0.11	0.11	0.17	0.17	0.21	0.72	0.72	0.13	0.36	0.36
Sat Flow, veh/h	1727	400	1201	3455	225	1350	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	20	0	4	66	0	42	12	1511	76	141	1146	28
Grp Sat Flow(s),veh/h/ln	1727	0	1602	1727	0	1575	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.9	0.0	0.2	1.4	0.0	1.8	0.4	14.1	1.2	6.2	13.7	1.0
Cycle Q Clear(g_c), s	0.9	0.0	0.2	1.4	0.0	1.8	0.4	14.1	1.2	6.2	13.7	1.0
Prop In Lane	1.00		0.75	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	169	364	0	274	183	1960	555	226	1960	555
V/C Ratio(X)	0.23	0.00	0.02	0.18	0.00	0.15	0.07	0.77	0.14	0.62	0.58	0.05
Avail Cap(c_a), veh/h	236	0	716	429	0	705	193	1960	555	236	1960	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.8	0.0	32.3	32.8	0.0	28.2	28.5	9.2	7.4	33.1	20.9	16.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.1	0.1	3.0	0.5	3.0	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.7	0.0	0.8	0.2	7.2	0.6	3.2	7.1	0.4
LnGrp Delay(d),s/veh	37.3	0.0	32.3	32.9	0.0	28.3	28.6	12.2	7.9	36.1	22.0	16.9
LnGrp LOS	D		C	C		C	C	B	A	D	C	B
Approach Vol, veh/h		24			108			1599			1315	
Approach Delay, s/veh		36.5			31.1			12.1			23.4	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	65.5	9.0	20.0	45.0	36.0	14.5	14.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	6.0	* 6				
Max Green Setting (Gmax), s	11.0	29.0	11.0	36.0	9.0	* 29	10.0	* 36				
Max Q Clear Time (g_c+I1), s	8.2	16.1	2.9	3.8	2.4	15.7	3.4	2.2				
Green Ext Time (p_c), s	0.0	10.7	0.0	0.2	5.7	9.0	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1397	37	32	1125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1455	39	33	1172





















Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	1990	728	0	0	1455	0
Stage 1	1455	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*397	*604	-	-	*760	-
Stage 1	*620	-	-	-	-	-
Stage 2	*693	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*380	*604	-	-	*760	-
Mov Cap-2 Maneuver	*380	-	-	-	-	-
Stage 1	*620	-	-	-	-	-
Stage 2	*663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	* 760	-
HCM Lane V/C Ratio	-	-	0.031	0.044	-
HCM Control Delay (s)	-	-	11.2	10	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Notes






















-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	11	6	79	11	84	20	1339	126	41	1065	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	10	11	2	82	11	31	21	1395	128	43	1109	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	47	78	187	25	188	81	2068	190	66	2337	40
Arrive On Green	0.05	0.05	0.05	0.12	0.12	0.12	0.05	0.42	0.42	0.08	0.88	0.88
Sat Flow, veh/h	844	928	1542	1532	205	1542	1727	4911	451	1727	5334	91
Grp Volume(v), veh/h	21	0	2	93	0	31	21	1030	493	43	754	374
Grp Sat Flow(s),veh/h/ln	1772	0	1542	1737	0	1542	1727	1814	1734	1727	1814	1798
Q Serve(g_s), s	0.9	0.0	0.1	3.8	0.0	1.4	0.9	17.5	17.5	1.8	3.3	3.3
Cycle Q Clear(g_c), s	0.9	0.0	0.1	3.8	0.0	1.4	0.9	17.5	17.5	1.8	3.3	3.3
Prop In Lane	0.48		1.00	0.88		1.00	1.00		0.26	1.00		0.05
Lane Grp Cap(c), veh/h	90	0	78	212	0	188	81	1527	730	66	1590	788
V/C Ratio(X)	0.23	0.00	0.03	0.44	0.00	0.16	0.26	0.67	0.67	0.66	0.47	0.47
Avail Cap(c_a), veh/h	233	0	203	731	0	649	227	1527	730	182	1590	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	34.3	31.0	0.0	29.9	34.9	17.8	17.8	34.6	2.8	2.8
Incr Delay (d2), s/veh	4.8	0.0	0.5	0.5	0.0	0.2	0.6	2.4	4.9	4.1	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	1.8	0.0	0.6	0.4	9.2	9.4	0.9	1.7	1.9
LnGrp Delay(d),s/veh	39.4	0.0	34.8	31.5	0.0	30.0	35.5	20.2	22.7	38.7	3.9	4.9
LnGrp LOS	D		C	C		C	D	C	C	D	A	A
Approach Vol, veh/h		23			124			1544			1171	
Approach Delay, s/veh		39.0			31.1			21.2			5.5	
Approach LOS		D			C			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	43.9	39.0		10.8	8.6	74.3		16.3				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	3.8	19.5		2.9	2.9	5.3		5.8				
Green Ext Time (p_c), s	0.1	10.1		0.0	0.0	13.7		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			15.3									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

7/29/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	41	6	79	41	84	142	1339	126	41	1065	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	170	43	2	82	43	31	148	1395	128	43	1109	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	40	176	129	67	172	192	1796	165	153	1674	268
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.37	0.37	0.18	0.73	0.73
Sat Flow, veh/h	1392	352	1542	1152	604	1542	1727	4911	451	1727	4577	734
Grp Volume(v), veh/h	213	0	2	125	0	31	148	1030	493	43	879	408
Grp Sat Flow(s),veh/h/ln	1744	0	1542	1756	0	1542	1727	1814	1734	1727	1814	1684
Q Serve(g_s), s	10.0	0.0	0.1	6.0	0.0	1.6	7.3	22.0	22.0	1.9	11.0	11.1
Cycle Q Clear(g_c), s	10.0	0.0	0.1	6.0	0.0	1.6	7.3	22.0	22.0	1.9	11.0	11.1
Prop In Lane	0.80		1.00	0.66		1.00	1.00		0.26	1.00		0.44
Lane Grp Cap(c), veh/h	199	0	176	196	0	172	192	1327	634	153	1327	616
V/C Ratio(X)	1.07	0.00	0.01	0.64	0.00	0.18	0.77	0.78	0.78	0.28	0.66	0.66
Avail Cap(c_a), veh/h	199	0	176	642	0	564	197	1327	634	158	1327	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	34.4	37.2	0.0	35.2	37.8	24.6	24.6	33.6	8.9	8.9
Incr Delay (d2), s/veh	83.1	0.0	0.1	1.3	0.0	0.2	14.9	4.5	9.1	0.4	2.6	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	0.0	3.0	0.0	0.7	4.2	11.9	12.1	0.9	5.6	5.8
LnGrp Delay(d),s/veh	121.9	0.0	34.5	38.5	0.0	35.4	52.7	29.1	33.6	34.0	11.6	14.5
LnGrp LOS	F		C	D		D	D	C	C	C	B	B
Approach Vol, veh/h		215			156			1671			1330	
Approach Delay, s/veh		121.1			37.8			32.5			13.2	
Approach LOS		F			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.2	39.0		17.0	14.7	61.5		16.8				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	24.0		12.0	9.3	13.1		8.0				
Green Ext Time (p_c), s	3.4	6.8		0.0	0.0	12.6		0.4				

Intersection Summary												
HCM 2010 Ctrl Delay			30.8									
HCM 2010 LOS			C									

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1291	1	74	1168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1345	1	77	1217

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1986	672	0	0	1345	0
Stage 1	1345	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*230	342	-	-	266	-
Stage 1	*148	-	-	-	-	-
Stage 2	*669	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*164	342	-	-	266	-
Mov Cap-2 Maneuver	*164	-	-	-	-	-
Stage 1	*148	-	-	-	-	-
Stage 2	*475	-	-	-	-	-




















Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	266	-
HCM Lane V/C Ratio	-	-	0.055	0.29	-
HCM Control Delay (s)	-	-	16.1	24	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.2	1.2	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	1251	44	74	1157	84	86	29	110	170	26	24
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	130	1303	45	77	1205	79	90	30	32	177	27	10
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	220	2482	86	131	2256	148	359	160	171	329	247	92
Arrive On Green	0.13	0.47	0.47	0.15	0.88	0.88	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1744	5282	182	1762	5101	334	1267	745	795	1129	1150	426
Grp Volume(v), veh/h	130	904	444	77	866	418	90	0	62	177	0	37
Grp Sat Flow(s),veh/h/ln	1744	1832	1800	1762	1833	1769	1267	0	1541	1129	0	1576
Q Serve(g_s), s	5.8	14.4	14.4	3.4	4.3	4.3	4.6	0.0	2.7	10.4	0.0	1.6
Cycle Q Clear(g_c), s	5.8	14.4	14.4	3.4	4.3	4.3	6.2	0.0	2.7	13.1	0.0	1.6
Prop In Lane	1.00		0.10	1.00		0.19	1.00		0.52	1.00		0.27
Lane Grp Cap(c), veh/h	220	1722	846	131	1621	782	359	0	331	329	0	339
V/C Ratio(X)	0.59	0.52	0.52	0.59	0.53	0.53	0.25	0.00	0.19	0.54	0.00	0.11
Avail Cap(c_a), veh/h	315	1722	846	191	1621	782	764	0	780	718	0	798
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	15.5	15.5	34.2	2.9	2.9	28.7	0.0	26.7	32.0	0.0	26.2
Incr Delay (d2), s/veh	0.8	0.9	1.9	1.3	1.1	2.2	0.1	0.0	0.1	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.5	7.6	1.7	2.0	2.2	1.8	0.0	1.2	3.9	0.0	0.7
LnGrp Delay(d),s/veh	35.0	16.4	17.4	35.5	4.0	5.1	28.8	0.0	26.8	32.5	0.0	26.2
LnGrp LOS	D	B	B	D	A	A	C		C	C		C
Approach Vol, veh/h		1478			1361			152			214	
Approach Delay, s/veh		18.3			6.1			28.0			31.4	
Approach LOS		B			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	70.7		23.8	40.2	46.0		23.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	9.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	7.8	6.3		8.2	5.4	16.4		15.1				
Green Ext Time (p_c), s	0.0	16.5		1.6	0.2	14.8		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			14.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1344	117	186	1141	132	122	66	133	62	45	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1838	1850	1850	1850	1850
Adj Flow Rate, veh/h	77	1371	113	190	1164	125	124	67	122	63	46	58
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	244	1687	483	244	1499	161	201	96	176	168	98	124
Arrive On Green	0.28	0.61	0.61	0.14	0.31	0.31	0.12	0.16	0.16	0.10	0.13	0.13
Sat Flow, veh/h	1762	5495	1572	1762	4883	524	1744	585	1065	1762	744	938
Grp Volume(v), veh/h	77	1371	113	190	874	415	124	0	189	63	0	104
Grp Sat Flow(s),veh/h/ln	1762	1832	1572	1762	1834	1740	1744	0	1650	1762	0	1682
Q Serve(g_s), s	2.7	15.0	2.5	8.1	16.9	17.0	5.3	0.0	8.4	2.6	0.0	4.5
Cycle Q Clear(g_c), s	2.7	15.0	2.5	8.1	16.9	17.0	5.3	0.0	8.4	2.6	0.0	4.5
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.65	1.00		0.56
Lane Grp Cap(c), veh/h	244	1687	483	244	1126	534	201	0	272	168	0	222
V/C Ratio(X)	0.32	0.81	0.23	0.78	0.78	0.78	0.62	0.00	0.69	0.37	0.00	0.47
Avail Cap(c_a), veh/h	248	1687	483	248	1126	534	201	0	887	225	0	904
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	13.3	10.9	32.5	24.6	24.6	32.9	0.0	30.8	33.2	0.0	31.4
Incr Delay (d2), s/veh	0.2	4.0	1.0	11.2	4.5	9.1	4.2	0.0	1.2	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.0	1.2	4.7	9.2	9.4	2.8	0.0	3.9	1.3	0.0	2.1
LnGrp Delay(d),s/veh	25.6	17.4	12.0	43.8	29.1	33.7	37.1	0.0	32.0	33.7	0.0	31.9
LnGrp LOS	C	B	B	D	C	C	D		C	C		C
Approach Vol, veh/h		1561			1479			313			167	
Approach Delay, s/veh		17.4			32.3			34.0			32.6	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.7	31.0	15.0	16.3	47.7	31.0	12.5	18.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	24.0	9.0	* 42	11.0	24.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	10.1	17.0	7.3	6.5	4.7	19.0	4.6	10.4				
Green Ext Time (p_c), s	0.0	5.9	0.2	0.4	0.1	4.1	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			25.9									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	158	5	72	0	72	5	158	0	53	5	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	5	78	0	78	5	172	0	58	5	59
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	12.6	11.8	10.1
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	91%	0%	67%	31%	97%	0%
Vol Thru, %	9%	0%	2%	2%	3%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	54	235	235	177	171
LT Vol	5	0	5	5	5	0
Through Vol	0	54	72	158	0	171
RT Vol	53	0	158	72	172	0
Lane Flow Rate	63	59	255	255	192	186
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.124	0.096	0.403	0.383	0.357	0.282
Departure Headway (Hd)	7.055	5.874	5.676	5.403	6.673	5.466
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	607	631	662	539	654
Service Time	4.824	3.641	3.735	3.463	4.426	3.219
HCM Lane V/C Ratio	0.125	0.097	0.404	0.385	0.356	0.284
HCM Control Delay	10.8	9.3	12.6	11.8	13.1	10.4
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	0.4	0.3	1.9	1.8	1.6	1.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	172	5	171
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	187	5	186
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach NB

Opposing Lanes 2

Conflicting Approach Left WB

Conflicting Lanes Left 1

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 11.8

HCM LOS B

Lane

Intersection										
Int Delay, s/veh	6.8									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	
Vol, veh/h	46	100	10	30	65	30	19	36	20	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	100	-	-	100	85	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	
Mvmt Flow	52	114	11	34	74	34	22	41	23	

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	74	0	0	114	0	0	403	360	114
Stage 1	-	-	-	-	-	-	218	218	-
Stage 2	-	-	-	-	-	-	185	142	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1475	-	-	558	567	939
Stage 1	-	-	-	-	-	-	784	723	-
Stage 2	-	-	-	-	-	-	817	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1475	-	-	452	532	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	532	-
Stage 1	-	-	-	-	-	-	755	696	-
Stage 2	-	-	-	-	-	-	684	760	-

Approach	EB	WB	NB
HCM Control Delay, s	2.2	1.8	11.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	452	629	1526	-	-	1475	-	-	518	988
HCM Lane V/C Ratio	0.048	0.101	0.034	-	-	0.023	-	-	0.265	0.032
HCM Control Delay (s)	13.4	11.4	7.4	0	-	7.5	0	-	14.4	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.1	-	-	1.1	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	46	75	28
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	2	2	2
Mvmt Flow	52	85	32

Major/Minor

























	Minor2		
Conflicting Flow All	392	360	74
Stage 1	142	142	-
Stage 2	250	218	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	567	567	988
Stage 1	861	779	-
Stage 2	754	723	-
Platoon blocked, %			
Mov Cap-1 Maneuver	497	532	988
Mov Cap-2 Maneuver	497	532	-
Stage 1	829	760	-
Stage 2	667	696	-

Approach






















	SB
HCM Control Delay, s	13.3
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	1207	80	143	1186	209	113	197	69	275	240	158
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	240	1232	64	146	1210	161	115	201	34	281	245	66
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	408	2288	652	396	2276	633	315	448	191	353	489	385
Arrive On Green	0.12	0.42	0.42	0.11	0.41	0.41	0.09	0.12	0.12	0.10	0.13	0.13
Sat Flow, veh/h	3524	5495	1565	3489	5495	1529	3489	3663	1561	3524	3700	1550
Grp Volume(v), veh/h	240	1232	64	146	1210	161	115	201	34	281	245	66
Grp Sat Flow(s),veh/h/ln	1762	1832	1565	1744	1832	1529	1744	1832	1561	1762	1850	1550
Q Serve(g_s), s	6.1	16.0	2.4	3.7	15.7	6.5	2.9	4.8	1.9	7.4	5.8	3.2
Cycle Q Clear(g_c), s	6.1	16.0	2.4	3.7	15.7	6.5	2.9	4.8	1.9	7.4	5.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	408	2288	652	396	2276	633	315	448	191	353	489	385
V/C Ratio(X)	0.59	0.54	0.10	0.37	0.53	0.25	0.37	0.45	0.18	0.80	0.50	0.17
Avail Cap(c_a), veh/h	483	2288	652	405	2276	633	331	1892	806	446	2028	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	20.8	16.8	38.9	20.9	18.2	40.6	38.7	37.4	41.7	38.3	28.0
Incr Delay (d2), s/veh	0.5	0.9	0.3	0.2	0.9	1.0	0.3	0.3	0.2	6.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.3	1.1	1.8	8.1	2.9	1.4	2.5	0.8	3.9	3.0	1.4
LnGrp Delay(d),s/veh	40.3	21.7	17.1	39.1	21.8	19.2	40.8	38.9	37.5	47.8	38.6	28.1
LnGrp LOS	D	C	B	D	C	B	D	D	D	D	D	C
Approach Vol, veh/h		1536			1517			350			592	
Approach Delay, s/veh		24.4			23.2			39.4			41.8	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.6	19.0	16.0	46.3	14.5	18.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.7	18.0	4.9	7.8	8.1	17.7	9.4	6.8				
Green Ext Time (p_c), s	0.1	20.3	0.0	1.9	0.1	18.8	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			27.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	55	66	57	48	50	63	258	69	55	340	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	78	63	62	66	55	42	72	297	64	63	391	48
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	105	103	158	251	214	165	1006	213	155	1080	132
Arrive On Green	0.10	0.12	0.12	0.09	0.14	0.14	0.10	0.35	0.35	0.09	0.34	0.34
Sat Flow, veh/h	1727	841	827	1727	1814	1542	1727	2903	616	1727	3172	387
Grp Volume(v), veh/h	78	0	125	66	55	42	72	184	177	63	222	217
Grp Sat Flow(s),veh/h/ln	1727	0	1668	1727	1814	1542	1727	1814	1705	1727	1814	1745
Q Serve(g_s), s	3.1	0.0	5.1	2.6	1.9	1.7	2.8	5.3	5.4	2.5	6.6	6.7
Cycle Q Clear(g_c), s	3.1	0.0	5.1	2.6	1.9	1.7	2.8	5.3	5.4	2.5	6.6	6.7
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.36	1.00		0.22
Lane Grp Cap(c), veh/h	171	0	208	158	251	214	165	628	591	155	618	594
V/C Ratio(X)	0.46	0.00	0.60	0.42	0.22	0.20	0.44	0.29	0.30	0.41	0.36	0.36
Avail Cap(c_a), veh/h	216	0	672	180	731	622	216	628	591	216	618	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	29.8	30.9	27.5	27.4	30.7	17.1	17.1	30.9	17.8	17.9
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.6	0.2	0.2	0.7	1.2	1.3	0.6	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.4	1.3	1.0	0.7	1.4	2.9	2.8	1.2	3.6	3.5
LnGrp Delay(d),s/veh	31.3	0.0	30.8	31.5	27.7	27.6	31.4	18.3	18.4	31.6	19.5	19.6
LnGrp LOS	C		C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		203			163			433			502	
Approach Delay, s/veh		31.0			29.2			20.5			21.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	31.9	13.1	15.5	11.9	31.5	12.1	16.5				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	24.5	7.5	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4	4.6	7.1	4.8	8.7	5.1	3.9				
Green Ext Time (p_c), s	0.0	7.2	0.1	0.4	0.0	6.9	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			23.4									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

