

TRAFFIC STUDY

POLO SQUARE

in

INDIO, CALIFORNIA

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LSA Project No. JMG531

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1. INTRODUCTION

PURPOSE OF THE TIA AND STUDY OBJECTIVES

The purpose of this traffic impact study is to evaluate the traffic impacts associated with the Polo Square mixed use residential, commercial, and hotel development. The project is proposed to be constructed on an approximately 50 acre vacant site on the north side of Highway 111 east of Jefferson Street and west of Madison Street in Indio, California.

Study objectives include:

- Documentation of existing (2006) traffic conditions in the vicinity of the project site;
- Evaluation of cumulative traffic conditions (existing + ambient + cumulative) for the 2010 completion year;
- Evaluation of project completion traffic conditions (existing + ambient + cumulative + project) for the year 2010; and
- Determination of on-site and off-site improvements to achieve the applicable level of service requirements.

SITE LOCATION AND STUDY AREA

The proposed project site is located on an approximately 50 acre vacant site on the north side of Highway 111 east of Jefferson Street and west of Madison Street in Indio, California. Figure 1.1 shows the location of the proposed project site in a regional context and Figure 1.2 shows the study area.

Figure 1.1 - Regional Project Location

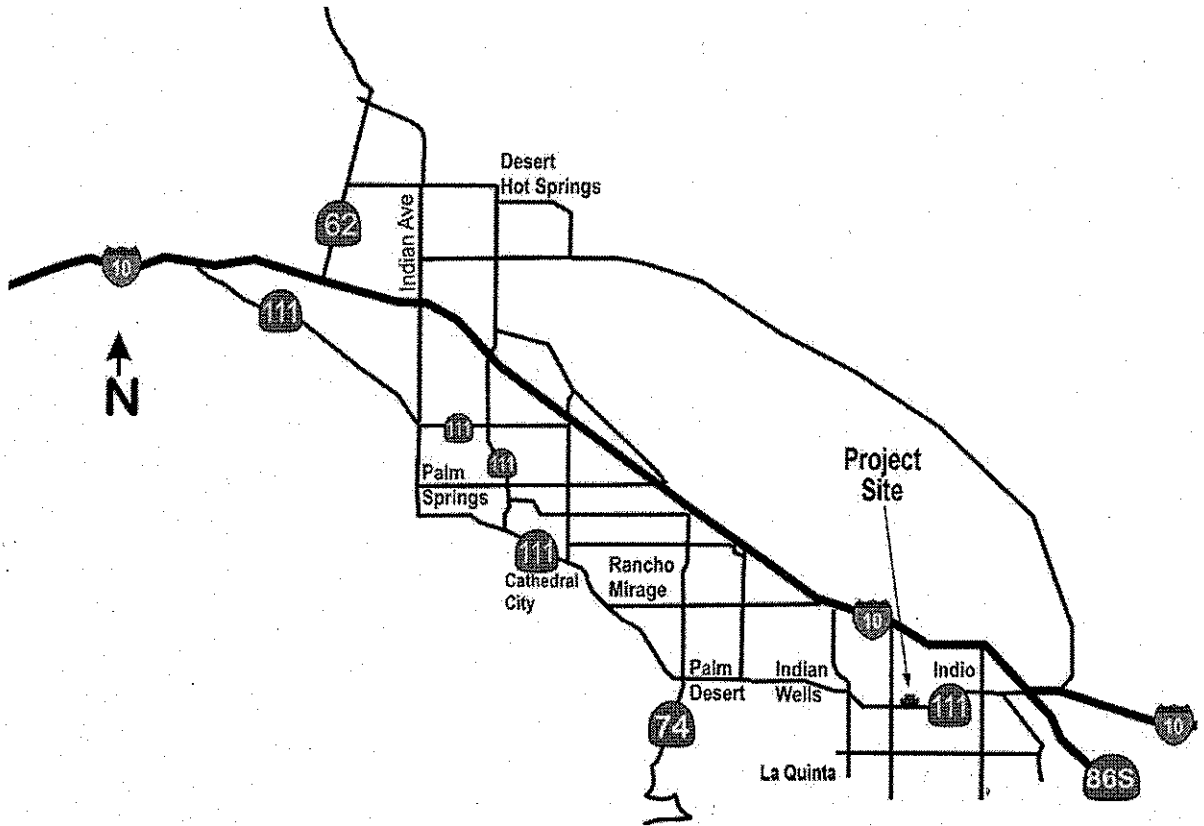
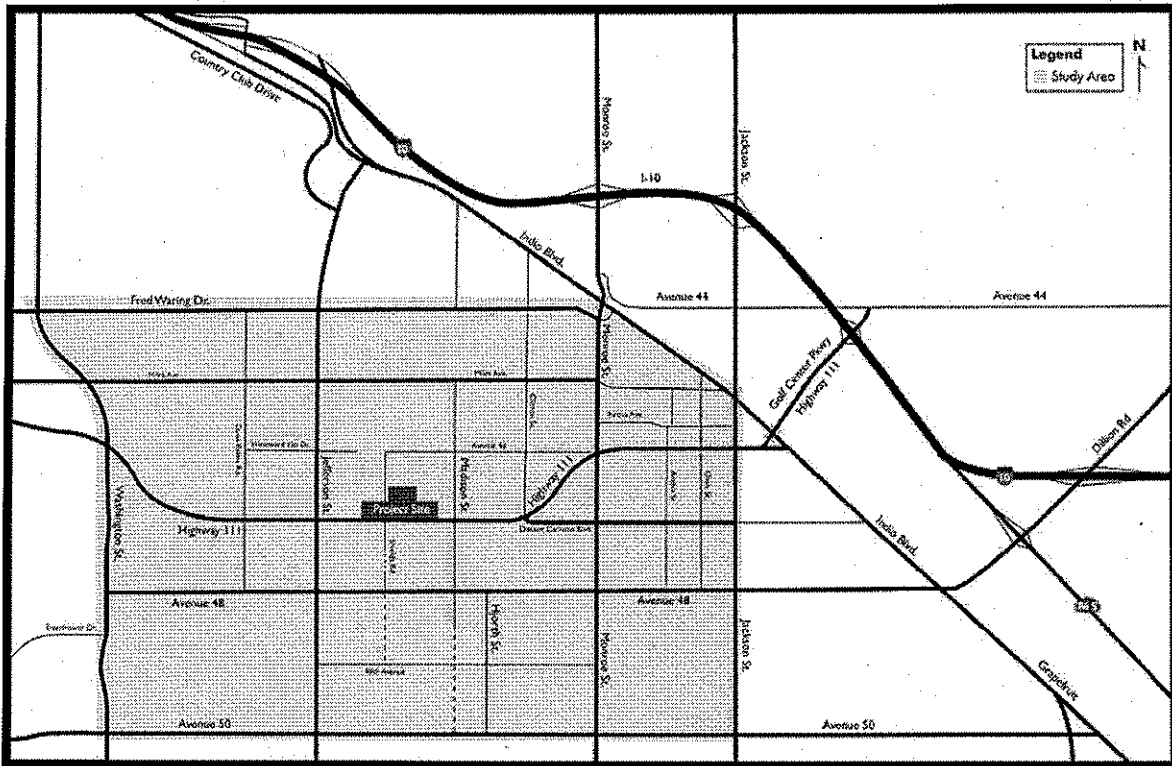