APPENDIX 6.4:






















**OPENING YEAR CUMULATIVE (2015) WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

This Page Intentionally Left Blank






















HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	718	29	26	1423	41	28	6	17	20	2	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	29	789	31	29	1564	0	31	7	7	22	2	87
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	111	3208	126	107	3394	917	143	80	80	221	4	154
Arrive On Green	0.06	0.63	0.63	0.06	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1762	5094	200	1694	5388	1456	1278	735	735	1422	33	1418
Grp Volume(v), veh/h	29	550	270	29	1564	0	31	0	14	22	0	89
Grp Sat Flow(s),veh/h/ln	1762	1776	1741	1694	1796	1456	1278	0	1470	1422	0	1450
Q Serve(g_s), s	1.4	6.1	6.2	1.5	13.7	0.0	2.1	0.0	0.8	1.3	0.0	5.3
Cycle Q Clear(g_c), s	1.4	6.1	6.2	1.5	13.7	0.0	7.4	0.0	0.8	2.1	0.0	5.3
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	111	2238	1097	107	3394	917	143	0	159	221	0	157
V/C Ratio(X)	0.26	0.25	0.25	0.27	0.46	0.00	0.22	0.00	0.09	0.10	0.00	0.57
Avail Cap(c_a), veh/h	253	2238	1097	243	3394	917	457	0	520	570	0	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	7.3	7.3	40.4	8.7	0.0	41.8	0.0	36.3	37.2	0.0	38.3
Incr Delay (d2), s/veh	0.5	0.3	0.5	0.5	0.5	0.0	0.3	0.0	0.1	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.1	3.1	0.7	6.8	0.0	0.8	0.0	0.3	0.5	0.0	2.2
LnGrp Delay(d),s/veh	40.9	7.6	7.9	40.9	9.2	0.0	42.1	0.0	36.4	37.3	0.0	39.5
LnGrp LOS	D	A	A	D	A		D		D	D		D
Approach Vol, veh/h		849			1593			45			111	
Approach Delay, s/veh		8.8			9.8			40.3			39.1	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	64.0		15.8	10.7	64.0		15.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.5	8.2		7.3	3.4	15.7		9.4				
Green Ext Time (p_c), s	0.0	41.4		0.5	0.0	35.8		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			11.2									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	7	81	14	8	141	5	1351	15	81	1010	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	63	15	9	70	5	1468	16	88	1098	139
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	26	91	141	70	169	25	3167	35	183	3218	407
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.59	0.59	0.11	0.68	0.68
Sat Flow, veh/h	433	231	821	702	629	1513	1727	5371	59	1727	4723	597
Grp Volume(v), veh/h	114	0	0	24	0	70	5	992	492	88	843	394
Grp Sat Flow(s),veh/h/ln	1485	0	0	1331	0	1513	1727	1814	1802	1727	1814	1693
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	4.0	0.3	14.4	14.4	4.5	9.0	9.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	1.1	0.0	4.0	0.3	14.4	14.4	4.5	9.0	9.0
Prop In Lane	0.38		0.55	0.62		1.00	1.00		0.03	1.00		0.35
Lane Grp Cap(c), veh/h	219	0	0	211	0	169	25	2139	1062	183	2471	1153
V/C Ratio(X)	0.52	0.00	0.00	0.11	0.00	0.41	0.20	0.46	0.46	0.48	0.34	0.34
Avail Cap(c_a), veh/h	538	0	0	536	0	503	204	2139	1062	296	2471	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	0.0	37.3	0.0	38.6	45.4	10.8	10.8	39.3	6.2	6.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.6	1.5	0.7	1.5	0.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	0.6	0.0	1.7	0.1	7.4	7.5	2.2	4.6	4.4
LnGrp Delay(d),s/veh	40.5	0.0	0.0	37.4	0.0	39.2	46.9	11.5	12.3	40.0	6.6	7.0
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		114			94			1489			1325	
Approach Delay, s/veh		40.5			38.7			11.9			8.9	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	62.0		16.4	6.3	70.5		16.4				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	16.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+I1), s	6.5	16.4		8.8	2.3	11.0		6.0				
Green Ext Time (p_c), s	0.0	35.6		0.7	0.0	44.2		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			12.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	391	204	66	724	250	762	989	65	261	777	67
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	77	425	126	72	787	200	828	1075	0	284	845	50
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	276	1642	1497	280	1636	585	927	1817	520	453	1277	339
Arrive On Green	0.08	0.31	0.31	0.08	0.31	0.31	0.18	0.33	0.00	0.09	0.24	0.24
Sat Flow, veh/h	3356	5337	3072	3455	5337	1476	5233	5495	1572	5132	5286	1404
Grp Volume(v), veh/h	77	425	126	72	787	200	828	1075	0	284	845	50
Grp Sat Flow(s),veh/h/ln	1678	1779	1536	1727	1779	1476	1744	1832	1572	1711	1762	1404
Q Serve(g_s), s	2.7	7.5	2.7	2.4	15.0	11.8	19.3	20.3	0.0	6.7	18.0	3.5
Cycle Q Clear(g_c), s	2.7	7.5	2.7	2.4	15.0	11.8	19.3	20.3	0.0	6.7	18.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	1642	1497	280	1636	585	927	1817	520	453	1277	339
V/C Ratio(X)	0.28	0.26	0.08	0.26	0.48	0.34	0.89	0.59	0.00	0.63	0.66	0.15
Avail Cap(c_a), veh/h	296	2269	1858	305	2269	760	1176	2028	580	453	1277	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	32.5	17.2	53.8	35.2	26.4	50.1	34.7	0.0	54.8	42.7	37.2
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.2	0.5	0.7	6.5	0.7	0.0	2.1	1.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.7	1.2	1.2	7.4	4.9	9.8	10.4	0.0	3.2	9.0	1.4
LnGrp Delay(d),s/veh	53.9	32.6	17.3	53.9	35.6	27.1	56.6	35.4	0.0	56.9	44.4	37.6
LnGrp LOS	D	C	B	D	D	C	E	D		E	D	D
Approach Vol, veh/h		628			1059			1903			1179	
Approach Delay, s/veh		32.2			35.3			44.6			47.1	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	45.3	27.1	37.1	15.2	45.2	16.0	48.2				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	11.0	53.0	28.0	29.0	11.0	53.0	11.0	46.0				
Max Q Clear Time (g_c+I1), s	4.4	9.5	21.3	20.0	4.7	17.0	8.7	22.3				
Green Ext Time (p_c), s	0.0	23.7	0.8	8.2	0.0	21.2	0.1	18.9				
Intersection Summary												
HCM 2010 Ctrl Delay			41.5									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	3	2	20	0	14	2	1914	45	23	1079	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	27	3	0	22	0	7	2	2103	49	25	1186	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	168	0	185	0	107	58	2722	754	102	2722	770
Arrive On Green	0.06	0.09	0.00	0.05	0.00	0.07	0.07	1.00	1.00	0.06	0.50	0.50
Sat Flow, veh/h	1727	1814	0	3455	0	1511	1727	5441	1508	1727	5441	1540
Grp Volume(v), veh/h	27	3	0	22	0	7	2	2103	49	25	1186	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	1511	1727	1814	1508	1727	1814	1540
Q Serve(g_s), s	1.2	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.1	10.9	0.1
Cycle Q Clear(g_c), s	1.2	0.1	0.0	0.5	0.0	0.3	0.1	0.0	0.0	1.1	10.9	0.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	168	0	185	0	107	58	2722	754	102	2722	770
V/C Ratio(X)	0.25	0.02	0.00	0.12	0.00	0.07	0.03	0.77	0.06	0.25	0.44	0.01
Avail Cap(c_a), veh/h	222	837	0	487	0	698	199	2722	754	244	2722	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	34.8	32.2	0.0	35.2	0.0	33.8	35.2	0.0	0.0	35.0	12.5	3.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.1	0.1	2.2	0.2	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.2	0.0	0.1	0.0	0.6	0.0	0.5	5.5	0.1
LnGrp Delay(d),s/veh	35.3	32.2	0.0	35.3	0.0	33.9	35.3	2.2	0.2	35.4	12.9	3.4
LnGrp LOS	D	C		D		C	D	A	A	D	B	A
Approach Vol, veh/h		30			29			2154			1218	
Approach Delay, s/veh		34.9			34.9			2.2			13.3	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	88.0	10.9	11.5	51.6	46.0	9.2	13.2				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	11.0	39.0	10.0	* 36	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0	3.2	2.3	2.1	12.9	2.5	2.1				
Green Ext Time (p_c), s	0.0	31.9	0.0	0.0	6.6	14.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	5	1984	10	9	1093
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	2204	11	10	1214

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2710	1102	0	0	2204	0
Stage 1	2204	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*107	*456	-	-	*574	-
Stage 1	*468	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*105	*456	-	-	*574	-
Mov Cap-2 Maneuver	*105	-	-	-	-	-
Stage 1	*468	-	-	-	-	-
Stage 2	*679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	456	* 574	-
HCM Lane V/C Ratio	-	-	0.012	0.017	-
HCM Control Delay (s)	-	-	13	11.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-





















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	8	5	31	35	36	41	1949	78	66	983	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	10	9	1	36	41	15	48	2266	89	77	1143	48
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	37	68	83	95	152	135	2449	96	121	2519	106
Arrive On Green	0.04	0.04	0.04	0.10	0.10	0.10	0.08	0.47	0.47	0.14	0.97	0.97
Sat Flow, veh/h	930	837	1542	829	944	1511	1727	5197	203	1727	5185	218
Grp Volume(v), veh/h	19	0	1	77	0	15	48	1577	778	77	799	392
Grp Sat Flow(s),veh/h/ln	1767	0	1542	1772	0	1511	1727	1814	1773	1727	1814	1775
Q Serve(g_s), s	0.9	0.0	0.1	3.6	0.0	0.8	2.3	36.3	36.8	3.7	1.0	1.0
Cycle Q Clear(g_c), s	0.9	0.0	0.1	3.6	0.0	0.8	2.3	36.3	36.8	3.7	1.0	1.0
Prop In Lane	0.53		1.00	0.47		1.00	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	77	0	68	178	0	152	135	1709	835	121	1762	863
V/C Ratio(X)	0.25	0.00	0.01	0.43	0.00	0.10	0.36	0.92	0.93	0.63	0.45	0.45
Avail Cap(c_a), veh/h	198	0	173	636	0	542	194	1709	835	155	1762	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	40.8	37.7	0.0	36.4	39.0	22.1	22.2	37.2	0.7	0.7
Incr Delay (d2), s/veh	5.8	0.0	0.3	0.6	0.0	0.1	0.6	9.8	18.3	2.0	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.8	0.0	0.3	1.1	20.3	22.2	1.8	0.5	0.7
LnGrp Delay(d),s/veh	47.0	0.0	41.1	38.3	0.0	36.5	39.6	31.9	40.5	39.3	1.5	2.4
LnGrp LOS	D		D	D		D	D	C	D	D	A	A
Approach Vol, veh/h		20			92			2403			1268	
Approach Delay, s/veh		46.7			38.0			34.8			4.1	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.1	49.0		10.9	12.0	81.2		16.0				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.7	38.8		2.9	4.3	3.0		5.6				
Green Ext Time (p_c), s	0.1	3.1		0.0	0.0	17.7		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			24.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	16	2014	6	65	953
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	2238	7	72	1059

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2806	1119	0	0	2238	0
Stage 1	2238	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*51	173	-	-	95	-
Stage 1	*40	-	-	-	-	-
Stage 2	*714	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*12	173	-	-	95	-
Mov Cap-2 Maneuver	*12	-	-	-	-	-
Stage 1	*40	-	-	-	-	-
Stage 2	*173	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	7.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	95	-
HCM Lane V/C Ratio	-	-	0.103	0.76	-
HCM Control Delay (s)	-	-	28.2	114.9	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	4	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111






















Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	701	18	24	1003	12	38	10	17	27	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1787	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	762	20	26	1090	12	41	11	7	29	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	84	3127	82	30	3125	34	257	110	70	246	201	0
Arrive On Green	0.06	0.61	0.61	0.04	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1519	5166	135	1678	5265	58	1380	924	588	1288	1684	0
Grp Volume(v), veh/h	23	523	259	26	736	366	41	0	18	29	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1751	1678	1778	1768	1380	0	1511	1288	1684	0
Q Serve(g_s), s	1.1	5.3	5.3	1.2	0.0	0.0	2.1	0.0	0.8	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.3	5.3	1.2	0.0	0.0	2.1	0.0	0.8	2.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	84	2149	1060	30	2110	1049	257	0	180	246	201	0
V/C Ratio(X)	0.27	0.24	0.24	0.87	0.35	0.35	0.16	0.00	0.10	0.12	0.00	0.00
Avail Cap(c_a), veh/h	274	2149	1060	238	2110	1049	842	0	818	842	911	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.2	7.1	7.1	37.4	0.0	0.0	31.1	0.0	30.5	31.5	30.1	0.0
Incr Delay (d2), s/veh	0.6	0.3	0.5	22.5	0.4	0.9	0.1	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	2.7	0.7	0.1	0.2	0.8	0.0	0.3	0.6	0.0	0.0
LnGrp Delay(d),s/veh	35.8	7.3	7.6	59.9	0.4	0.9	31.2	0.0	30.6	31.6	30.1	0.0
LnGrp LOS	D	A	A	E	A	A	C		C	C	C	
Approach Vol, veh/h		805			1128			59			30	
Approach Delay, s/veh		8.2			1.9			31.0			31.5	
Approach LOS		A			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	95.4		15.3	50.7	54.0		15.3				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	11.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		4.1	3.2	7.3		4.3				
Green Ext Time (p_c), s	0.0	16.8		0.3	2.2	10.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
 6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	600	41	80	1041	51	29	25	37	10	18	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1821	1850
Adj Flow Rate, veh/h	43	632	43	84	1096	50	31	26	34	11	19	21
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	202	2242	590	198	2092	95	98	116	152	48	99	110
Arrive On Green	0.23	0.83	0.83	0.11	0.42	0.42	0.06	0.16	0.16	0.03	0.13	0.13
Sat Flow, veh/h	1762	5388	1417	1727	5027	229	1587	722	944	1762	790	873
Grp Volume(v), veh/h	43	632	43	84	770	376	31	0	60	11	0	40
Grp Sat Flow(s),veh/h/ln	1762	1796	1417	1727	1766	1724	1587	0	1666	1762	0	1662
Q Serve(g_s), s	1.6	2.1	0.3	3.7	13.3	13.3	1.5	0.0	2.6	0.5	0.0	1.8
Cycle Q Clear(g_c), s	1.6	2.1	0.3	3.7	13.3	13.3	1.5	0.0	2.6	0.5	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.57	1.00		0.52
Lane Grp Cap(c), veh/h	202	2242	590	198	1470	718	98	0	268	48	0	209
V/C Ratio(X)	0.21	0.28	0.07	0.42	0.52	0.52	0.32	0.00	0.22	0.23	0.00	0.19
Avail Cap(c_a), veh/h	237	2242	590	233	1470	718	194	0	857	216	0	855
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	4.2	1.7	33.7	17.8	17.8	36.7	0.0	29.9	38.9	0.0	32.0
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.5	1.2	2.4	0.7	0.0	0.2	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.2	1.8	6.7	6.7	0.7	0.0	1.2	0.3	0.0	0.8
LnGrp Delay(d),s/veh	28.7	4.5	1.9	34.1	19.0	20.2	37.3	0.0	30.0	39.8	0.0	32.1
LnGrp LOS	C	A	A	C	B	C	D		C	D		C
Approach Vol, veh/h		718			1230			91				51
Approach Delay, s/veh		5.8			20.4			32.5				33.8
Approach LOS		A			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	52.7	41.0	10.1	16.3	52.7	41.0	7.2	19.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	34.0	10.0	42.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	5.7	4.1	3.5	3.8	3.6	15.3	2.5	4.6				
Green Ext Time (p_c), s	0.0	8.2	0.0	0.4	0.0	11.2	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	20	5	20	0	20	5	21	0	21	50	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	22	0	22	5	23	0	23	54	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	7.7	7.7	8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	44%	43%	44%	0%
Vol Thru, %	70%	0%	11%	11%	56%	0%
Vol Right, %	0%	100%	44%	46%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	22	45	46	97	42
LT Vol	50	0	5	5	54	0
Through Vol	0	22	20	21	0	42
RT Vol	21	0	20	20	43	0
Lane Flow Rate	77	24	49	50	105	46
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.106	0.027	0.06	0.061	0.146	0.051
Departure Headway (Hd)	5.045	4.194	4.41	4.399	4.981	4.058
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	715	859	816	819	711	867
Service Time	2.745	1.894	2.413	2.402	2.777	1.853
HCM Lane V/C Ratio	0.108	0.028	0.06	0.061	0.148	0.053
HCM Control Delay	8.3	7	7.7	7.7	8.6	7.1
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2	0.5	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	43	54	42
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	47	59	46
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Lane

Intersection										
Int Delay, s/veh	5.1									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	26	74	11	21	53	18	29	24	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	87	13	25	62	21	34	28	8

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	62	0	0	89	0	0	275	262	89
Stage 1	-	-	-	-	-	-	150	150	-
Stage 2	-	-	-	-	-	-	125	112	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1506	-	-	677	643	969
Stage 1	-	-	-	-	-	-	853	773	-
Stage 2	-	-	-	-	-	-	879	803	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1506	-	-	613	618	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	618	-
Stage 1	-	-	-	-	-	-	834	756	-
Stage 2	-	-	-	-	-	-	806	789	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	1.7	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	613	673	1541	-	-	1506	-	-	621	1003
HCM Lane V/C Ratio	0.056	0.054	0.02	-	-	0.016	-	-	0.078	0.034
HCM Control Delay (s)	11.2	10.7	7.4	0	-	7.4	0	-	11.3	8.7
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.1	-	-	0.3	0.1

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	18	23	29
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	85	85	85
Heavy Vehicles, %	2	2	2
Mvmt Flow	21	27	34

Major/Minor

























	Minor2		
Conflicting Flow All	280	262	62
Stage 1	112	112	-
Stage 2	168	150	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	672	643	1003
Stage 1	893	803	-
Stage 2	834	773	-
Platoon blocked, %			
Mov Cap-1 Maneuver	625	618	1003
Mov Cap-2 Maneuver	625	618	-
Stage 1	874	789	-
Stage 2	779	756	-

Approach






















Approach	SB
HCM Control Delay, s	10.2
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	550	23	64	941	122	142	429	44	141	274	93
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	109	611	23	71	1046	125	158	477	29	157	304	56
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	332	2047	566	295	2023	575	288	827	333	285	818	478
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	1462	3293	5337	1517	3489	3700	1491	3455	3663	1484
Grp Volume(v), veh/h	109	611	23	71	1046	125	158	477	29	157	304	56
Grp Sat Flow(s),veh/h/ln	1694	1762	1462	1647	1779	1517	1744	1850	1491	1727	1832	1484
Q Serve(g_s), s	3.2	8.7	1.1	2.2	16.4	6.0	4.7	12.4	1.7	4.7	7.6	2.9
Cycle Q Clear(g_c), s	3.2	8.7	1.1	2.2	16.4	6.0	4.7	12.4	1.7	4.7	7.6	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	2047	566	295	2023	575	288	827	333	285	818	478
V/C Ratio(X)	0.33	0.30	0.04	0.24	0.52	0.22	0.55	0.58	0.09	0.55	0.37	0.12
Avail Cap(c_a), veh/h	345	2047	566	335	2023	575	323	1693	682	319	1676	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	23.0	20.6	45.8	25.9	22.7	47.7	37.4	33.3	47.7	35.6	25.9
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.2	0.9	0.9	0.6	0.2	0.0	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.3	0.5	1.0	8.2	2.6	2.3	6.4	0.7	2.3	3.9	1.2
LnGrp Delay(d),s/veh	45.7	23.3	20.8	46.0	26.9	23.6	48.3	37.7	33.3	48.3	35.7	25.9
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		743			1242			664			517	
Approach Delay, s/veh		26.5			27.6			40.0			38.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	48.9	13.9	30.7	15.6	48.0	13.9	30.7				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.2	10.7	6.7	9.6	5.2	18.4	6.7	14.4				
Green Ext Time (p_c), s	0.0	22.6	0.1	3.3	0.0	17.9	0.1	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			31.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	10	13	19	17	9	33	552	42	7	299	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	64	12	14	23	21	6	41	681	38	9	369	43
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	74	87	88	155	132	111	1869	104	35	1610	186
Arrive On Green	0.08	0.10	0.10	0.05	0.09	0.09	0.06	0.55	0.55	0.02	0.51	0.51
Sat Flow, veh/h	1727	757	883	1727	1814	1542	1727	3399	190	1727	3185	368
Grp Volume(v), veh/h	64	0	26	23	21	6	41	363	356	9	209	203
Grp Sat Flow(s),veh/h/ln	1727	0	1640	1727	1814	1542	1727	1814	1775	1727	1814	1739
Q Serve(g_s), s	3.1	0.0	1.3	1.1	1.0	0.3	2.0	10.0	10.0	0.5	5.7	5.8
Cycle Q Clear(g_c), s	3.1	0.0	1.3	1.1	1.0	0.3	2.0	10.0	10.0	0.5	5.7	5.8
Prop In Lane	1.00		0.54	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	139	0	161	88	155	132	111	997	976	35	917	879
V/C Ratio(X)	0.46	0.00	0.16	0.26	0.14	0.05	0.37	0.36	0.36	0.26	0.23	0.23
Avail Cap(c_a), veh/h	252	0	543	184	560	476	213	997	976	175	917	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	39.1	0.0	36.8	40.6	37.6	37.4	39.9	11.3	11.3	43.0	12.3	12.3
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.6	0.1	0.1	0.8	1.0	1.1	1.4	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.6	0.6	0.5	0.1	1.0	5.2	5.1	0.2	3.0	2.9
LnGrp Delay(d),s/veh	40.0	0.0	36.9	41.2	37.8	37.4	40.7	12.3	12.3	44.3	12.8	12.9
LnGrp LOS	D		D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		90			50			760			421	
Approach Delay, s/veh		39.1			39.3			13.9			13.5	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	86.9	11.0	15.3	10.7	83.0	12.2	14.1				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	47.0	9.5	* 30	11.0	45.0	13.0	27.5				
Max Q Clear Time (g_c+I1), s	2.5	12.0	3.1	3.3	4.0	7.8	5.1	3.0				
Green Ext Time (p_c), s	0.0	15.2	0.0	0.0	0.0	15.6	0.0	0.1				

Intersection Summary												
HCM 2010 Ctrl Delay			16.4									
HCM 2010 LOS			B									






















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111






















Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	1543	73	32	1087	29	48	14	45	52	7	63
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1798	1850	1850	1796	1779	1850	1809	1850	1779	1785	1850
Adj Flow Rate, veh/h	58	1607	68	33	1132	0	50	15	25	54	7	23
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	160	3220	136	120	3244	910	206	65	109	193	39	129
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	5140	217	1762	5388	1512	1401	605	1009	1335	362	1188
Grp Volume(v), veh/h	58	1124	551	33	1132	0	50	0	40	54	0	30
Grp Sat Flow(s),veh/h/ln	1727	1798	1760	1762	1796	1512	1401	0	1614	1335	0	1550
Q Serve(g_s), s	2.9	15.5	15.5	1.6	9.7	0.0	3.1	0.0	2.1	3.5	0.0	1.6
Cycle Q Clear(g_c), s	2.9	15.5	15.5	1.6	9.7	0.0	4.7	0.0	2.1	5.6	0.0	1.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.63	1.00		0.77
Lane Grp Cap(c), veh/h	160	2254	1103	120	3244	910	206	0	175	193	0	168
V/C Ratio(X)	0.36	0.50	0.50	0.27	0.35	0.00	0.24	0.00	0.23	0.28	0.00	0.18
Avail Cap(c_a), veh/h	246	2254	1103	251	3244	910	576	0	601	546	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.3	9.3	40.4	9.2	0.0	39.2	0.0	37.3	39.8	0.0	37.0
Incr Delay (d2), s/veh	0.5	0.8	1.6	0.5	0.3	0.0	0.2	0.0	0.2	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.9	8.0	0.8	4.8	0.0	1.2	0.0	0.9	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	10.1	10.9	40.9	9.5	0.0	39.4	0.0	37.5	40.1	0.0	37.2
LnGrp LOS	D	B	B	D	A		D		D	D		D
Approach Vol, veh/h		1733			1165			90				84
Approach Delay, s/veh		11.3			10.3			38.6				39.1
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	64.2		15.9	13.5	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	17.5		7.6	4.9	11.7		6.7				
Green Ext Time (p_c), s	0.0	35.1		0.4	0.0	40.2		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				12.5								
HCM 2010 LOS				B								

























HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	13	86	80	16	246	26	1193	6	183	1381	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	105	14	76	88	18	103	29	1311	7	201	1518	95
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	31	89	266	49	347	102	2548	14	230	2759	173
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.47	0.47	0.13	0.55	0.55
Sat Flow, veh/h	475	134	389	897	213	1515	1727	5406	29	1727	5059	316
Grp Volume(v), veh/h	195	0	0	106	0	103	29	880	438	201	1088	525
Grp Sat Flow(s),veh/h/ln	999	0	0	1110	0	1515	1727	1814	1808	1727	1814	1748
Q Serve(g_s), s	12.7	0.0	0.0	0.0	0.0	6.1	1.7	18.3	18.3	12.3	21.1	21.1
Cycle Q Clear(g_c), s	21.7	0.0	0.0	8.9	0.0	6.1	1.7	18.3	18.3	12.3	21.1	21.1
Prop In Lane	0.54		0.39	0.83		1.00	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	280	0	0	315	0	347	102	1710	852	230	1979	953
V/C Ratio(X)	0.70	0.00	0.00	0.34	0.00	0.30	0.28	0.51	0.51	0.87	0.55	0.55
Avail Cap(c_a), veh/h	372	0	0	406	0	448	176	1710	852	415	1979	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	0.0	35.5	0.0	34.5	48.7	20.0	20.0	46.0	16.0	16.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.2	0.6	1.1	2.2	4.0	1.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	2.7	0.0	2.6	0.8	9.4	9.7	6.2	10.7	10.7
LnGrp Delay(d),s/veh	44.7	0.0	0.0	35.7	0.0	34.7	49.2	21.1	22.2	50.0	17.1	18.2
LnGrp LOS	D			D		C	D	C	C	D	B	B
Approach Vol, veh/h		195			209			1347			1814	
Approach Delay, s/veh		44.7			35.2			22.0			21.1	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.4	58.0		30.8	11.4	66.0		30.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	26.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+I1), s	14.3	20.3		23.7	3.7	23.1		10.9				
Green Ext Time (p_c), s	0.1	22.8		1.0	0.0	34.0		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA
6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	176	814	628	177	707	387	447	684	184	475	988	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	181	839	494	182	729	331	461	705	0	490	1019	43
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	284	1924	1444	287	1962	704	541	1517	447	504	1508	419
Arrive On Green	0.08	0.36	0.36	0.08	0.36	0.36	0.10	0.28	0.00	0.10	0.28	0.28
Sat Flow, veh/h	3489	5337	3114	3524	5441	1536	5233	5337	1572	5233	5441	1512
Grp Volume(v), veh/h	181	839	494	182	729	331	461	705	0	490	1019	43
Grp Sat Flow(s),veh/h/ln	1744	1779	1557	1762	1814	1536	1744	1779	1572	1744	1814	1512
Q Serve(g_s), s	6.8	16.1	13.7	6.8	13.4	20.2	11.7	14.7	0.0	12.6	22.5	2.9
Cycle Q Clear(g_c), s	6.8	16.1	13.7	6.8	13.4	20.2	11.7	14.7	0.0	12.6	22.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1924	1444	287	1962	704	541	1517	447	504	1508	419
V/C Ratio(X)	0.64	0.44	0.34	0.64	0.37	0.47	0.85	0.46	0.00	0.97	0.68	0.10
Avail Cap(c_a), veh/h	284	2054	1520	313	2135	752	659	1738	512	504	1611	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	32.8	23.1	60.1	31.9	25.4	59.6	39.9	0.0	60.9	43.4	36.3
Incr Delay (d2), s/veh	3.6	0.3	0.3	2.5	0.3	1.0	7.7	0.5	0.0	33.0	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	8.0	5.9	3.4	6.7	8.7	6.0	7.3	0.0	7.6	11.4	1.2
LnGrp Delay(d),s/veh	63.8	33.1	23.4	62.6	32.1	26.5	67.3	40.3	0.0	93.8	44.9	36.6
LnGrp LOS	E	C	C	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1514			1242			1166			1552	
Approach Delay, s/veh		33.6			35.1			51.0			60.1	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	55.7	19.0	44.4	16.0	55.7	18.0	45.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I1), s	8.8	18.1	13.7	24.5	8.8	22.2	14.6	16.7				
Green Ext Time (p_c), s	0.1	28.7	0.3	12.9	0.0	26.5	0.0	20.7				
Intersection Summary												
HCM 2010 Ctrl Delay			45.2									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	77	2	51	11	1323	59	100	1707	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	82	2	18	12	1407	56	106	1816	23
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	52	78	375	18	166	141	2358	668	200	2420	686
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.16	0.87	0.87	0.12	0.44	0.44
Sat Flow, veh/h	1727	649	974	3455	154	1389	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	13	0	5	82	0	20	12	1407	56	106	1816	23
Grp Sat Flow(s),veh/h/ln	1727	0	1623	1727	0	1543	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.6	0.0	0.2	1.9	0.0	1.0	0.5	6.3	0.3	5.1	24.4	0.7
Cycle Q Clear(g_c), s	0.6	0.0	0.2	1.9	0.0	1.0	0.5	6.3	0.3	5.1	24.4	0.7
Prop In Lane	1.00		0.60	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	130	375	0	185	141	2358	668	200	2420	686
V/C Ratio(X)	0.11	0.00	0.04	0.22	0.00	0.11	0.08	0.60	0.08	0.53	0.75	0.03
Avail Cap(c_a), veh/h	217	0	666	433	0	634	177	2358	668	236	2420	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	38.3	0.0	37.2	35.7	0.0	34.4	33.9	3.7	1.4	36.5	20.3	13.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.1	0.1	1.1	0.2	0.6	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.9	0.0	0.4	0.3	2.9	0.2	2.5	12.5	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.3	35.8	0.0	34.5	34.0	4.8	1.6	37.2	22.1	13.8
LnGrp LOS	D		D	D		C	C	A	A	D	C	B
Approach Vol, veh/h		18			102			1475			1945	
Approach Delay, s/veh		38.1			35.5			5.0			22.8	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	77.3	11.0	16.5	46.5	46.0	14.5	13.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	9.0	* 39	11.0	36.0				
Max Q Clear Time (g_c+I1), s	7.1	8.3	2.6	3.0	2.5	26.4	3.9	2.2				
Green Ext Time (p_c), s	0.0	19.5	0.1	0.0	5.5	11.2	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	1440	54	45	1745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	1516	57	47	1837

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2345	758	0	0	1516	0
Stage 1	1516	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*435	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*407	*587	-	-	*738	-
Mov Cap-2 Maneuver	*407	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.057	0.064	-
HCM Control Delay (s)	-	-	11.5	10.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	16	5	105	17	82	10	1399	96	36	1706	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	13	17	2	112	18	27	11	1488	99	38	1815	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	62	95	184	30	184	46	2390	159	46	2696	1
Arrive On Green	0.06	0.06	0.06	0.12	0.12	0.12	0.03	0.47	0.47	0.05	0.99	0.99
Sat Flow, veh/h	769	1006	1542	1498	241	1503	1727	5046	336	1727	5438	3
Grp Volume(v), veh/h	30	0	2	130	0	27	11	1070	517	38	1211	605
Grp Sat Flow(s),veh/h/ln	1775	0	1542	1739	0	1503	1727	1814	1754	1727	1814	1813
Q Serve(g_s), s	1.4	0.0	0.1	6.3	0.0	1.4	0.6	19.5	19.5	1.9	0.7	0.7
Cycle Q Clear(g_c), s	1.4	0.0	0.1	6.3	0.0	1.4	0.6	19.5	19.5	1.9	0.7	0.7
Prop In Lane	0.43		1.00	0.86		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	109	0	95	213	0	184	46	1718	831	46	1799	899
V/C Ratio(X)	0.27	0.00	0.02	0.61	0.00	0.15	0.24	0.62	0.62	0.83	0.67	0.67
Avail Cap(c_a), veh/h	200	0	174	627	0	542	195	1718	831	156	1799	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	39.1	36.9	0.0	34.8	42.3	17.4	17.4	41.8	0.2	0.2
Incr Delay (d2), s/veh	4.8	0.0	0.3	1.1	0.0	0.1	1.0	1.7	3.5	13.1	2.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	3.1	0.0	0.6	0.3	10.1	10.2	1.1	0.7	1.2
LnGrp Delay(d),s/veh	44.6	0.0	39.4	37.9	0.0	34.9	43.2	19.1	20.9	54.9	2.2	4.2
LnGrp LOS	D		D	D		C	D	B	C	D	A	A
Approach Vol, veh/h		32			157			1598			1854	
Approach Delay, s/veh		44.2			37.4			19.9			3.9	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.7	49.0		12.5	7.4	82.3		17.9				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	21.5		3.4	2.6	2.7		8.3				
Green Ext Time (p_c), s	0.1	15.7		0.1	0.0	29.0		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.7									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1381	15	66	1750
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1424	15	68	1804

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2282	712	0	0	1424	0
Stage 1	1424	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*278	322	-	-	243	-
Stage 1	*132	-	-	-	-	-
Stage 2	*535	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*200	322	-	-	243	-
Mov Cap-2 Maneuver	*200	-	-	-	-	-
Stage 1	*132	-	-	-	-	-
Stage 2	*385	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	322	243	-
HCM Lane V/C Ratio	-	-	0.032	0.28	-
HCM Control Delay (s)	-	-	16.6	25.5	-
HCM Lane LOS	-	-	C	D	-
HCM 95th %tile Q(veh)	-	-	0.1	1.1	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA






