Figure 1.2 - Local Project Location and Study Area

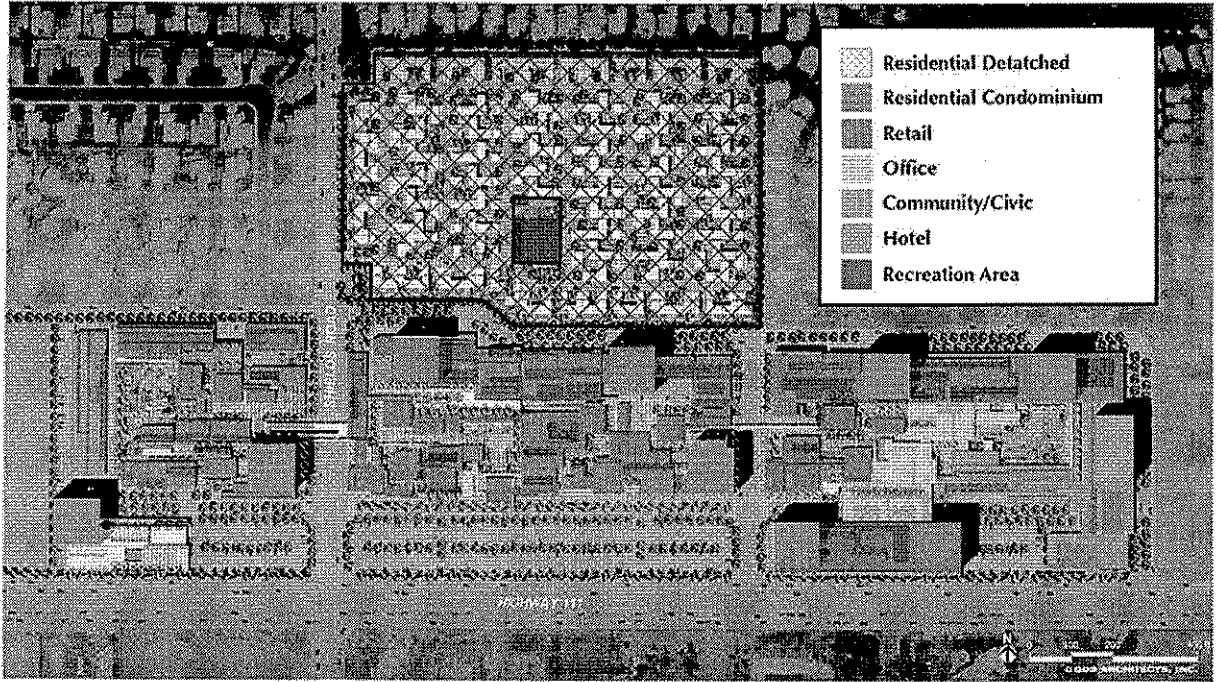
The site of the proposed development is primarily vacant, undeveloped land. The local area is urbanized and growing with several new developments under construction or in planning. The local street system is well-developed and many of the intersections are signalized. Roadway construction is occurring at several locations in the surrounding area.

DEVELOPMENT PROJECT DESCRIPTION

The Polo Square site is approximately 50 acres. It is planned as an integrated multi-use development including residential and commercial uses. Project completion is scheduled for 2010. Figure 1.3 shows the site plan and land uses planned for the site. The land uses for the project are as follows:

- A 126 unit residential community in the northern portion of the site,
- Commercial Retail – 350,000 square feet,
- Commercial Office – 200,000 square feet,
- 250-room Hotel,
- 120-room Extended Stay Hotel,
- 450 residential condominiums, and
- Library or Civic Uses – 35,000 square feet.

Figure 1.3 – Site Plan and Land Uses



2. AREA CONDITIONS

STUDY AREA AND INTERSECTIONS

Figures 2.1 and 2.2 and Table 2.1 identify the intersections that were evaluated for traffic impacts from the Polo Square development. These locations were selected based on local knowledge of potential impacts and through consultation with staff representatives from the City of Indio and the City of La Quinta immediately to the west. In addition to these intersections, the analysis includes an evaluation of impacts and improvement needs at the access points to the development.

Figure 2.1 - Intersection Analysis Locations

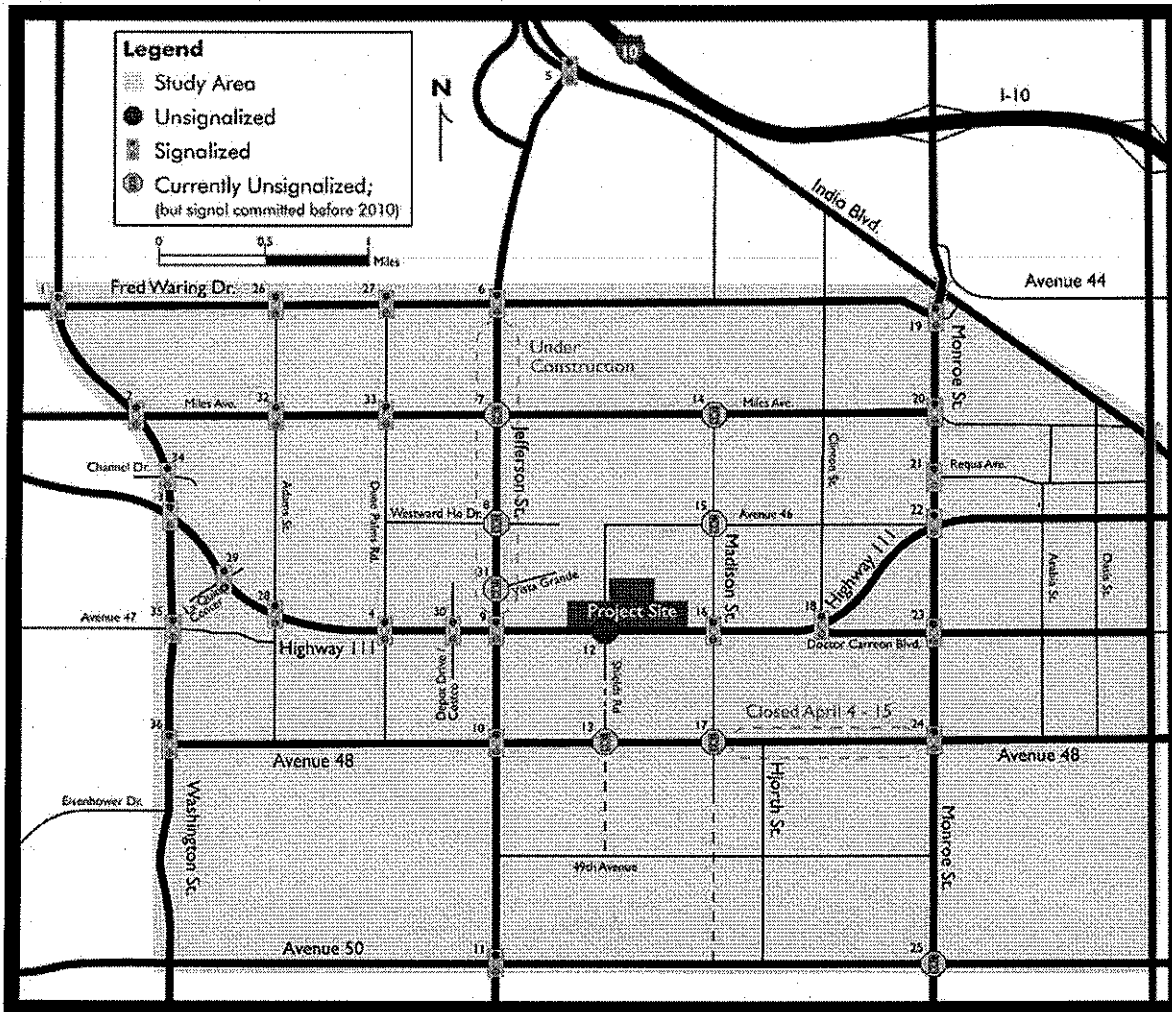


Figure 2.2 – Intersection Analysis Locations and Local Traffic Circulation

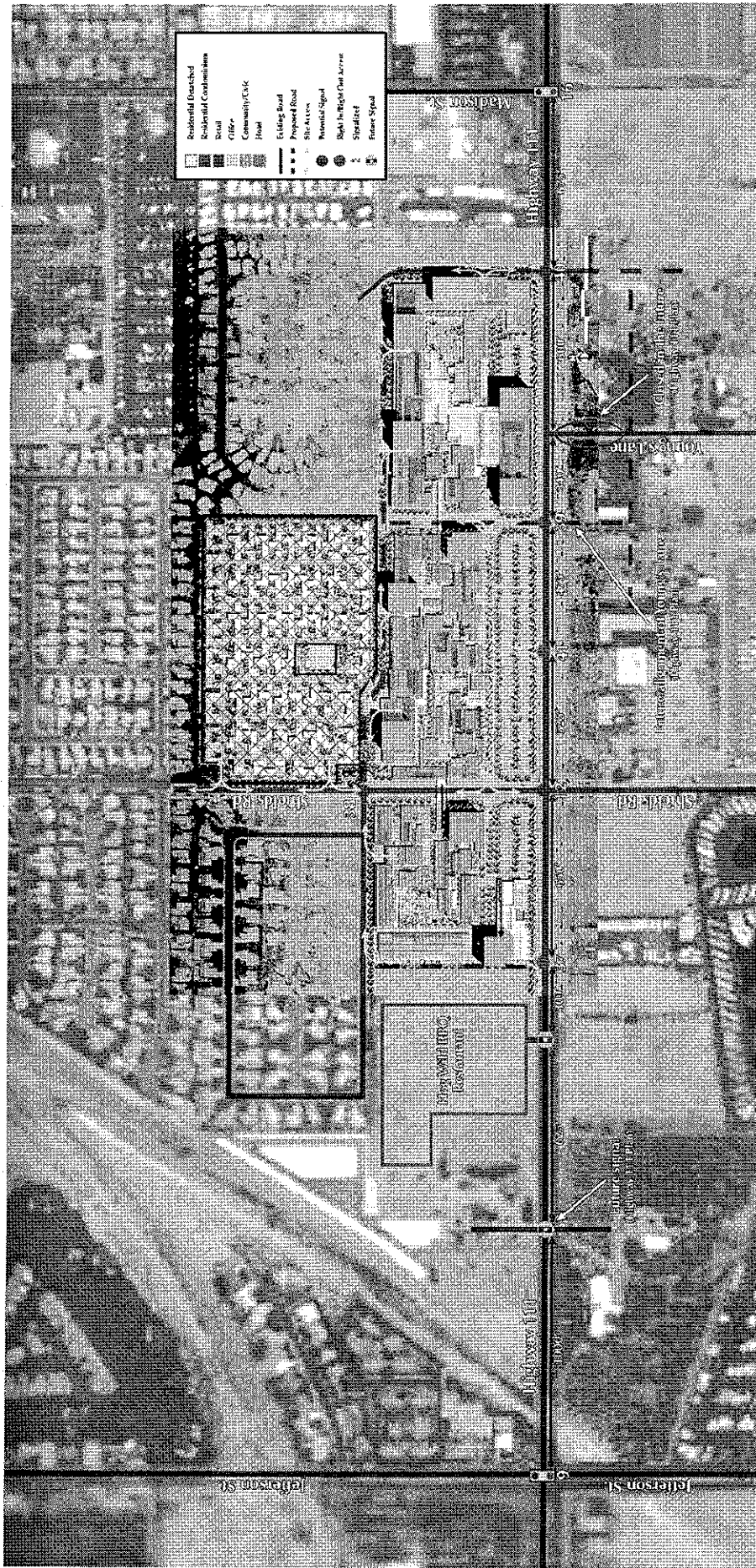


Table 2.1 - Intersection Analysis Locations

ID	Cross Street #1	Cross Street #2	Existing Traffic Control (2006)
1	Washington St.	Fred Waring Dr.	Signal
2	Washington St.	Miles Ave.	Signal
3	Washington St.	Highway 111	Signal
4	Dune Palms Rd.	Highway 111	Signal
5	Jefferson St.	Indio Blvd.	Signal
6	Jefferson St.	Fred Waring Dr.	Signal
7	Jefferson St.	Miles Ave.	Signal
8	Jefferson St.	Westward Ho Dr.	Unsignalized
9	Jefferson St.	Highway 111	Signal
10	Jefferson St.	Avenue 48	Signal
11	Jefferson St.	Avenue 50	Signal
12	Shields Rd.	Highway 111	Unsignalized
13	Shields Rd.	Avenue 48	Unsignalized
14	Madison St.	Miles Ave.	Unsignalized
15	Madison St.	Avenue 46	Unsignalized
16	Madison St.	Highway 111	Signal
17	Madison St.	Avenue 48	Unsignalized
18	Clinton St./Dr. Carreon Blvd.	Highway 111	Signal
19	Monroe St.	Fred Waring Dr.	Signal