6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1398	43	72	1192	61	72	16	80	147	25	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1815	1850	1850	1822	1850	1850	1837	1850
Adj Flow Rate, veh/h	82	1441	42	74	1229	54	74	16	22	152	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	186	2658	77	149	2624	115	314	120	165	311	224	78
Arrive On Green	0.11	0.51	0.51	0.17	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1762	5257	153	1762	5179	227	1235	631	868	1221	1181	409
Grp Volume(v), veh/h	82	994	489	74	862	421	74	0	38	152	0	35
Grp Sat Flow(s),veh/h/ln	1762	1813	1783	1762	1815	1775	1235	0	1499	1221	0	1590
Q Serve(g_s), s	4.0	17.0	17.0	3.5	0.0	0.0	4.3	0.0	1.9	9.4	0.0	1.7
Cycle Q Clear(g_c), s	4.0	17.0	17.0	3.5	0.0	0.0	6.0	0.0	1.9	11.3	0.0	1.7
Prop In Lane	1.00		0.09	1.00		0.13	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	186	1834	902	149	1840	899	314	0	284	311	0	302
V/C Ratio(X)	0.44	0.54	0.54	0.50	0.47	0.47	0.24	0.00	0.13	0.49	0.00	0.12
Avail Cap(c_a), veh/h	252	1834	902	213	1840	899	700	0	709	699	0	751
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	15.3	15.3	36.0	0.0	0.0	33.0	0.0	30.6	35.3	0.0	30.5
Incr Delay (d2), s/veh	0.5	0.9	1.8	0.8	0.8	1.5	0.1	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.7	8.7	1.7	0.2	0.4	1.6	0.0	0.8	3.6	0.0	0.7
LnGrp Delay(d),s/veh	38.6	16.2	17.1	36.8	0.8	1.5	33.1	0.0	30.7	35.8	0.0	30.6
LnGrp LOS	D	B	B	D	A	A	C		C	D		C
Approach Vol, veh/h		1565			1357			112				187
Approach Delay, s/veh		17.7			3.0			32.3				34.8
Approach LOS		B			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	82.1		23.3	43.7	53.0		23.3				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	11.0	* 46		43.0				
Max Q Clear Time (g_c+I1), s	6.0	2.0		8.0	5.5	19.0		13.3				
Green Ext Time (p_c), s	0.0	20.6		1.3	2.9	18.3		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1393	185	270	1136	86	162	44	176	51	49	61
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1835	1850	1850	1850	1850
Adj Flow Rate, veh/h	52	1436	189	278	1171	86	167	45	166	53	51	20
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	217	2009	573	237	1903	140	205	54	199	144	141	55
Arrive On Green	0.25	0.74	0.74	0.13	0.38	0.38	0.12	0.16	0.16	0.08	0.11	0.11
Sat Flow, veh/h	1762	5441	1551	1762	5001	367	1762	344	1268	1762	1260	494
Grp Volume(v), veh/h	52	1436	189	278	850	407	167	0	211	53	0	71
Grp Sat Flow(s),veh/h/ln	1762	1814	1551	1762	1816	1736	1762	0	1612	1762	0	1755
Q Serve(g_s), s	2.1	13.1	3.8	12.0	16.9	16.9	8.3	0.0	11.3	2.5	0.0	3.3
Cycle Q Clear(g_c), s	2.1	13.1	3.8	12.0	16.9	16.9	8.3	0.0	11.3	2.5	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.79	1.00		0.28
Lane Grp Cap(c), veh/h	217	2009	573	237	1382	660	205	0	253	144	0	196
V/C Ratio(X)	0.24	0.71	0.33	1.18	0.62	0.62	0.82	0.00	0.83	0.37	0.00	0.36
Avail Cap(c_a), veh/h	217	2009	573	237	1382	660	205	0	757	197	0	805
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	9.1	7.9	38.7	22.4	22.4	38.6	0.0	36.5	38.8	0.0	36.7
Incr Delay (d2), s/veh	0.2	2.0	1.4	108.2	1.6	3.4	20.7	0.0	2.7	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.6	1.8	12.9	8.8	8.8	5.2	0.0	5.2	1.3	0.0	1.6
LnGrp Delay(d),s/veh	30.5	11.1	9.2	146.8	24.0	25.8	59.3	0.0	39.3	39.4	0.0	37.2
LnGrp LOS	C	B	A	F	C	C	E		D	D		D
Approach Vol, veh/h		1677			1535			378			124	
Approach Delay, s/veh		11.5			46.7			48.1			38.1	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.6	40.0	16.4	16.0	46.6	41.0	12.3	20.1				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	10.0	* 41	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	14.0	15.1	10.3	5.3	4.1	18.9	4.5	13.3				
Green Ext Time (p_c), s	0.0	14.1	0.0	0.3	0.2	10.3	0.0	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			30.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	97	5	76	0	76	5	97	0	44	188	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	5	83	0	83	5	105	0	48	204	48
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	13.4	13.2	14.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	54%	43%	33%	0%
Vol Thru, %	81%	0%	3%	3%	67%	0%
Vol Right, %	0%	100%	43%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	44	178	178	378	126
LT Vol	188	0	5	5	252	0
Through Vol	0	44	76	97	0	126
RT Vol	44	0	97	76	126	0
Lane Flow Rate	252	48	193	193	411	137
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.482	0.081	0.359	0.354	0.74	0.213
Departure Headway (Hd)	6.881	6.068	6.673	6.585	6.622	5.738
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	525	591	540	548	551	630
Service Time	4.613	3.799	4.701	4.614	4.322	3.438
HCM Lane V/C Ratio	0.48	0.081	0.357	0.352	0.746	0.217
HCM Control Delay	15.9	9.3	13.4	13.2	25.8	10
HCM Lane LOS	C	A	B	B	D	A
HCM 95th-tile Q	2.6	0.3	1.6	1.6	6.3	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	126	252	126
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	137	274	137
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	21.9
HCM LOS	C

Lane

Intersection										
Int Delay, s/veh	8									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	78	75	17	28	71	70	29	47	37
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	78	18	29	74	73	30	49	39

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	74	0	0	79	0	0	425	374	80
Stage 1	-	-	-	-	-	-	242	242	-
Stage 2	-	-	-	-	-	-	183	132	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1519	-	-	540	557	980
Stage 1	-	-	-	-	-	-	762	705	-
Stage 2	-	-	-	-	-	-	819	787	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1518	-	-	390	514	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	514	-
Stage 1	-	-	-	-	-	-	719	665	-
Stage 2	-	-	-	-	-	-	628	770	-

Approach	EB	WB	NB
HCM Control Delay, s	3.4	1.2	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	390	650	1526	-	-	1518	-	-	489	988
HCM Lane V/C Ratio	0.077	0.135	0.053	-	-	0.019	-	-	0.354	0.098
HCM Control Delay (s)	15	11.4	7.5	0	-	7.4	0	-	16.3	9
HCM Lane LOS	C	B	A	A	-	A	A	-	C	A
HCM 95th %tile Q(veh)	0.2	0.5	0.2	-	-	0.1	-	-	1.6	0.3

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	69	97	93
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	72	101	97

Major/Minor

























	Minor2		
Conflicting Flow All	417	374	74
Stage 1	132	132	-
Stage 2	285	242	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	546	557	988
Stage 1	871	787	-
Stage 2	722	705	-
Platoon blocked, %			
Mov Cap-1 Maneuver	458	514	988
Mov Cap-2 Maneuver	458	514	-
Stage 1	822	770	-
Stage 2	606	665	-

Approach






















	SB
HCM Control Delay, s	13.7
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	225	1213	104	125	1221	208	108	316	57	254	353	166
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	242	1304	86	134	1313	159	116	340	32	273	380	96
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	368	2061	538	364	2050	568	291	700	295	338	759	490
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.20	0.20	0.10	0.21	0.21
Sat Flow, veh/h	3489	5441	1421	3524	5441	1509	3489	3558	1500	3524	3627	1552
Grp Volume(v), veh/h	242	1304	86	134	1313	159	116	340	32	273	380	96
Grp Sat Flow(s),veh/h/ln	1744	1814	1421	1762	1814	1509	1744	1779	1500	1762	1814	1552
Q Serve(g_s), s	7.0	20.4	4.2	3.7	20.7	7.7	3.3	8.9	1.8	7.9	9.6	4.7
Cycle Q Clear(g_c), s	7.0	20.4	4.2	3.7	20.7	7.7	3.3	8.9	1.8	7.9	9.6	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	368	2061	538	364	2050	568	291	700	295	338	759	490
V/C Ratio(X)	0.66	0.63	0.16	0.37	0.64	0.28	0.40	0.49	0.11	0.81	0.50	0.20
Avail Cap(c_a), veh/h	435	2061	538	372	2050	568	301	1672	705	406	1809	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	26.5	21.4	43.6	26.7	22.6	45.3	37.2	34.4	46.2	36.4	26.1
Incr Delay (d2), s/veh	1.7	1.5	0.6	0.2	1.6	1.2	0.3	0.2	0.1	8.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.4	1.7	1.8	10.6	3.4	1.6	4.4	0.8	4.3	4.9	2.0
LnGrp Delay(d),s/veh	46.5	28.0	22.1	43.8	28.2	23.9	45.6	37.4	34.4	54.4	36.6	26.2
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1632			1606			488			749	
Approach Delay, s/veh		30.4			29.1			39.2			41.8	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.7	28.3	16.0	46.3	15.0	27.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.7	22.4	5.3	11.6	9.0	22.7	9.9	10.9				
Green Ext Time (p_c), s	0.1	16.5	0.0	3.1	0.1	14.4	0.1	3.1				
Intersection Summary												
HCM 2010 Ctrl Delay			32.8									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	79	36	69	60	45	42	59	356	62	52	503	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	87	40	50	66	49	20	65	391	49	57	553	61
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	99	123	158	225	188	157	1137	141	147	1136	125
Arrive On Green	0.10	0.14	0.14	0.09	0.12	0.12	0.09	0.36	0.36	0.09	0.35	0.35
Sat Flow, veh/h	1727	728	910	1727	1814	1518	1727	3152	392	1727	3202	352
Grp Volume(v), veh/h	87	0	90	66	49	20	65	224	216	57	312	302
Grp Sat Flow(s),veh/h/ln	1727	0	1638	1727	1814	1518	1727	1814	1731	1727	1814	1741
Q Serve(g_s), s	3.4	0.0	3.6	2.6	1.7	0.8	2.6	6.5	6.6	2.2	9.6	9.7
Cycle Q Clear(g_c), s	3.4	0.0	3.6	2.6	1.7	0.8	2.6	6.5	6.6	2.2	9.6	9.7
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.23	1.00		0.20
Lane Grp Cap(c), veh/h	178	0	222	158	225	188	157	654	624	147	644	618
V/C Ratio(X)	0.49	0.00	0.41	0.42	0.22	0.11	0.41	0.34	0.35	0.39	0.49	0.49
Avail Cap(c_a), veh/h	216	0	661	216	732	613	216	654	624	216	644	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	28.4	30.8	28.3	27.9	30.8	16.7	16.8	31.1	18.1	18.1
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.6	0.2	0.1	0.6	1.4	1.5	0.6	2.6	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	1.3	0.9	0.4	1.2	3.5	3.4	1.1	5.2	5.1
LnGrp Delay(d),s/veh	31.2	0.0	28.9	31.5	28.5	28.0	31.5	18.2	18.3	31.7	20.7	20.8
LnGrp LOS	C		C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		177			135			505			671	
Approach Delay, s/veh		30.0			29.9			19.9			21.7	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	32.9	11.6	16.2	11.5	32.5	12.4	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	25.5	9.0	29.0	9.0	25.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.2	8.6	4.6	5.6	4.6	11.7	5.4	3.7				
Green Ext Time (p_c), s	0.0	9.4	0.0	0.5	0.0	8.1	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.8									
HCM 2010 LOS			C									






















HCM 2010 Signalized Intersection Summary
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1186	58	43	1189	36	63	12	45	52	19	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1235	54	45	1239	0	66	12	22	54	20	25
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2913	127	153	3117	892	224	70	129	237	90	112
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	5166	226	1762	5495	1572	1356	567	1039	1396	727	909
Grp Volume(v), veh/h	42	867	422	45	1239	0	66	0	34	54	0	45
Grp Sat Flow(s),veh/h/ln	1711	1814	1765	1762	1832	1572	1356	0	1606	1396	0	1636
Q Serve(g_s), s	1.8	10.9	10.9	1.9	10.1	0.0	3.7	0.0	1.5	2.9	0.0	2.0
Cycle Q Clear(g_c), s	1.8	10.9	10.9	1.9	10.1	0.0	5.7	0.0	1.5	4.4	0.0	2.0
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.65	1.00		0.56
Lane Grp Cap(c), veh/h	143	2045	995	153	3117	892	224	0	199	237	0	202
V/C Ratio(X)	0.29	0.42	0.42	0.29	0.40	0.00	0.29	0.00	0.17	0.23	0.00	0.22
Avail Cap(c_a), veh/h	279	2045	995	287	3117	892	634	0	684	659	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	10.0	10.0	34.1	9.7	0.0	34.1	0.0	31.3	33.3	0.0	31.5
Incr Delay (d2), s/veh	0.4	0.6	1.3	0.4	0.4	0.0	0.3	0.0	0.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.6	5.6	0.9	5.2	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.8	10.6	11.3	34.5	10.0	0.0	34.3	0.0	31.5	33.5	0.0	31.7
LnGrp LOS	C	B	B	C	B		C		C	C		C
Approach Vol, veh/h		1331			1284			100			99	
Approach Delay, s/veh		11.6			10.9			33.4			32.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	52.0		15.9	11.7	52.3		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	12.9		6.4	3.8	12.1		7.7				
Green Ext Time (p_c), s	0.0	29.2		0.5	0.0	29.9		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				12.8								
HCM 2010 LOS				B								

























HCM 2010 Signalized Intersection Summary
2: Washington Street & Channel Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	28	123	119	13	193	44	1061	13	176	1030	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	113	29	99	123	13	63	45	1094	11	181	1062	87
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	52	115	316	30	443	137	2165	22	212	2212	181
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.40	0.40	0.12	0.45	0.45
Sat Flow, veh/h	389	178	395	845	103	1521	1727	5376	54	1727	4953	405
Grp Volume(v), veh/h	241	0	0	136	0	63	45	738	367	181	777	372
Grp Sat Flow(s),veh/h/ln	962	0	0	948	0	1521	1727	1814	1803	1727	1814	1731
Q Serve(g_s), s	13.3	0.0	0.0	0.0	0.0	3.0	2.4	15.0	15.0	10.1	14.9	14.9
Cycle Q Clear(g_c), s	25.5	0.0	0.0	12.2	0.0	3.0	2.4	15.0	15.0	10.1	14.9	14.9
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.23
Lane Grp Cap(c), veh/h	334	0	0	346	0	443	137	1461	726	212	1620	773
V/C Ratio(X)	0.72	0.00	0.00	0.39	0.00	0.14	0.33	0.51	0.51	0.85	0.48	0.48
Avail Cap(c_a), veh/h	441	0	0	442	0	556	210	1461	726	386	1620	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	29.0	0.0	25.8	42.9	22.1	22.1	42.3	19.2	19.2
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.3	0.0	0.1	0.5	1.3	2.5	3.7	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0	3.1	0.0	1.3	1.2	7.7	7.9	5.0	7.7	7.6
LnGrp Delay(d),s/veh	39.1	0.0	0.0	29.2	0.0	25.8	43.4	23.3	24.6	46.0	20.2	21.3
LnGrp LOS	D			C		C	D	C	C	D	C	C
Approach Vol, veh/h		241			199			1150			1330	
Approach Delay, s/veh		39.1			28.2			24.5			24.0	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	46.7		34.7	12.8	51.0		34.7				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+I1), s	12.1	17.0		27.5	4.4	16.9		14.2				
Green Ext Time (p_c), s	0.1	15.5		1.2	0.0	23.7		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA























6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	753	275	216	765	389	610	710	108	526	668	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	166	761	161	218	773	297	616	717	0	531	675	36
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	295	1943	1489	301	1945	703	705	1481	424	534	1302	369
Arrive On Green	0.09	0.35	0.35	0.09	0.35	0.35	0.13	0.27	0.00	0.10	0.24	0.24
Sat Flow, veh/h	3421	5495	3037	3489	5495	1537	5233	5495	1572	5233	5495	1557
Grp Volume(v), veh/h	166	761	161	218	773	297	616	717	0	531	675	36
Grp Sat Flow(s),veh/h/ln	1711	1832	1518	1744	1832	1537	1744	1832	1572	1744	1832	1557
Q Serve(g_s), s	5.9	13.2	3.6	7.8	13.5	16.6	14.7	14.0	0.0	12.9	13.6	2.3
Cycle Q Clear(g_c), s	5.9	13.2	3.6	7.8	13.5	16.6	14.7	14.0	0.0	12.9	13.6	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	1943	1489	301	1945	703	705	1481	424	534	1302	369
V/C Ratio(X)	0.56	0.39	0.11	0.72	0.40	0.42	0.87	0.48	0.00	0.99	0.52	0.10
Avail Cap(c_a), veh/h	295	2157	1607	383	2287	799	863	1898	543	534	1553	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	30.9	17.6	56.7	30.9	23.4	54.1	39.1	0.0	57.1	42.3	38.0
Incr Delay (d2), s/veh	1.5	0.3	0.1	3.1	0.3	0.9	7.4	0.5	0.0	37.3	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.7	1.5	3.9	6.9	7.2	7.6	7.1	0.0	8.0	7.0	1.0
LnGrp Delay(d),s/veh	57.4	31.2	17.7	59.9	31.2	24.2	61.5	39.6	0.0	94.5	43.0	38.2
LnGrp LOS	E	C	B	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1088			1288			1333			1242	
Approach Delay, s/veh		33.2			34.5			49.7			64.8	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	52.0	22.2	37.2	16.0	52.1	18.0	41.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+1), s	9.8	15.2	16.7	15.6	7.9	18.6	14.9	16.0				
Green Ext Time (p_c), s	0.1	26.2	0.4	14.1	0.1	26.0	0.0	17.6				
Intersection Summary												
HCM 2010 Ctrl Delay			45.9									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1	5	63	6	56	11	1453	75	134	1109	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	3	66	6	36	12	1529	76	141	1167	28
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	42	127	364	39	235	183	1960	555	226	1960	555
Arrive On Green	0.05	0.11	0.11	0.11	0.17	0.17	0.21	0.72	0.72	0.13	0.36	0.36
Sat Flow, veh/h	1727	400	1201	3455	225	1350	1727	5441	1542	1727	5441	1542
Grp Volume(v), veh/h	20	0	4	66	0	42	12	1529	76	141	1167	28
Grp Sat Flow(s),veh/h/ln	1727	0	1602	1727	0	1575	1727	1814	1542	1727	1814	1542
Q Serve(g_s), s	0.9	0.0	0.2	1.4	0.0	1.8	0.4	14.4	1.2	6.2	14.1	1.0
Cycle Q Clear(g_c), s	0.9	0.0	0.2	1.4	0.0	1.8	0.4	14.4	1.2	6.2	14.1	1.0
Prop In Lane	1.00		0.75	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	169	364	0	274	183	1960	555	226	1960	555
V/C Ratio(X)	0.23	0.00	0.02	0.18	0.00	0.15	0.07	0.78	0.14	0.62	0.60	0.05
Avail Cap(c_a), veh/h	236	0	716	429	0	705	193	1960	555	236	1960	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.8	0.0	32.3	32.8	0.0	28.2	28.5	9.2	7.4	33.1	21.0	16.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.1	0.1	3.2	0.5	3.0	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.7	0.0	0.8	0.2	7.3	0.6	3.2	7.2	0.4
LnGrp Delay(d),s/veh	37.3	0.0	32.3	32.9	0.0	28.3	28.6	12.4	7.9	36.1	22.2	16.9
LnGrp LOS	D		C	C		C	C	B	A	D	C	B
Approach Vol, veh/h		24			108			1617			1336	
Approach Delay, s/veh		36.5			31.1			12.3			23.5	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	65.5	9.0	20.0	45.0	36.0	14.5	14.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	6.0	* 6				
Max Green Setting (Gmax), s	11.0	29.0	11.0	36.0	9.0	* 29	10.0	* 36				
Max Q Clear Time (g_c+I1), s	8.2	16.4	2.9	3.8	2.4	16.1	3.4	2.2				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.2	5.8	8.9	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			18.0									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	36	1397	73	52	1125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1455	76	54	1172





















Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2032	728	0	0	1455	0
Stage 1	1455	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*367	*604	-	-	*760	-
Stage 1	*620	-	-	-	-	-
Stage 2	*693	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*341	*604	-	-	*760	-
Mov Cap-2 Maneuver	*341	-	-	-	-	-
Stage 1	*620	-	-	-	-	-
Stage 2	*644	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	* 760	-
HCM Lane V/C Ratio	-	-	0.062	0.071	-
HCM Control Delay (s)	-	-	11.4	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Notes























-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	19	6	137	22	84	20	1371	158	41	1065	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	15	20	2	143	23	31	21	1428	162	43	1109	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	72	109	188	30	194	81	1959	222	67	2269	39
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.05	0.41	0.41	0.08	0.85	0.85
Sat Flow, veh/h	761	1015	1542	1498	241	1542	1727	4801	544	1727	5334	91
Grp Volume(v), veh/h	35	0	2	166	0	31	21	1079	511	43	754	374
Grp Sat Flow(s),veh/h/ln	1776	0	1542	1739	0	1542	1727	1814	1718	1727	1814	1798
Q Serve(g_s), s	1.5	0.0	0.1	7.2	0.0	1.4	0.9	19.7	19.7	1.9	4.2	4.2
Cycle Q Clear(g_c), s	1.5	0.0	0.1	7.2	0.0	1.4	0.9	19.7	19.7	1.9	4.2	4.2
Prop In Lane	0.43		1.00	0.86		1.00	1.00		0.32	1.00		0.05
Lane Grp Cap(c), veh/h	125	0	109	219	0	194	81	1480	701	67	1543	765
V/C Ratio(X)	0.28	0.00	0.02	0.76	0.00	0.16	0.26	0.73	0.73	0.64	0.49	0.49
Avail Cap(c_a), veh/h	226	0	197	709	0	629	220	1480	701	176	1543	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	33.9	33.1	0.0	30.6	36.1	19.6	19.6	35.7	3.7	3.7
Incr Delay (d2), s/veh	4.3	0.0	0.2	2.0	0.0	0.1	0.6	3.2	6.6	3.8	1.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	3.6	0.0	0.6	0.5	10.4	10.5	1.0	2.1	2.3
LnGrp Delay(d),s/veh	38.9	0.0	34.2	35.2	0.0	30.7	36.7	22.8	26.1	39.4	4.8	5.9
LnGrp LOS	D		C	D		C	D	C	C	D	A	A
Approach Vol, veh/h		37			197			1611			1171	
Approach Delay, s/veh		38.6			34.5			24.0			6.4	
Approach LOS		D			C			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	41.6	39.0		12.5	8.7	71.9		16.9				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	3.9	21.7		3.5	2.9	6.2		9.2				
Green Ext Time (p_c), s	0.1	8.7		0.1	0.0	13.4		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			18.0									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

7/29/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	49	6	137	52	84	142	1371	158	41	1065	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	174	51	2	143	54	31	148	1428	162	43	1109	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	44	171	176	66	213	187	1703	193	148	1624	260
Arrive On Green	0.11	0.11	0.11	0.14	0.14	0.14	0.11	0.35	0.35	0.11	0.47	0.47
Sat Flow, veh/h	1350	396	1542	1270	480	1542	1727	4801	544	1727	4577	734
Grp Volume(v), veh/h	225	0	2	197	0	31	148	1079	511	43	879	408
Grp Sat Flow(s),veh/h/ln	1746	0	1542	1750	0	1542	1727	1814	1718	1727	1814	1684
Q Serve(g_s), s	10.0	0.0	0.1	9.9	0.0	1.6	7.5	24.6	24.7	2.1	17.0	17.1
Cycle Q Clear(g_c), s	10.0	0.0	0.1	9.9	0.0	1.6	7.5	24.6	24.7	2.1	17.0	17.1
Prop In Lane	0.77		1.00	0.73		1.00	1.00		0.32	1.00		0.44
Lane Grp Cap(c), veh/h	194	0	171	242	0	213	187	1287	609	148	1287	597
V/C Ratio(X)	1.16	0.00	0.01	0.81	0.00	0.15	0.79	0.84	0.84	0.29	0.68	0.68
Avail Cap(c_a), veh/h	194	0	171	621	0	547	191	1287	609	153	1287	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	35.7	37.8	0.0	34.2	39.2	26.7	26.7	37.4	19.9	19.9
Incr Delay (d2), s/veh	115.3	0.0	0.1	2.5	0.0	0.1	18.0	6.7	13.0	0.4	3.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	0.0	4.9	0.0	0.7	4.5	13.5	13.8	1.0	8.9	8.8
LnGrp Delay(d),s/veh	155.4	0.0	35.8	40.3	0.0	34.3	57.2	33.4	39.8	37.8	22.8	26.1
LnGrp LOS	F		D	D		C	E	C	D	D	C	C
Approach Vol, veh/h		227			228			1738			1330	
Approach Delay, s/veh		154.4			39.5			37.3			24.3	
Approach LOS		F			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	34.5	39.0		17.0	14.8	58.8		19.5				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	8.0	* 32		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.1	26.7		12.0	9.5	19.1		11.9				
Green Ext Time (p_c), s	3.3	4.7		0.0	0.0	9.4		0.6				

Intersection Summary

HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1354	1	74	1226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1410	1	77	1277

Major/Minor	Minor1	Minor2	Major1	Major2	Major2	Major2
Conflicting Flow All	2075	705	0	0	1410	0
Stage 1	1410	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*199	325	-	-	247	-
Stage 1	*135	-	-	-	-	-
Stage 2	*669	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*137	325	-	-	247	-
Mov Cap-2 Maneuver	*137	-	-	-	-	-
Stage 1	*135	-	-	-	-	-
Stage 2	*460	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	325	247	-
HCM Lane V/C Ratio	-	-	0.058	0.312	-
HCM Control Delay (s)	-	-	16.8	26.1	-
HCM Lane LOS	-	-	C	D	-
HCM 95th %tile Q(veh)	-	-	0.2	1.3	-



















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

6/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	1353	44	74	1252	84	86	29	110	170	26	24
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	130	1409	45	77	1304	79	90	30	32	177	27	10
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	220	2493	80	129	2266	137	359	160	171	330	247	92
Arrive On Green	0.13	0.47	0.47	0.15	0.88	0.88	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1744	5298	169	1762	5128	311	1267	745	795	1129	1150	426
Grp Volume(v), veh/h	130	975	479	77	932	451	90	0	62	177	0	37
Grp Sat Flow(s),veh/h/ln	1744	1832	1802	1762	1833	1773	1267	0	1541	1129	0	1576
Q Serve(g_s), s	5.8	15.9	15.9	3.4	5.0	5.0	4.6	0.0	2.7	10.4	0.0	1.6
Cycle Q Clear(g_c), s	5.8	15.9	15.9	3.4	5.0	5.0	6.2	0.0	2.7	13.1	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.18	1.00		0.52	1.00		0.27
Lane Grp Cap(c), veh/h	220	1725	848	129	1619	783	359	0	331	330	0	339
V/C Ratio(X)	0.59	0.57	0.57	0.60	0.58	0.58	0.25	0.00	0.19	0.54	0.00	0.11
Avail Cap(c_a), veh/h	316	1725	848	191	1619	783	765	0	781	719	0	799
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	15.8	15.8	34.2	3.0	3.0	28.6	0.0	26.6	32.0	0.0	26.2
Incr Delay (d2), s/veh	0.7	1.0	2.1	1.2	1.1	2.3	0.1	0.0	0.1	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.4	1.7	2.5	2.6	1.8	0.0	1.2	3.9	0.0	0.7
LnGrp Delay(d),s/veh	34.9	16.9	17.9	35.5	4.1	5.3	28.8	0.0	26.7	32.5	0.0	26.2
LnGrp LOS	C	B	B	D	A	A	C		C	C		C
Approach Vol, veh/h		1584			1460			152				214
Approach Delay, s/veh		18.7			6.1			27.9				31.4
Approach LOS		B			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	70.7		23.8	40.2	46.0		23.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	9.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	7.8	7.0		8.2	5.4	17.9		15.1				
Green Ext Time (p_c), s	0.0	17.5		1.6	0.2	15.0		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			14.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
 6/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1344	219	304	1141	132	217	84	242	62	65	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1840	1850	1850	1850	1850
Adj Flow Rate, veh/h	77	1371	217	310	1164	125	221	86	233	63	66	58
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	228	1553	444	228	1380	148	319	99	269	161	111	97
Arrive On Green	0.26	0.57	0.57	0.13	0.28	0.28	0.18	0.23	0.23	0.09	0.12	0.12
Sat Flow, veh/h	1762	5495	1572	1762	4883	524	1744	440	1191	1762	908	798
Grp Volume(v), veh/h	77	1371	217	310	874	415	221	0	319	63	0	124
Grp Sat Flow(s),veh/h/ln	1762	1832	1572	1762	1834	1740	1744	0	1630	1762	0	1707
Q Serve(g_s), s	3.0	18.4	7.0	11.0	19.1	19.1	10.1	0.0	16.0	2.9	0.0	5.8
Cycle Q Clear(g_c), s	3.0	18.4	7.0	11.0	19.1	19.1	10.1	0.0	16.0	2.9	0.0	5.8
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.73	1.00		0.47
Lane Grp Cap(c), veh/h	228	1553	444	228	1036	492	319	0	368	161	0	208
V/C Ratio(X)	0.34	0.88	0.49	1.36	0.84	0.84	0.69	0.00	0.87	0.39	0.00	0.59
Avail Cap(c_a), veh/h	228	1553	444	228	1036	492	319	0	806	207	0	844
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	17.2	14.8	37.0	28.7	28.7	32.4	0.0	31.6	36.4	0.0	35.3
Incr Delay (d2), s/veh	0.3	6.9	3.4	182.5	6.9	13.4	5.3	0.0	2.4	0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.0	3.4	16.9	10.6	10.9	5.3	0.0	7.4	1.4	0.0	2.8
LnGrp Delay(d),s/veh	28.8	24.2	18.2	219.5	35.6	42.1	37.7	0.0	34.1	37.0	0.0	36.3
LnGrp LOS	C	C	B	F	D	D	D		C	D		D
Approach Vol, veh/h		1665			1599			540			187	
Approach Delay, s/veh		23.6			72.9			35.6			36.5	
Approach LOS		C			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.1	31.0	21.5	16.4	41.1	31.0	12.7	25.2				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	24.0	9.0	* 42	11.0	24.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	13.0	20.4	12.1	7.8	5.0	21.1	4.9	18.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.5	0.2	2.4	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			45.6									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	32.6
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	158	5	72	0	72	5	158	0	53	227	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	5	78	0	78	5	172	0	58	247	59
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	20.5	19.3	23.8
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	67%	31%	41%	0%
Vol Thru, %	81%	0%	2%	2%	59%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	54	235	235	417	171
LT Vol	227	0	5	5	245	0
Through Vol	0	54	72	158	0	171
RT Vol	53	0	158	72	172	0
Lane Flow Rate	304	59	255	255	453	186
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.679	0.118	0.558	0.54	0.969	0.349
Departure Headway (Hd)	8.034	7.211	7.868	7.605	7.696	6.762
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	496	457	473	471	532
Service Time	5.792	4.969	5.928	5.666	5.45	4.514
HCM Lane V/C Ratio	0.676	0.119	0.558	0.539	0.962	0.35
HCM Control Delay	26.3	10.9	20.5	19.3	62	13.1
HCM Lane LOS	D	B	C	C	F	B
HCM 95th-tile Q	5	0.4	3.3	3.2	12.1	1.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	172	245	171
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	187	266	186
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	47.8
HCM LOS	E

Lane

Intersection									
Int Delay, s/veh	9.2								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	85	100	10	30	65	70	19	56	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	114	11	34	74	80	22	64	23

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	74	0	0	114	0	0	502	449	114
Stage 1	-	-	-	-	-	-	307	307	-
Stage 2	-	-	-	-	-	-	195	142	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1475	-	-	480	505	939
Stage 1	-	-	-	-	-	-	703	661	-
Stage 2	-	-	-	-	-	-	807	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1475	-	-	327	459	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	459	-
Stage 1	-	-	-	-	-	-	655	616	-
Stage 2	-	-	-	-	-	-	602	760	-

Approach	EB	WB	NB
HCM Control Delay, s	3.3	1.4	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	327	530	1526	-	-	1475	-	-	427	988
HCM Lane V/C Ratio	0.066	0.163	0.063	-	-	0.023	-	-	0.468	0.112
HCM Control Delay (s)	16.8	13.1	7.5	0	-	7.5	0	-	20.6	9.1
HCM Lane LOS	C	B	A	A	-	A	A	-	C	A
HCM 95th %tile Q(veh)	0.2	0.6	0.2	-	-	0.1	-	-	2.4	0.4

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	83	93	97
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	0
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	2	2	2
Mvmt Flow	94	106	110

Major/Minor

























	Minor2		
Conflicting Flow All	492	449	74
Stage 1	142	142	-
Stage 2	350	307	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	487	505	988
Stage 1	861	779	-
Stage 2	666	661	-
Platoon blocked, %			
Mov Cap-1 Maneuver	396	459	988
Mov Cap-2 Maneuver	396	459	-
Stage 1	802	760	-
Stage 2	543	616	-

Approach






















	SB
HCM Control Delay, s	16.5
HCM LOS	C

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
 11: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	249	1301	80	147	1288	209	113	215	73	275	260	174
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	254	1328	64	150	1314	161	115	219	38	281	265	83
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	407	2279	649	395	2268	631	314	459	195	352	500	389
Arrive On Green	0.12	0.41	0.41	0.11	0.41	0.41	0.09	0.13	0.13	0.10	0.14	0.14
Sat Flow, veh/h	3524	5495	1565	3489	5495	1529	3489	3663	1561	3524	3700	1550
Grp Volume(v), veh/h	254	1328	64	150	1314	161	115	219	38	281	265	83
Grp Sat Flow(s),veh/h/ln	1762	1832	1565	1744	1832	1529	1744	1832	1561	1762	1850	1550
Q Serve(g_s), s	6.5	17.8	2.4	3.8	17.6	6.6	3.0	5.3	2.1	7.4	6.4	4.0
Cycle Q Clear(g_c), s	6.5	17.8	2.4	3.8	17.6	6.6	3.0	5.3	2.1	7.4	6.4	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	2279	649	395	2268	631	314	459	195	352	500	389
V/C Ratio(X)	0.62	0.58	0.10	0.38	0.58	0.26	0.37	0.48	0.19	0.80	0.53	0.21
Avail Cap(c_a), veh/h	481	2279	649	403	2268	631	330	1885	803	444	2020	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	21.5	17.0	39.1	21.6	18.4	40.8	38.8	37.4	41.9	38.4	28.3
Incr Delay (d2), s/veh	1.0	1.1	0.3	0.2	1.1	1.0	0.3	0.3	0.2	6.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.2	1.1	1.8	9.1	2.9	1.4	2.7	0.9	3.9	3.3	1.7
LnGrp Delay(d),s/veh	41.1	22.6	17.3	39.3	22.7	19.3	41.0	39.0	37.5	48.0	38.7	28.4
LnGrp LOS	D	C	B	D	C	B	D	D	D	D	D	C
Approach Vol, veh/h		1646			1625			372			629	
Approach Delay, s/veh		25.3			23.9			39.5			41.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.6	19.4	16.0	46.3	14.5	18.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.8	19.8	5.0	8.4	8.5	19.6	9.4	7.3				
Green Ext Time (p_c), s	0.1	19.0	0.0	2.0	0.1	17.3	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 12: Adams Street & Avenue 47/Auto Centre Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	55	81	57	48	50	79	258	69	55	340	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	103	63	79	66	55	42	91	297	64	63	391	75
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	91	114	157	231	196	180	1022	217	154	999	190
Arrive On Green	0.11	0.12	0.12	0.09	0.13	0.13	0.10	0.35	0.35	0.09	0.34	0.34
Sat Flow, veh/h	1727	733	919	1727	1814	1542	1727	2903	616	1727	2965	563
Grp Volume(v), veh/h	103	0	142	66	55	42	91	184	177	63	238	228
Grp Sat Flow(s),veh/h/ln	1727	0	1652	1727	1814	1542	1727	1814	1705	1727	1814	1714
Q Serve(g_s), s	4.1	0.0	6.0	2.6	2.0	1.8	3.6	5.3	5.5	2.5	7.3	7.4
Cycle Q Clear(g_c), s	4.1	0.0	6.0	2.6	2.0	1.8	3.6	5.3	5.5	2.5	7.3	7.4
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.36	1.00		0.33
Lane Grp Cap(c), veh/h	187	0	204	157	231	196	180	639	600	154	611	578
V/C Ratio(X)	0.55	0.00	0.70	0.42	0.24	0.21	0.51	0.29	0.30	0.41	0.39	0.39
Avail Cap(c_a), veh/h	214	0	659	178	724	615	214	639	600	214	611	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	30.5	31.2	28.6	28.5	30.8	17.0	17.0	31.3	18.4	18.4
Incr Delay (d2), s/veh	0.9	0.0	1.6	0.7	0.2	0.2	0.8	1.1	1.2	0.6	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.8	1.3	1.0	0.8	1.8	2.9	2.8	1.2	3.9	3.8
LnGrp Delay(d),s/veh	31.7	0.0	32.1	31.9	28.7	28.7	31.6	18.1	18.3	31.9	20.2	20.4
LnGrp LOS	C		C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		245			163			452			529	
Approach Delay, s/veh		31.9			30.0			20.9			21.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	32.6	13.1	15.5	12.6	31.5	12.9	15.7				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	9.0	24.5	7.5	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+I1), s	4.5	7.5	4.6	8.0	5.6	9.4	6.1	4.0				
Green Ext Time (p_c), s	0.0	7.5	0.1	0.4	0.0	6.9	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