20	Monroe St.	Miles Ave.	Signal
21	Monroe St.	Requa Ave./Shadow Palm Ave.	Signal
22	Monroe St.	Highway 111	Signal
23	Monroe St.	Dr. Carreon Blvd.	Signal
24	Monroe St.	Avenue 48	Signal
25	Monroe St.	Avenue 50	Signal
26	Fred Waring Drive	Adams Street	Signalized
27	Fred Waring Drive	Dune Palms Road	Signalized
28	Highway 111	Adams Street	Signalized
29	Highway 111	La Quinta Center	Signalized
30	Highway 111	Depot Drive/Costco	Signalized
31	Jefferson St.	Vista Grande	Unsignalized
32	Miles Avenue	Adams Street	Signalized
33	Miles Avenue	Dune Palms Road	Signalized
34	Washington St.	Channel Drive	Signalized
35	Washington St.	Avenue 47/Highland Palms	Signalized
36	Washington St.	Avenue 48	Signalized
37	Highway 111	Right-In/Right-Out Site Access	Future Intersection
38	Shields Rd.	North Project Circulation Road	Future Intersection
39	Highway 111	Unnamed Access Road	Future Intersection
40	Highway 111	Unnamed Access Road	Future Intersection
41	Highway 111	Right-In/Right-Out Site Access	Future Intersection

Figure 2.3 – 2006 Existing Roadway Configurations (Unadjusted)

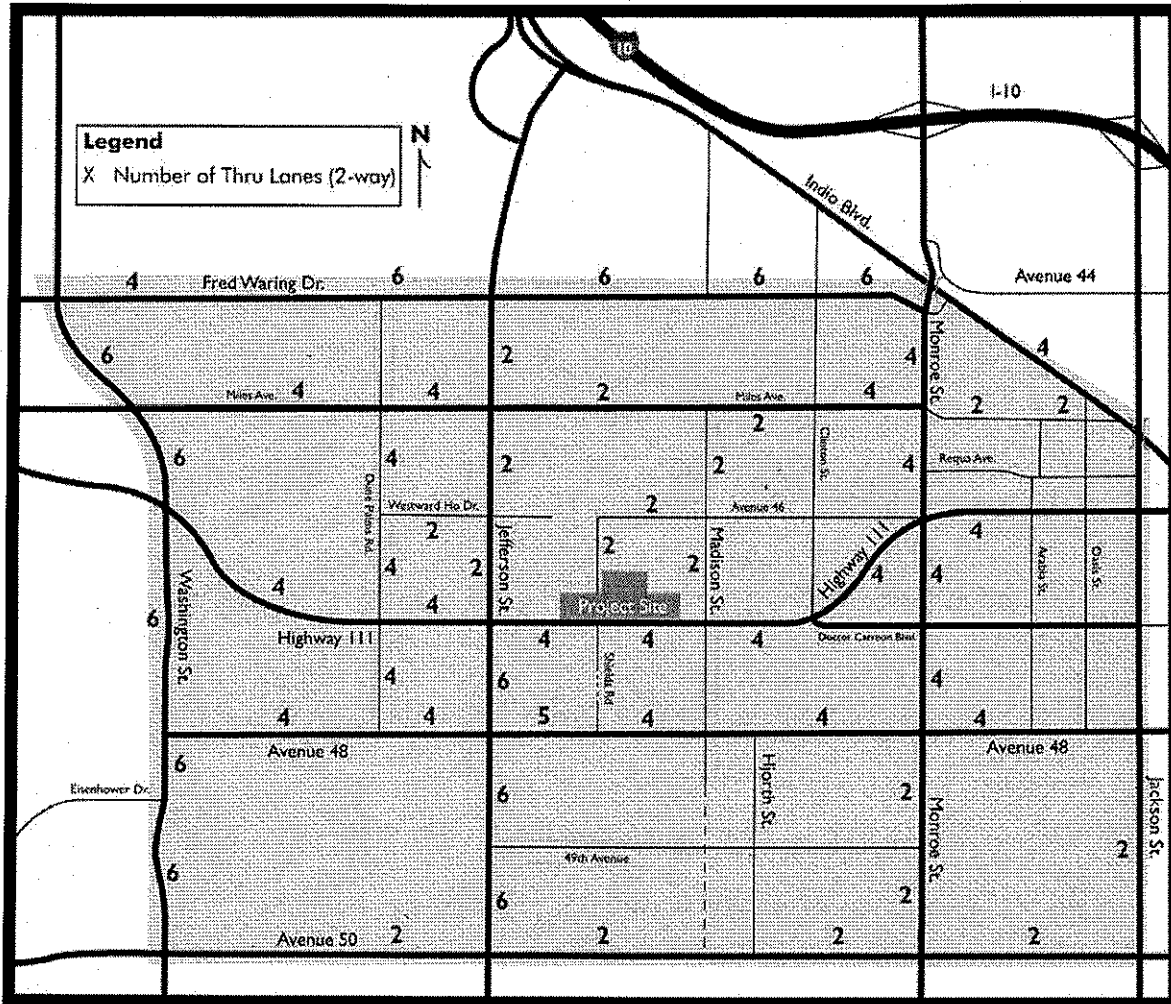


Figure 2.4 – 2006 Existing Intersection Geometrics and Traffic Controls (Unadjusted)