APPENDIX 6.5:

**OPENING YEAR CUMULATIVE (2015) WITHOUT PROJECT CONDITIONS TRAFFIC
SIGNAL WARRANTS ANALYSIS WORKSHEETS**

This Page Intentionally Left Blank

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) Without Project Conditions - PM Peak Hour**

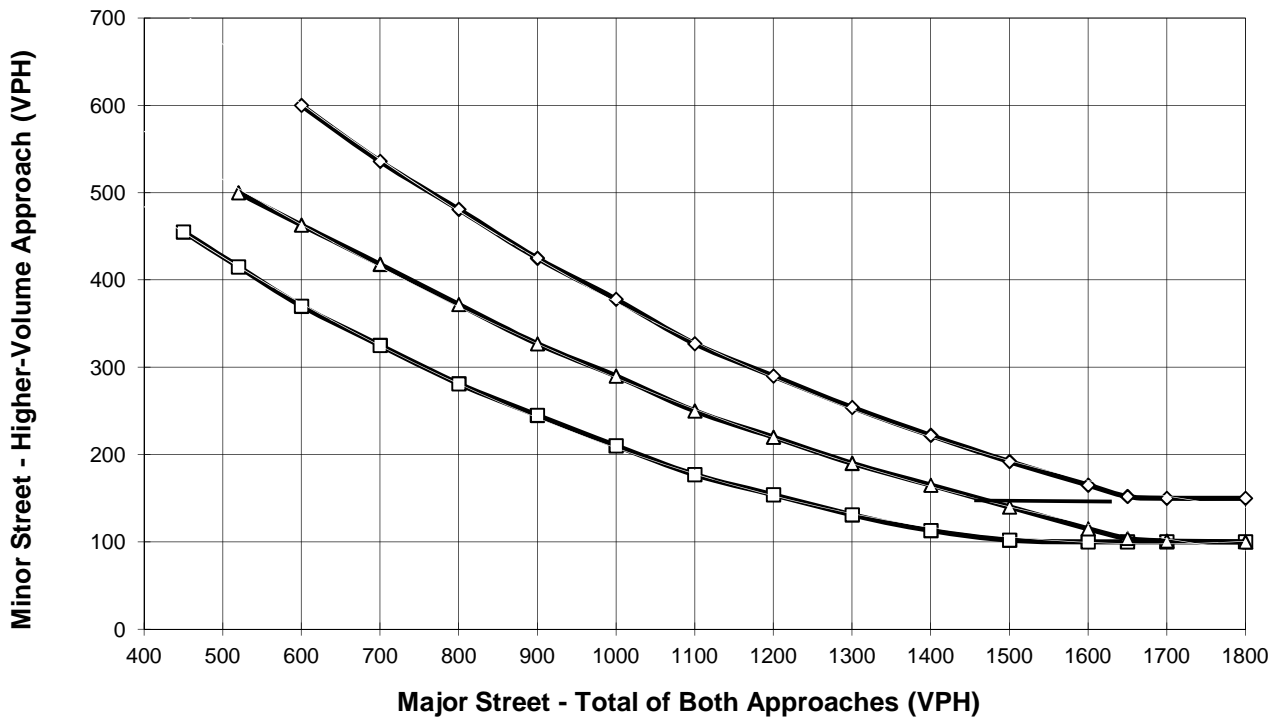
Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **250**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **129**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- *— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

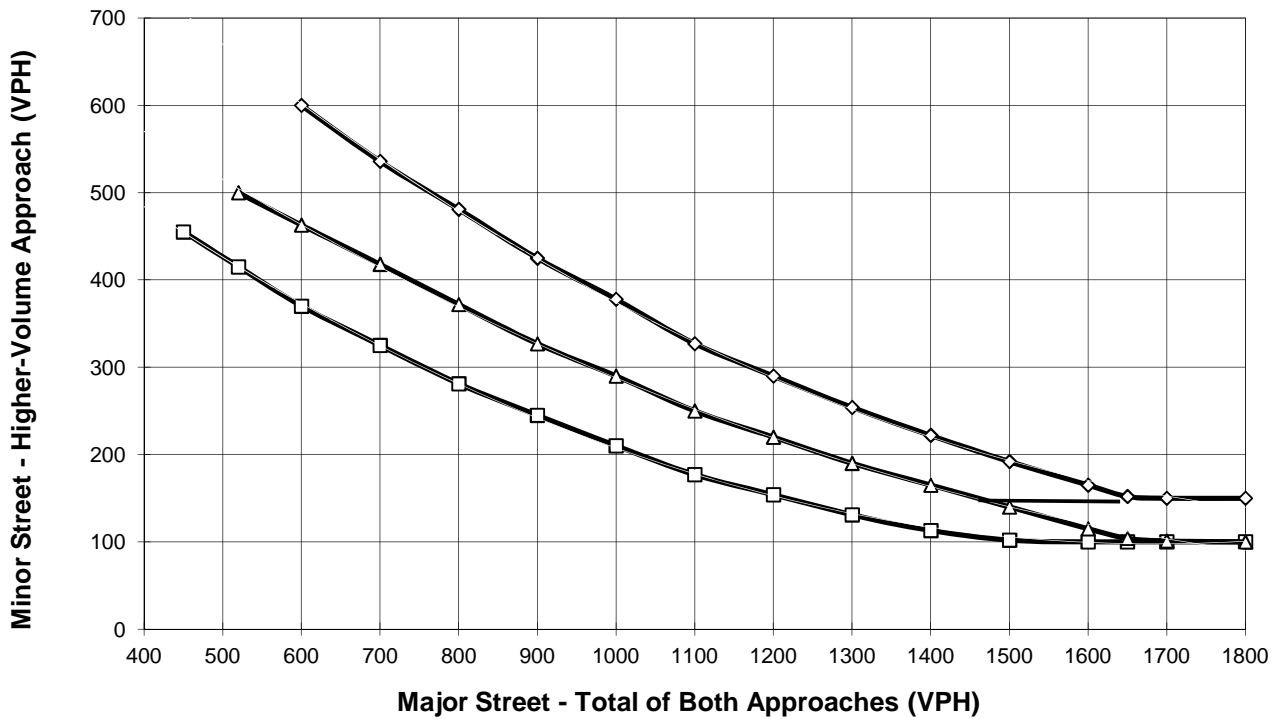
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **La Quinta Center Drive** Total of Both Approaches (VPH) = **350**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway** High Volume Approach (VPH) = **178**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- *— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 6.6:
**OPENING YEAR CUMULATIVE (2015) WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANTS ANALYSIS WORKSHEETS**

This Page Intentionally Left Blank

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) With Project Conditions - PM Peak Hour**

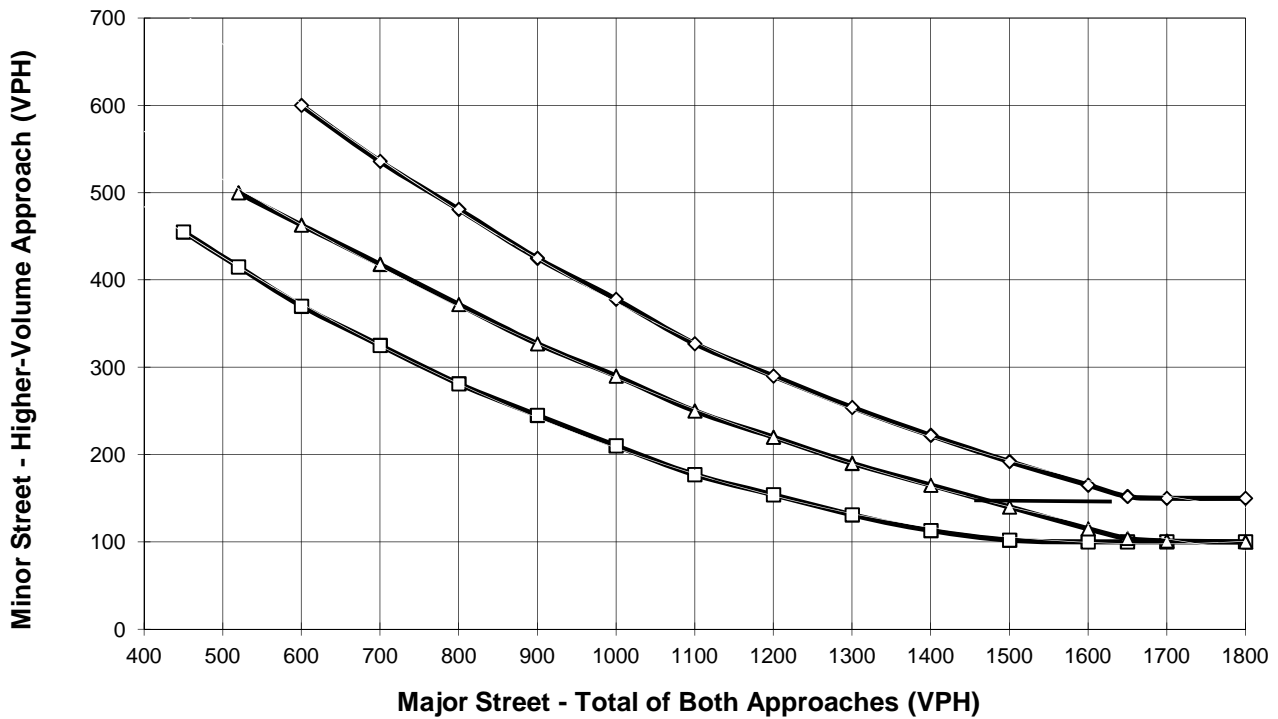
Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **372**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **170**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- *— Minor Street Approaches

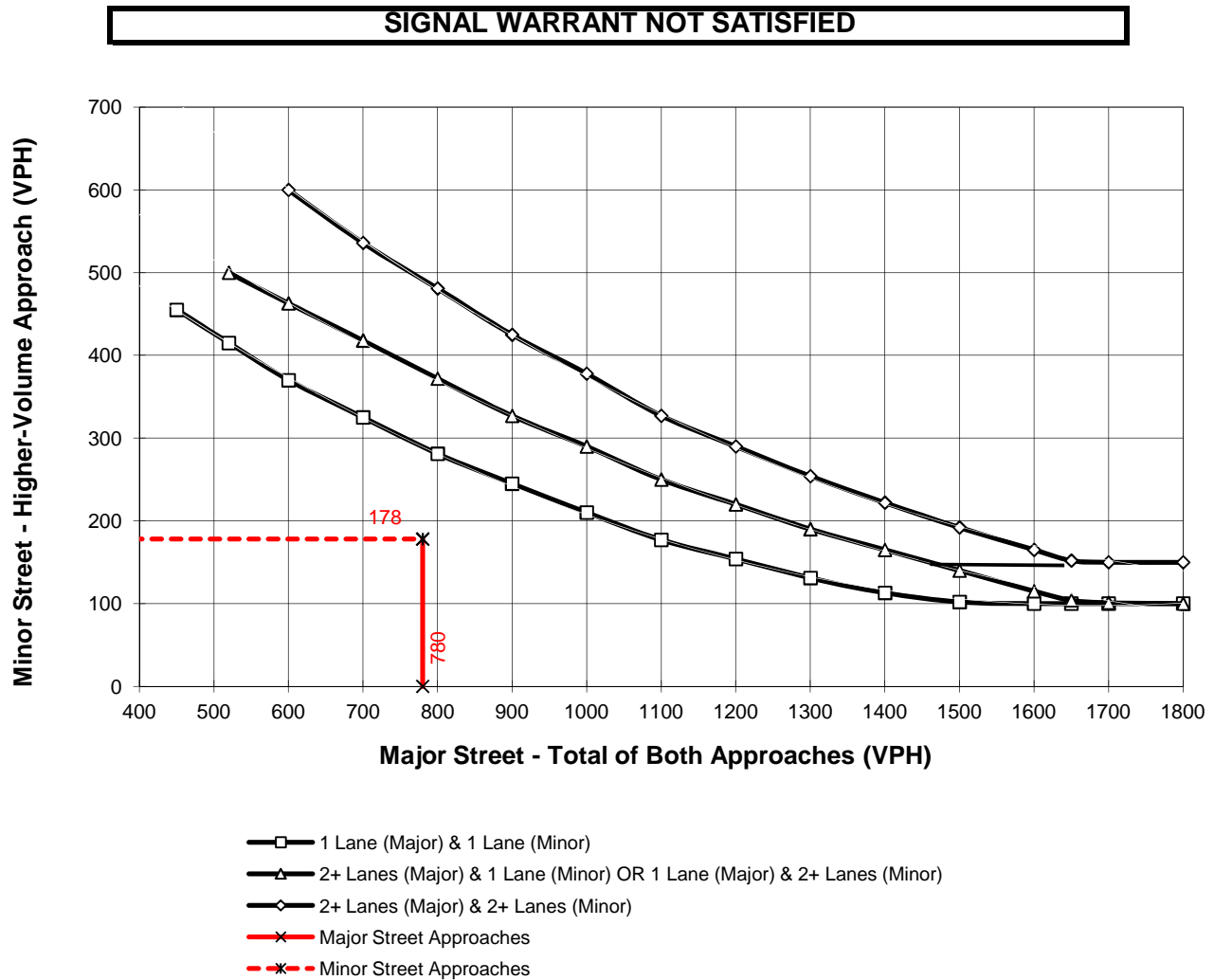
*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **La Quinta Center Drive** Total of Both Approaches (VPH) = **780**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway** High Volume Approach (VPH) = **178**
 Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 6.7:

INTERSECTION OPERATIONS ANALYSIS WORKSHEETS, WITH IMPROVEMENTS






















This Page Intentionally Left Blank

Existing Plus Project Conditions

This Page Intentionally Left Blank



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		↗	↗↗↗	↗	↖	↗↗↗		
Volume (veh/h)	0	15	1966	6	64	931		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1814	1814	1814	1814	1814		
Adj Flow Rate, veh/h	0	17	2184	7	71	1034		
Adj No. of Lanes	0	1	3	1	1	3		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	4071	1154	153	4997		
Arrive On Green	0.00	0.00	0.75	0.75	0.09	0.92		
Sat Flow, veh/h	0		5441	1542	1727	5441		
Grp Volume(v), veh/h	0.0		2184	7	71	1034		
Grp Sat Flow(s),veh/h/ln			1814	1542	1727	1814		
Q Serve(g_s), s			8.3	0.1	1.9	0.9		
Cycle Q Clear(g_c), s			8.3	0.1	1.9	0.9		
Prop In Lane				1.00	1.00			
Lane Grp Cap(c), veh/h			4071	1154	153	4997		
V/C Ratio(X)			0.54	0.01	0.46	0.21		
Avail Cap(c_a), veh/h			4071	1154	247	4997		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh			2.6	1.6	21.2	0.2		
Incr Delay (d2), s/veh			0.5	0.0	2.2	0.1		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			4.2	0.1	1.0	0.4		
LnGrp Delay(d),s/veh			3.1	1.6	23.4	0.3		
LnGrp LOS			A	A	C	A		
Approach Vol, veh/h			2191			1105		
Approach Delay, s/veh			3.1			1.8		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	3.3	40.7				49.0		
Change Period (Y+Rc), s	4.0	4.0				4.0		
Max Green Setting (Gmax), s		34.0				45.0		
Max Q Clear Time (g_c+I), s		10.3				2.9		
Green Ext Time (p_c), s	0.0	21.0				34.4		
Intersection Summary								
HCM 2010 Ctrl Delay			2.7					
HCM 2010 LOS			A					

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	585	41	79	1016	50	29	25	36	10	17	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1821	1850
Adj Flow Rate, veh/h	42	616	43	83	1069	49	31	26	33	11	18	18
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	201	2247	591	383	2095	96	98	117	149	48	104	104
Arrive On Green	0.23	0.83	0.83	0.11	0.42	0.42	0.06	0.16	0.16	0.03	0.12	0.12
Sat Flow, veh/h	1762	5388	1417	3351	5026	230	1587	735	933	1762	835	835
Grp Volume(v), veh/h	42	616	43	83	751	367	31	0	59	11	0	36
Grp Sat Flow(s),veh/h/ln	1762	1796	1417	1676	1766	1724	1587	0	1668	1762	0	1669
Q Serve(g_s), s	1.6	2.0	0.3	1.8	12.8	12.9	1.5	0.0	2.5	0.5	0.0	1.6
Cycle Q Clear(g_c), s	1.6	2.0	0.3	1.8	12.8	12.9	1.5	0.0	2.5	0.5	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.56	1.00		0.50
Lane Grp Cap(c), veh/h	201	2247	591	383	1473	719	98	0	266	48	0	208
V/C Ratio(X)	0.21	0.27	0.07	0.22	0.51	0.51	0.32	0.00	0.22	0.23	0.00	0.17
Avail Cap(c_a), veh/h	238	2247	591	452	1473	719	195	0	859	216	0	860
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	4.1	1.6	32.8	17.6	17.6	36.6	0.0	29.8	38.8	0.0	31.9
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.1	1.1	2.3	0.7	0.0	0.2	0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.2	0.9	6.5	6.6	0.7	0.0	1.2	0.3	0.0	0.7
LnGrp Delay(d),s/veh	28.6	4.4	1.9	32.9	18.7	19.9	37.3	0.0	30.0	39.7	0.0	32.1
LnGrp LOS	C	A	A	C	B	B	D		C	D		C
Approach Vol, veh/h		701			1201			90				47
Approach Delay, s/veh		5.7			20.1			32.5				33.9
Approach LOS		A			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	52.8	41.0	10.0	16.2	52.8	41.0	7.2	19.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	34.0	10.0	42.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	3.8	4.0	3.5	3.6	3.6	14.9	2.5	4.5				
Green Ext Time (p_c), s	0.1	8.0	0.0	0.4	0.1	11.1	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			16.0									
HCM 2010 LOS			B									