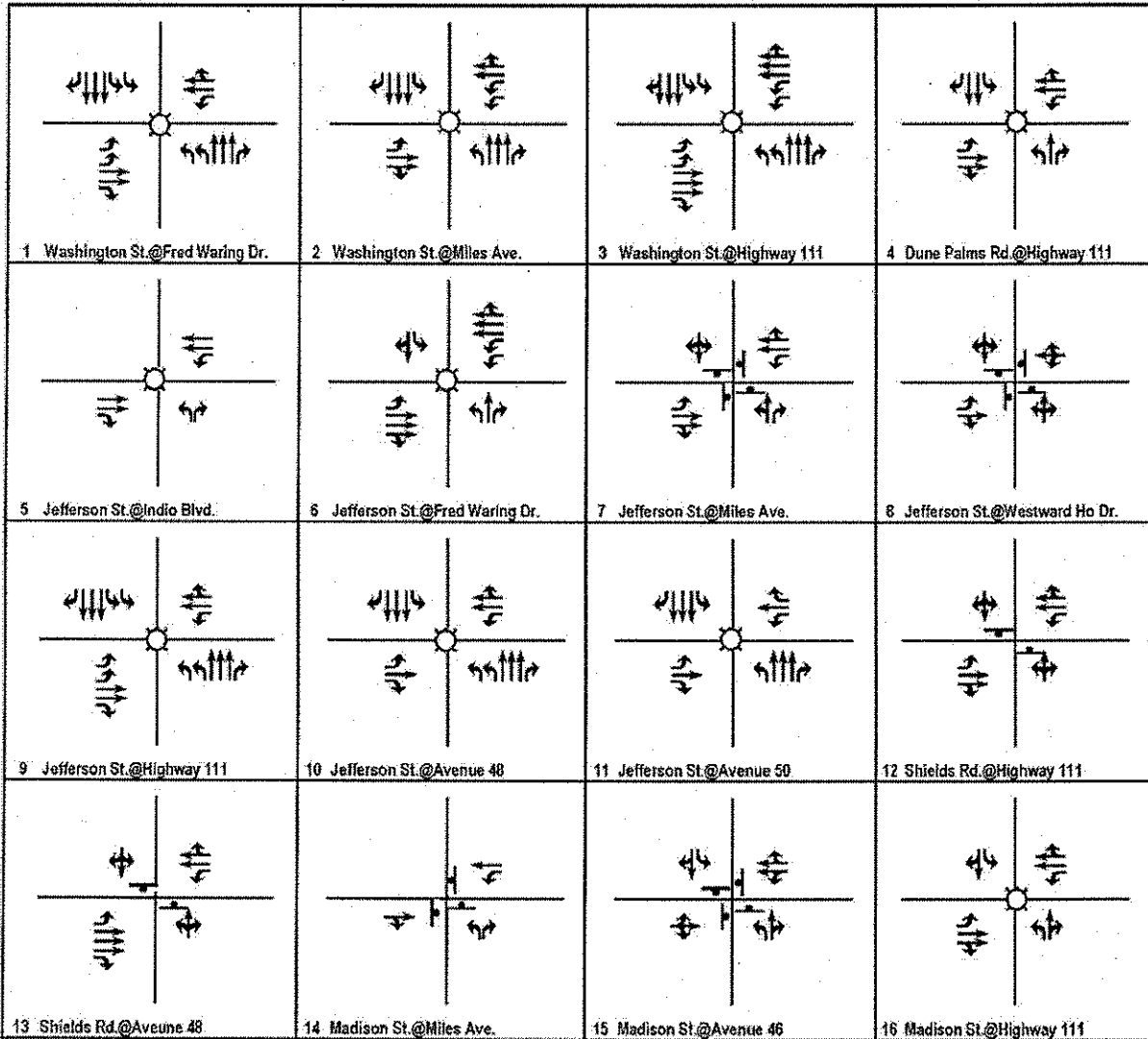


Figure 2.4 (continued)