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	20	5	19	0	20	5	20	0	21	50	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	21	0	22	5	22	0	23	54	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	7.7	7.7	8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	45%	44%	100%	0%
Vol Thru, %	70%	0%	11%	11%	0%	57%
Vol Right, %	0%	100%	43%	44%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	22	44	45	42	95
LT Vol	50	0	5	5	0	54
Through Vol	0	22	19	20	0	41
RT Vol	21	0	20	20	42	0
Lane Flow Rate	77	24	48	49	46	103
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.106	0.027	0.059	0.06	0.067	0.128
Departure Headway (Hd)	5.04	4.189	4.412	4.402	5.258	4.454
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	715	860	816	818	673	793
Service Time	2.74	1.889	2.415	2.405	3.052	2.248
HCM Lane V/C Ratio	0.108	0.028	0.059	0.06	0.068	0.13
HCM Control Delay	8.3	7	7.7	7.7	8.4	7.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2	0.2	0.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	42	54	41
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	46	59	45
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	8.4											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	26	73	11	0	21	52	18	0	29	24	7
Peak Hour Factor	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	86	13	0	25	61	21	0	34	28	8
Number of Lanes	0	0	1	1	0	0	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	8.7	8.3	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	26%	0%	29%	0%	44%	0%
Vol Thru, %	0%	77%	74%	0%	71%	0%	56%	0%
Vol Right, %	0%	23%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	31	99	11	73	18	41	28
LT Vol	0	24	73	0	52	0	23	0
Through Vol	0	7	0	11	0	18	0	28
RT Vol	29	0	26	0	21	0	18	0
Lane Flow Rate	34	36	116	13	86	21	48	33
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.054	0.051	0.167	0.016	0.124	0.026	0.073	0.041
Departure Headway (Hd)	5.713	5.052	5.156	4.321	5.191	4.344	5.425	4.502
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	627	709	696	829	692	825	661	795
Service Time	3.443	2.782	2.878	2.043	2.913	2.066	3.154	2.23
HCM Lane V/C Ratio	0.054	0.051	0.167	0.016	0.124	0.025	0.073	0.042
HCM Control Delay	8.8	8.1	8.9	7.1	8.6	7.2	8.6	7.4
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.6	0	0.4	0.1	0.2	0.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	18	23	28
Peak Hour Factor	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	27	33
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.1
HCM LOS	A

Lane






















HCM 2010 Signalized Intersection Summary
7: Washington Street & Lake La Quinta Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		↗	↑↑↑	↘	↙	↑↑↑		
Volume (veh/h)	0	10	1351	14	65	1711		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1814	1814	1814	1814	1814		
Adj Flow Rate, veh/h	0	10	1393	14	67	1764		
Adj No. of Lanes	0	1	3	1	1	3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	3968	1124	154	4947		
Arrive On Green	0.00	0.00	0.73	0.73	0.09	0.91		
Sat Flow, veh/h	0		5441	1542	1727	5441		
Grp Volume(v), veh/h	0.0		1393	14	67	1764		
Grp Sat Flow(s),veh/h/ln			1814	1542	1727	1814		
Q Serve(g_s), s			4.1	0.1	1.6	1.9		
Cycle Q Clear(g_c), s			4.1	0.1	1.6	1.9		
Prop In Lane				1.00	1.00			
Lane Grp Cap(c), veh/h			3968	1124	154	4947		
V/C Ratio(X)			0.35	0.01	0.44	0.36		
Avail Cap(c_a), veh/h			3968	1124	275	4947		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh			2.2	1.6	19.0	0.3		
Incr Delay (d2), s/veh			0.2	0.0	1.9	0.2		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			2.0	0.2	0.8	0.9		
LnGrp Delay(d),s/veh			2.4	1.6	20.9	0.5		
LnGrp LOS			A	A	C	A		
Approach Vol, veh/h			1407			1831		
Approach Delay, s/veh			2.4			1.2		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	7.9	36.1				44.0		
Change Period (Y+Rc), s	4.0	4.0				4.0		
Max Green Setting (Gmax), s		29.0				40.0		
Max Q Clear Time (g_c+I), s		6.1				3.9		
Green Ext Time (p_c), s	0.0	20.0				29.5		
Intersection Summary								
HCM 2010 Ctrl Delay			1.7					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
 7/29/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	1362	183	266	1110	84	161	44	174	50	49	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1835	1850	1850	1850	1850
Adj Flow Rate, veh/h	49	1404	187	274	1144	84	166	45	164	52	51	18
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	200	2038	581	426	1930	142	203	55	200	144	148	52
Arrive On Green	0.23	0.75	0.75	0.12	0.39	0.39	0.12	0.16	0.16	0.08	0.11	0.11
Sat Flow, veh/h	1762	5441	1551	3418	5001	367	1762	347	1265	1762	1302	459
Grp Volume(v), veh/h	49	1404	187	274	831	397	166	0	209	52	0	69
Grp Sat Flow(s),veh/h/ln	1762	1814	1551	1709	1816	1736	1762	0	1612	1762	0	1761
Q Serve(g_s), s	2.0	11.8	3.5	6.7	16.0	16.1	8.1	0.0	11.1	2.5	0.0	3.2
Cycle Q Clear(g_c), s	2.0	11.8	3.5	6.7	16.0	16.1	8.1	0.0	11.1	2.5	0.0	3.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.78	1.00		0.26
Lane Grp Cap(c), veh/h	200	2038	581	426	1402	670	203	0	255	144	0	200
V/C Ratio(X)	0.25	0.69	0.32	0.64	0.59	0.59	0.82	0.00	0.82	0.36	0.00	0.35
Avail Cap(c_a), veh/h	220	2038	581	465	1402	670	203	0	768	200	0	819
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	8.4	7.4	36.7	21.5	21.6	38.1	0.0	35.9	38.3	0.0	36.0
Incr Delay (d2), s/veh	0.2	1.7	1.3	1.5	1.5	3.1	21.2	0.0	2.5	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.8	1.7	3.2	8.2	8.2	5.2	0.0	5.1	1.2	0.0	1.6
LnGrp Delay(d),s/veh	31.2	10.1	8.7	38.2	23.0	24.6	59.3	0.0	38.4	38.8	0.0	36.4
LnGrp LOS	C	B	A	D	C	C	E		D	D		D
Approach Vol, veh/h		1640			1502			375			121	
Approach Delay, s/veh		10.6			26.2			47.7			37.5	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.9	40.0	16.1	16.0	46.9	41.0	12.2	19.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	10.0	* 41	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	8.7	13.8	10.1	5.2	4.0	18.1	4.5	13.1				
Green Ext Time (p_c), s	0.1	14.7	0.0	0.2	0.2	10.6	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			21.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	25.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	154	5	71	0	71	5	155	0	52	227	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	5	77	0	77	5	168	0	57	247	58
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	19.2	18.2	22.5
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	67%	31%	100%	0%
Vol Thru, %	81%	0%	2%	2%	0%	59%
Vol Right, %	0%	100%	31%	67%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	53	230	231	168	412
LT Vol	227	0	5	5	0	245
Through Vol	0	53	71	155	0	167
RT Vol	52	0	154	71	168	0
Lane Flow Rate	303	58	250	251	183	448
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.663	0.113	0.534	0.518	0.395	0.868
Departure Headway (Hd)	7.873	7.053	7.686	7.421	7.929	7.121
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	509	470	487	457	511
Service Time	5.608	4.788	5.721	5.456	5.629	4.821
HCM Lane V/C Ratio	0.657	0.114	0.532	0.515	0.4	0.877
HCM Control Delay	24.8	10.7	19.2	18.2	15.7	40.6
HCM Lane LOS	C	B	C	C	C	E
HCM 95th-tile Q	4.7	0.4	3.1	2.9	1.9	9.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	168	245	167
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	183	266	182
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	33.4
HCM LOS	D

Lane

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	77	74	17	0	28	69	70	0	29	46	36
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	77	18	0	29	72	73	0	30	48	38
Number of Lanes	0	0	1	1	0	0	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	10.7	9.3	9.3
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	51%	0%	29%	0%	42%	0%
Vol Thru, %	0%	56%	49%	0%	71%	0%	58%	0%
Vol Right, %	0%	44%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	82	151	17	97	70	164	92
LT Vol	0	46	74	0	69	0	95	0
Through Vol	0	36	0	17	0	70	0	92
RT Vol	29	0	77	0	28	0	69	0
Lane Flow Rate	30	85	157	18	101	73	171	96
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.054	0.133	0.266	0.025	0.168	0.104	0.276	0.13
Departure Headway (Hd)	6.403	5.587	6.078	5.114	5.986	5.133	5.929	5.01
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	643	593	703	602	701	610	720
Service Time	4.122	3.306	3.79	2.825	3.698	2.845	3.629	2.71
HCM Lane V/C Ratio	0.053	0.132	0.265	0.026	0.168	0.104	0.28	0.133
HCM Control Delay	9.5	9.2	11	8	9.9	8.4	10.9	8.5
HCM Lane LOS	A	A	B	A	A	A	B	A
HCM 95th-tile Q	0.2	0.5	1.1	0.1	0.6	0.3	1.1	0.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	69	95	92
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	72	99	96
Number of Lanes	0	0	1	1






















Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10
HCM LOS	A

Lane



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		↗	↗↗↗	↖	↖	↗↗↗		
Volume (veh/h)	0	18	1325	1	73	1200		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1814	1814	1814	1814	1814		
Adj Flow Rate, veh/h	0	19	1380	1	76	1250		
Adj No. of Lanes	0	1	3	1	1	3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	3646	1033	180	4827		
Arrive On Green	0.00	0.00	0.67	0.67	0.10	0.89		
Sat Flow, veh/h	0		5441	1542	1727	5441		
Grp Volume(v), veh/h	0.0		1380	1	76	1250		
Grp Sat Flow(s),veh/h/ln			1814	1542	1727	1814		
Q Serve(g_s), s			4.0	0.0	1.5	1.2		
Cycle Q Clear(g_c), s			4.0	0.0	1.5	1.2		
Prop In Lane				1.00	1.00			
Lane Grp Cap(c), veh/h			3646	1033	180	4827		
V/C Ratio(X)			0.38	0.00	0.42	0.26		
Avail Cap(c_a), veh/h			4455	1262	341	6145		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh			2.6	1.9	14.9	0.3		
Incr Delay (d2), s/veh			0.1	0.0	1.6	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			1.9	0.0	0.8	0.5		
LnGrp Delay(d),s/veh			2.6	1.9	16.4	0.3		
LnGrp LOS			A	A	B	A		
Approach Vol, veh/h			1381			1326		
Approach Delay, s/veh			2.6			1.2		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	7.7	27.7				35.4		
Change Period (Y+Rc), s	4.0	4.0				4.0		
Max Green Setting (Gmax), s		29.0				40.0		
Max Q Clear Time (g_c+1), s		6.0				3.2		
Green Ext Time (p_c), s	0.0	17.8				25.1		
Intersection Summary								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	1313	216	300	1115	129	214	83	239	61	64	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1840	1850	1850	1850	1850
Adj Flow Rate, veh/h	76	1340	214	306	1138	122	218	85	230	62	65	56
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	229	1559	446	444	1386	148	314	98	266	160	113	97
Arrive On Green	0.26	0.57	0.57	0.13	0.28	0.28	0.18	0.22	0.22	0.09	0.12	0.12
Sat Flow, veh/h	1762	5495	1572	3418	4884	523	1744	440	1190	1762	918	791
Grp Volume(v), veh/h	76	1340	214	306	854	406	218	0	315	62	0	121
Grp Sat Flow(s),veh/h/ln	1762	1832	1572	1709	1834	1740	1744	0	1630	1762	0	1708
Q Serve(g_s), s	3.0	17.4	6.8	7.2	18.4	18.4	9.9	0.0	15.7	2.8	0.0	5.7
Cycle Q Clear(g_c), s	3.0	17.4	6.8	7.2	18.4	18.4	9.9	0.0	15.7	2.8	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.73	1.00		0.46
Lane Grp Cap(c), veh/h	229	1559	446	444	1041	494	314	0	364	160	0	209
V/C Ratio(X)	0.33	0.86	0.48	0.69	0.82	0.82	0.70	0.00	0.86	0.39	0.00	0.58
Avail Cap(c_a), veh/h	229	1559	446	445	1041	494	314	0	810	208	0	848
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	16.9	14.6	35.2	28.3	28.3	32.5	0.0	31.6	36.2	0.0	35.0
Incr Delay (d2), s/veh	0.3	5.8	3.3	3.1	6.0	11.9	5.5	0.0	2.4	0.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	9.4	3.3	3.6	10.1	10.4	5.3	0.0	7.3	1.4	0.0	2.7
LnGrp Delay(d),s/veh	28.6	22.7	17.9	38.2	34.3	40.2	38.0	0.0	34.0	36.8	0.0	36.0
LnGrp LOS	C	C	B	D	C	D	D		C	D		D
Approach Vol, veh/h		1630			1566			533			183	
Approach Delay, s/veh		22.3			36.6			35.7			36.3	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.4	31.0	21.2	16.4	41.4	31.0	12.7	24.9				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	24.0	9.0	* 42	11.0	24.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	9.2	19.4	11.9	7.7	5.0	20.4	4.8	17.7				
Green Ext Time (p_c), s	0.1	4.0	0.0	0.5	0.3	2.9	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			30.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	95	5	74	0	75	5	96	0	43	188	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	5	80	0	82	5	104	0	47	204	47
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	13.1	12.9	14.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	55%	43%	100%	0%
Vol Thru, %	81%	0%	3%	3%	0%	67%
Vol Right, %	0%	100%	43%	55%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	43	174	176	123	375
LT Vol	188	0	5	5	0	252
Through Vol	0	43	74	96	0	123
RT Vol	43	0	95	75	123	0
Lane Flow Rate	251	47	189	191	134	408
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.475	0.078	0.346	0.345	0.252	0.683
Departure Headway (Hd)	6.808	5.997	6.582	6.486	6.905	6.161
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	530	598	548	555	523	591
Service Time	4.535	3.724	4.609	4.512	4.605	3.861
HCM Lane V/C Ratio	0.474	0.079	0.345	0.344	0.256	0.69
HCM Control Delay	15.6	9.2	13.1	12.9	11.9	21.1
HCM Lane LOS	C	A	B	B	B	C
HCM 95th-tile Q	2.5	0.3	1.5	1.5	1	5.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	123	252	123
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	134	274	134
Number of Lanes	0	1	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.8
HCM LOS	C

Lane

Intersection												
Intersection Delay, s/veh	10.8											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	84	98	10	0	30	64	70	0	19	55	20
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	111	11	0	34	73	80	0	22	62	23
Number of Lanes	0	0	1	1	0	0	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	12.2	9.7	9.7
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	46%	0%	32%	0%	47%	0%
Vol Thru, %	0%	73%	54%	0%	68%	0%	53%	0%
Vol Right, %	0%	27%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	75	182	10	94	70	174	97
LT Vol	0	55	98	0	64	0	92	0
Through Vol	0	20	0	10	0	70	0	97
RT Vol	19	0	84	0	30	0	82	0
Lane Flow Rate	22	85	207	11	107	80	198	110
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.04	0.142	0.357	0.017	0.184	0.118	0.336	0.159
Departure Headway (Hd)	6.691	5.994	6.208	5.266	6.208	5.338	6.125	5.18
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	598	579	680	578	671	587	692
Service Time	4.431	3.734	3.94	2.999	3.943	3.073	3.858	2.912
HCM Lane V/C Ratio	0.041	0.142	0.358	0.016	0.185	0.119	0.337	0.159
HCM Control Delay	9.7	9.7	12.4	8.1	10.3	8.8	11.9	8.9
HCM Lane LOS	A	A	B	A	B	A	B	A
HCM 95th-tile Q	0.1	0.5	1.6	0.1	0.7	0.4	1.5	0.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	82	92	97
Peak Hour Factor	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	93	105	110
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.8
HCM LOS	B

Lane

Opening Year Cumulative (2015) With Project Conditions

This Page Intentionally Left Blank






















HCM 2010 Signalized Intersection Summary
 7: Washington Street & Lake La Quinta Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		↵	↑↑↑	↵	↵	↑↑↑		
Volume (veh/h)	0	16	2014	6	65	953		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1814	1814	1814	1814	1814		
Adj Flow Rate, veh/h	0	18	2238	7	72	1059		
Adj No. of Lanes	0	1	3	1	1	3		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	3803	1078	168	4886		
Arrive On Green	0.00	0.00	0.70	0.70	0.10	0.90		
Sat Flow, veh/h	0		5441	1542	1727	5441		
Grp Volume(v), veh/h	0.0		2238	7	72	1059		
Grp Sat Flow(s),veh/h/ln			1814	1542	1727	1814		
Q Serve(g_s), s			8.2	0.1	1.5	1.0		
Cycle Q Clear(g_c), s			8.2	0.1	1.5	1.0		
Prop In Lane				1.00	1.00			
Lane Grp Cap(c), veh/h			3803	1078	168	4886		
V/C Ratio(X)			0.59	0.01	0.43	0.22		
Avail Cap(c_a), veh/h			4024	1140	308	5551		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh			3.0	1.8	16.7	0.3		
Incr Delay (d2), s/veh			0.2	0.0	1.7	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			4.0	0.1	0.8	0.4		
LnGrp Delay(d),s/veh			3.2	1.8	18.4	0.3		
LnGrp LOS			A	A	B	A		
Approach Vol, veh/h			2245			1131		
Approach Delay, s/veh			3.2			1.4		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	7.8	31.4				39.2		
Change Period (Y+Rc), s	4.0	4.0				4.0		
Max Green Setting (Gmax), s	7.0	29.0				40.0		
Max Q Clear Time (g_c+I1), s	3.5	10.2				3.0		
Green Ext Time (p_c), s	0.0	17.2				31.5		
Intersection Summary								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

7/29/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	600	41	80	1041	51	29	25	37	10	18	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1821	1850
Adj Flow Rate, veh/h	43	632	43	84	1096	50	31	26	34	11	19	21
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	202	2242	590	384	2092	95	98	116	152	48	99	110
Arrive On Green	0.23	0.83	0.83	0.11	0.42	0.42	0.06	0.16	0.16	0.03	0.13	0.13
Sat Flow, veh/h	1762	5388	1417	3351	5027	229	1587	722	944	1762	790	873
Grp Volume(v), veh/h	43	632	43	84	770	376	31	0	60	11	0	40
Grp Sat Flow(s),veh/h/ln	1762	1796	1417	1676	1766	1724	1587	0	1666	1762	0	1662
Q Serve(g_s), s	1.6	2.1	0.3	1.9	13.3	13.3	1.5	0.0	2.6	0.5	0.0	1.8
Cycle Q Clear(g_c), s	1.6	2.1	0.3	1.9	13.3	13.3	1.5	0.0	2.6	0.5	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.57	1.00		0.52
Lane Grp Cap(c), veh/h	202	2242	590	384	1470	718	98	0	268	48	0	209
V/C Ratio(X)	0.21	0.28	0.07	0.22	0.52	0.52	0.32	0.00	0.22	0.23	0.00	0.19
Avail Cap(c_a), veh/h	237	2242	590	451	1470	718	194	0	857	216	0	855
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	4.2	1.7	32.8	17.8	17.8	36.7	0.0	29.9	38.9	0.0	32.0
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.1	1.2	2.4	0.7	0.0	0.2	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.2	0.9	6.7	6.7	0.7	0.0	1.2	0.3	0.0	0.8
LnGrp Delay(d),s/veh	28.7	4.5	1.9	32.9	19.0	20.2	37.3	0.0	30.0	39.8	0.0	32.1
LnGrp LOS	C	A	A	C	B	C	D		C	D		C
Approach Vol, veh/h		718			1230			91			51	
Approach Delay, s/veh		5.8			20.3			32.5			33.8	
Approach LOS		A			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	52.7	41.0	10.1	16.3	52.7	41.0	7.2	19.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	34.0	10.0	42.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	3.9	4.1	3.5	3.8	3.6	15.3	2.5	4.6				
Green Ext Time (p_c), s	0.1	8.2	0.0	0.4	0.1	11.2	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	20	5	20	0	20	5	21	0	21	50	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	22	0	22	5	23	0	23	54	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	7.7	7.7	8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	44%	43%	100%	0%
Vol Thru, %	70%	0%	11%	11%	0%	56%
Vol Right, %	0%	100%	44%	46%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	22	45	46	43	96
LT Vol	50	0	5	5	0	54
Through Vol	0	22	20	21	0	42
RT Vol	21	0	20	20	43	0
Lane Flow Rate	77	24	49	50	47	104
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.106	0.027	0.06	0.061	0.068	0.129
Departure Headway (Hd)	5.045	4.194	4.407	4.397	5.26	4.452
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	715	859	817	819	673	793
Service Time	2.745	1.894	2.41	2.4	3.057	2.248
HCM Lane V/C Ratio	0.108	0.028	0.06	0.061	0.07	0.131
HCM Control Delay	8.3	7	7.7	7.7	8.4	7.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2	0.2	0.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	43	54	42
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	47	59	46
Number of Lanes	0	1	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	8.4											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	26	74	11	0	21	53	18	0	29	24	7
Peak Hour Factor	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	87	13	0	25	62	21	0	34	28	8
Number of Lanes	0	0	1	1	0	0	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	8.7	8.4	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	26%	0%	28%	0%	44%	0%
Vol Thru, %	0%	77%	74%	0%	72%	0%	56%	0%
Vol Right, %	0%	23%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	31	100	11	74	18	41	29
LT Vol	0	24	74	0	53	0	23	0
Through Vol	0	7	0	11	0	18	0	29
RT Vol	29	0	26	0	21	0	18	0
Lane Flow Rate	34	36	118	13	87	21	48	34
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.054	0.051	0.169	0.016	0.126	0.026	0.073	0.043
Departure Headway (Hd)	5.723	5.061	5.16	4.327	5.194	4.349	5.433	4.509
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	626	708	696	828	691	824	660	794
Service Time	3.453	2.791	2.882	2.049	2.916	2.071	3.162	2.238
HCM Lane V/C Ratio	0.054	0.051	0.17	0.016	0.126	0.025	0.073	0.043
HCM Control Delay	8.8	8.1	8.9	7.1	8.7	7.2	8.6	7.4
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.6	0	0.4	0.1	0.2	0.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	18	23	29
Peak Hour Factor	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	27	34
Number of Lanes	0	0	1	1






















Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.1
HCM LOS	A

Lane

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		↵	↑↑↑	↵	↵	↑↑↑		
Volume (veh/h)	0	10	1381	15	66	1750		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1814	1814	1814	1814	1814		
Adj Flow Rate, veh/h	0	10	1424	15	68	1804		
Adj No. of Lanes	0	1	3	1	1	3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	3781	1071	163	4868		
Arrive On Green	0.00	0.00	0.69	0.69	0.09	0.89		
Sat Flow, veh/h	0		5441	1542	1727	5441		
Grp Volume(v), veh/h	0.0		1424	15	68	1804		
Grp Sat Flow(s),veh/h/ln			1814	1542	1727	1814		
Q Serve(g_s), s			4.1	0.1	1.4	2.0		
Cycle Q Clear(g_c), s			4.1	0.1	1.4	2.0		
Prop In Lane				1.00	1.00			
Lane Grp Cap(c), veh/h			3781	1071	163	4868		
V/C Ratio(X)			0.38	0.01	0.42	0.37		
Avail Cap(c_a), veh/h			4158	1178	319	5735		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh			2.4	1.8	16.2	0.3		
Incr Delay (d2), s/veh			0.1	0.0	1.7	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			2.0	0.2	0.7	0.9		
LnGrp Delay(d),s/veh			2.5	1.8	17.9	0.4		
LnGrp LOS			A	A	B	A		
Approach Vol, veh/h			1439			1872		
Approach Delay, s/veh			2.4			1.0		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	7.6	30.4				37.9		
Change Period (Y+Rc), s	4.0	4.0				4.0		
Max Green Setting (Gmax), s	7.0	29.0				40.0		
Max Q Clear Time (g_c+I1), s	3.4	6.1				4.0		
Green Ext Time (p_c), s	0.0	20.2				30.0		
Intersection Summary								
HCM 2010 Ctrl Delay			1.6					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	1393	185	270	1136	86	162	44	176	51	49	61
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1835	1850	1850	1850	1850
Adj Flow Rate, veh/h	52	1436	189	278	1171	86	167	45	166	53	51	20
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	199	2035	580	426	1927	141	205	54	201	145	143	56
Arrive On Green	0.23	0.75	0.75	0.12	0.39	0.39	0.12	0.16	0.16	0.08	0.11	0.11
Sat Flow, veh/h	1762	5441	1551	3418	5001	367	1762	344	1268	1762	1260	494
Grp Volume(v), veh/h	52	1436	189	278	850	407	167	0	211	53	0	71
Grp Sat Flow(s),veh/h/ln	1762	1814	1551	1709	1816	1736	1762	0	1612	1762	0	1755
Q Serve(g_s), s	2.1	12.4	3.6	6.8	16.6	16.6	8.2	0.0	11.2	2.5	0.0	3.3
Cycle Q Clear(g_c), s	2.1	12.4	3.6	6.8	16.6	16.6	8.2	0.0	11.2	2.5	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.79	1.00		0.28
Lane Grp Cap(c), veh/h	199	2035	580	426	1400	669	205	0	255	145	0	199
V/C Ratio(X)	0.26	0.71	0.33	0.65	0.61	0.61	0.82	0.00	0.83	0.37	0.00	0.36
Avail Cap(c_a), veh/h	220	2035	580	465	1400	669	205	0	767	200	0	815
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	8.5	7.4	36.8	21.8	21.8	38.1	0.0	36.0	38.3	0.0	36.2
Incr Delay (d2), s/veh	0.2	1.9	1.3	1.6	1.6	3.2	20.5	0.0	2.6	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.2	1.7	3.3	8.6	8.5	5.2	0.0	5.2	1.2	0.0	1.6
LnGrp Delay(d),s/veh	31.3	10.4	8.8	38.4	23.3	25.0	58.6	0.0	38.6	38.9	0.0	36.6
LnGrp LOS	C	B	A	D	C	C	E		D	D		D
Approach Vol, veh/h		1677			1535			378			124	
Approach Delay, s/veh		10.9			26.5			47.4			37.5	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.7	40.0	16.3	16.0	46.7	41.0	12.3	20.0				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	10.0	* 41	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	8.8	14.4	10.2	5.3	4.1	18.6	4.5	13.2				
Green Ext Time (p_c), s	0.1	14.5	0.0	0.3	0.2	10.5	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			21.9									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	97	5	76	0	76	5	97	0	44	188	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	5	83	0	83	5	105	0	48	204	48
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	13.3	13.1	14.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	54%	43%	100%	0%
Vol Thru, %	81%	0%	3%	3%	0%	67%
Vol Right, %	0%	100%	43%	54%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	44	178	178	126	378
LT Vol	188	0	5	5	0	252
Through Vol	0	44	76	97	0	126
RT Vol	44	0	97	76	126	0
Lane Flow Rate	252	48	193	193	137	411
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.48	0.08	0.356	0.351	0.259	0.692
Departure Headway (Hd)	6.858	6.044	6.622	6.533	6.946	6.198
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	594	544	551	520	588
Service Time	4.587	3.773	4.646	4.558	4.646	3.898
HCM Lane V/C Ratio	0.478	0.081	0.355	0.35	0.263	0.699
HCM Control Delay	15.8	9.3	13.3	13.1	12.1	21.7
HCM Lane LOS	C	A	B	B	B	C
HCM 95th-tile Q	2.6	0.3	1.6	1.6	1	5.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	126	252	126
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	137	274	137
Number of Lanes	0	1	1	0

Approach

SB

Opposing Approach

NB

Opposing Lanes

2

Conflicting Approach Left

WB

Conflicting Lanes Left

1

Conflicting Approach Right

EB

Conflicting Lanes Right

1

HCM Control Delay

19.3

HCM LOS

C

Lane

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	78	75	17	0	28	71	70	0	29	47	37
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	81	78	18	0	29	74	73	0	30	49	39
Number of Lanes	0	0	1	1	0	0	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	10.8	9.4	9.3
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	51%	0%	28%	0%	42%	0%
Vol Thru, %	0%	56%	49%	0%	72%	0%	58%	0%
Vol Right, %	0%	44%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	84	153	17	99	70	166	93
LT Vol	0	47	75	0	71	0	97	0
Through Vol	0	37	0	17	0	70	0	93
RT Vol	29	0	78	0	28	0	69	0
Lane Flow Rate	30	88	159	18	103	73	173	97
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.054	0.136	0.27	0.025	0.172	0.104	0.28	0.132
Departure Headway (Hd)	6.424	5.606	6.1	5.135	6.005	5.155	5.944	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	641	591	700	600	698	609	718
Service Time	4.143	3.325	3.81	2.845	3.715	2.865	3.644	2.727
HCM Lane V/C Ratio	0.054	0.137	0.269	0.026	0.172	0.105	0.284	0.135
HCM Control Delay	9.5	9.2	11.1	8	10	8.5	10.9	8.5
HCM Lane LOS	A	A	B	A	A	A	B	A
HCM 95th-tile Q	0.2	0.5	1.1	0.1	0.6	0.3	1.1	0.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	69	97	93
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	72	101	97
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10
HCM LOS	A






















Lane

HCM 2010 Signalized Intersection Summary
 7: Washington Street & Lake La Quinta Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		↗	↑↑↑	↖	↘	↑↑↑		
Volume (veh/h)	0	18	1354	1	74	1226		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1814	1814	1814	1814	1814		
Adj Flow Rate, veh/h	0	19	1410	1	77	1277		
Adj No. of Lanes	0	1	3	1	1	3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	3657	1036	181	4834		
Arrive On Green	0.00	0.00	0.67	0.67	0.10	0.89		
Sat Flow, veh/h	0		5441	1542	1727	5441		
Grp Volume(v), veh/h	0.0		1410	1	77	1277		
Grp Sat Flow(s),veh/h/ln			1814	1542	1727	1814		
Q Serve(g_s), s			4.1	0.0	1.5	1.2		
Cycle Q Clear(g_c), s			4.1	0.0	1.5	1.2		
Prop In Lane				1.00	1.00			
Lane Grp Cap(c), veh/h			3657	1036	181	4834		
V/C Ratio(X)			0.39	0.00	0.43	0.26		
Avail Cap(c_a), veh/h			4404	1248	338	6075		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh			2.6	1.9	15.0	0.3		
Incr Delay (d2), s/veh			0.1	0.0	1.6	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			2.0	0.0	0.8	0.5		
LnGrp Delay(d),s/veh			2.7	1.9	16.6	0.3		
LnGrp LOS			A	A	B	A		
Approach Vol, veh/h			1411			1354		
Approach Delay, s/veh			2.7			1.2		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	7.7	28.1				35.8		
Change Period (Y+Rc), s	4.0	4.0				4.0		
Max Green Setting (Gmax), s	7.0	29.0				40.0		
Max Q Clear Time (g_c+I1), s	3.5	6.1				3.2		
Green Ext Time (p_c), s	0.0	18.0				25.7		
Intersection Summary								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA
 7/29/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	1344	219	304	1141	132	217	84	242	62	65	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1840	1850	1850	1850	1850
Adj Flow Rate, veh/h	77	1371	217	310	1164	125	221	86	233	63	66	58
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	228	1553	444	443	1380	148	319	99	269	161	111	98
Arrive On Green	0.26	0.57	0.57	0.13	0.28	0.28	0.18	0.23	0.23	0.09	0.12	0.12
Sat Flow, veh/h	1762	5495	1572	3418	4883	524	1744	440	1191	1762	908	798
Grp Volume(v), veh/h	77	1371	217	310	874	415	221	0	319	63	0	124
Grp Sat Flow(s),veh/h/ln	1762	1832	1572	1709	1834	1740	1744	0	1630	1762	0	1707
Q Serve(g_s), s	3.0	18.4	7.0	7.4	19.1	19.1	10.1	0.0	16.0	2.9	0.0	5.8
Cycle Q Clear(g_c), s	3.0	18.4	7.0	7.4	19.1	19.1	10.1	0.0	16.0	2.9	0.0	5.8
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.73	1.00		0.47
Lane Grp Cap(c), veh/h	228	1553	444	443	1037	492	319	0	368	161	0	208
V/C Ratio(X)	0.34	0.88	0.49	0.70	0.84	0.84	0.69	0.00	0.87	0.39	0.00	0.59
Avail Cap(c_a), veh/h	228	1553	444	443	1037	492	319	0	806	208	0	844
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	17.2	14.8	35.4	28.7	28.7	32.4	0.0	31.6	36.4	0.0	35.3
Incr Delay (d2), s/veh	0.3	6.9	3.4	3.4	6.9	13.4	5.3	0.0	2.4	0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.0	3.4	3.7	10.6	10.9	5.3	0.0	7.4	1.4	0.0	2.8
LnGrp Delay(d),s/veh	28.8	24.1	18.2	38.7	35.5	42.1	37.7	0.0	34.1	36.9	0.0	36.3
LnGrp LOS	C	C	B	D	D	D	D		C	D		D
Approach Vol, veh/h		1665			1599			540			187	
Approach Delay, s/veh		23.6			37.9			35.6			36.5	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.1	31.0	21.5	16.4	41.1	31.0	12.7	25.2				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	11.0	24.0	9.0	* 42	11.0	24.0	10.0	42.0				
Max Q Clear Time (g_c+I1), s	9.4	20.4	12.1	7.8	5.0	21.1	4.9	18.0				
Green Ext Time (p_c), s	0.1	3.2	0.0	0.5	0.3	2.5	0.0	0.9				

Intersection Summary

HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	27.8											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	158	5	72	0	72	5	158	0	53	227	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	5	78	0	78	5	172	0	58	247	59
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	20	18.8	23.3
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	67%	31%	100%	0%
Vol Thru, %	81%	0%	2%	2%	0%	59%
Vol Right, %	0%	100%	31%	67%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	54	235	235	172	416
LT Vol	227	0	5	5	0	245
Through Vol	0	54	72	158	0	171
RT Vol	53	0	158	72	172	0
Lane Flow Rate	304	59	255	255	187	452
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.673	0.116	0.551	0.532	0.414	0.898
Departure Headway (Hd)	7.965	7.143	7.764	7.503	7.964	7.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	501	465	480	452	506
Service Time	5.715	4.893	5.816	5.555	5.711	4.898
HCM Lane V/C Ratio	0.671	0.118	0.548	0.531	0.414	0.893
HCM Control Delay	25.7	10.8	20	18.8	16.3	45.6
HCM Lane LOS	D	B	C	C	C	E
HCM 95th-tile Q	4.9	0.4	3.3	3.1	2	10.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	172	245	171
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	187	266	186
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	37
HCM LOS	E

Lane

Intersection												
Intersection Delay, s/veh	10.9											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	85	100	10	0	30	65	70	0	19	56	20
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	97	114	11	0	34	74	80	0	22	64	23
Number of Lanes	0	0	1	1	0	0	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	12.3	9.7	9.8
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	46%	0%	32%	0%	47%	0%
Vol Thru, %	0%	74%	54%	0%	68%	0%	53%	0%
Vol Right, %	0%	26%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	76	185	10	95	70	176	97
LT Vol	0	56	100	0	65	0	93	0
Through Vol	0	20	0	10	0	70	0	97
RT Vol	19	0	85	0	30	0	83	0
Lane Flow Rate	22	86	210	11	108	80	200	110
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.04	0.144	0.363	0.017	0.187	0.118	0.341	0.159
Departure Headway (Hd)	6.716	6.022	6.224	5.284	6.228	5.359	6.146	5.201
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	534	595	578	678	576	669	586	690
Service Time	4.453	3.759	3.954	3.014	3.961	3.092	3.876	2.93
HCM Lane V/C Ratio	0.041	0.145	0.363	0.016	0.188	0.12	0.341	0.159
HCM Control Delay	9.7	9.8	12.5	8.1	10.4	8.8	12	8.9
HCM Lane LOS	A	A	B	A	B	A	B	A
HCM 95th-tile Q	0.1	0.5	1.7	0.1	0.7	0.4	1.5	0.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	83	93	97
Peak Hour Factor	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	94	106	110
Number of Lanes	0	0	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.9
HCM LOS	B

Lane

APPENDIX 7.1:

SIGHT DISTANCE NOTES FOR LA QUINTA CENTER DRIVE/CALEO BAY / AVENUE 47

This Page Intentionally Left Blank