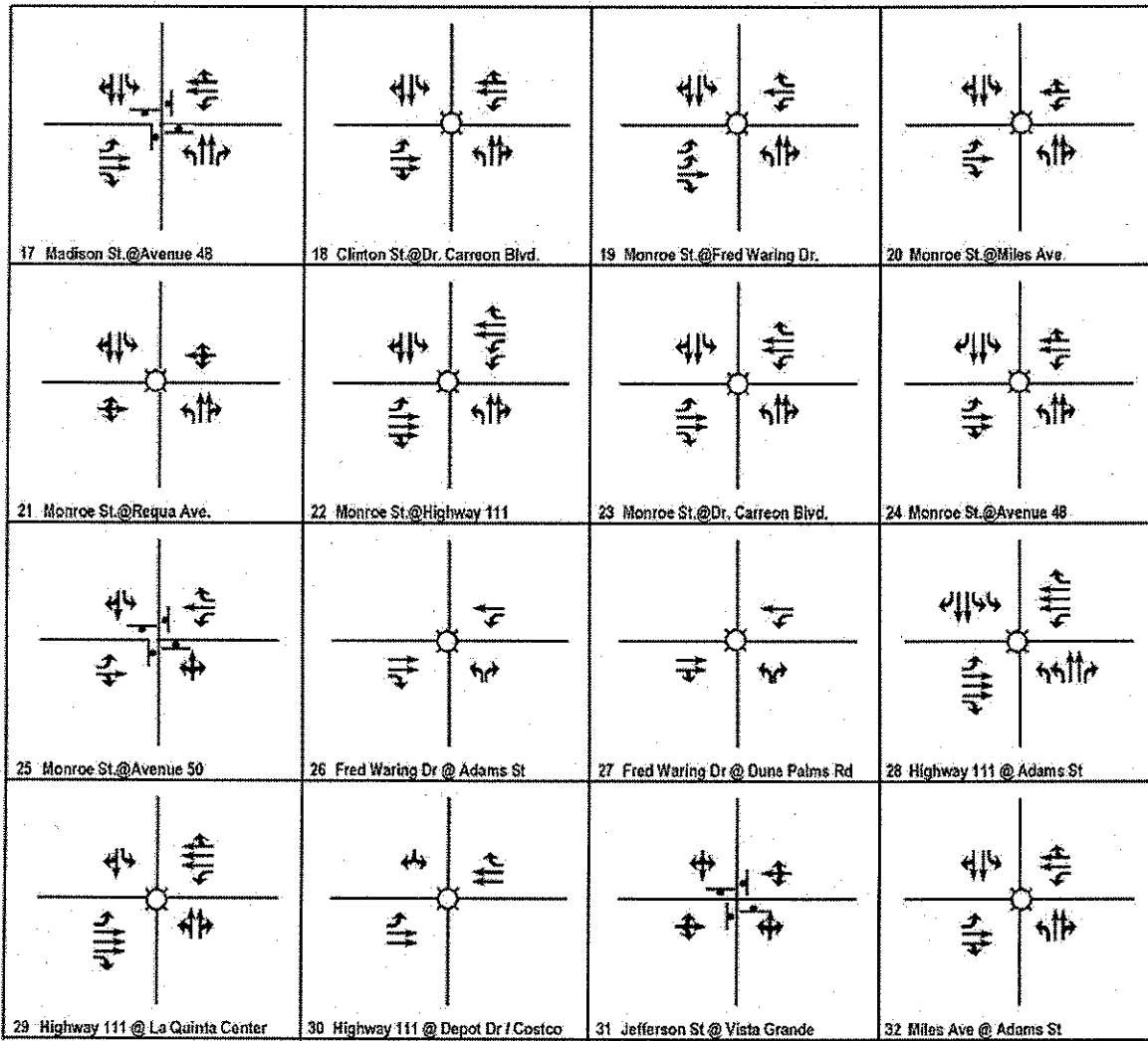


Figure 2.4 (continued)

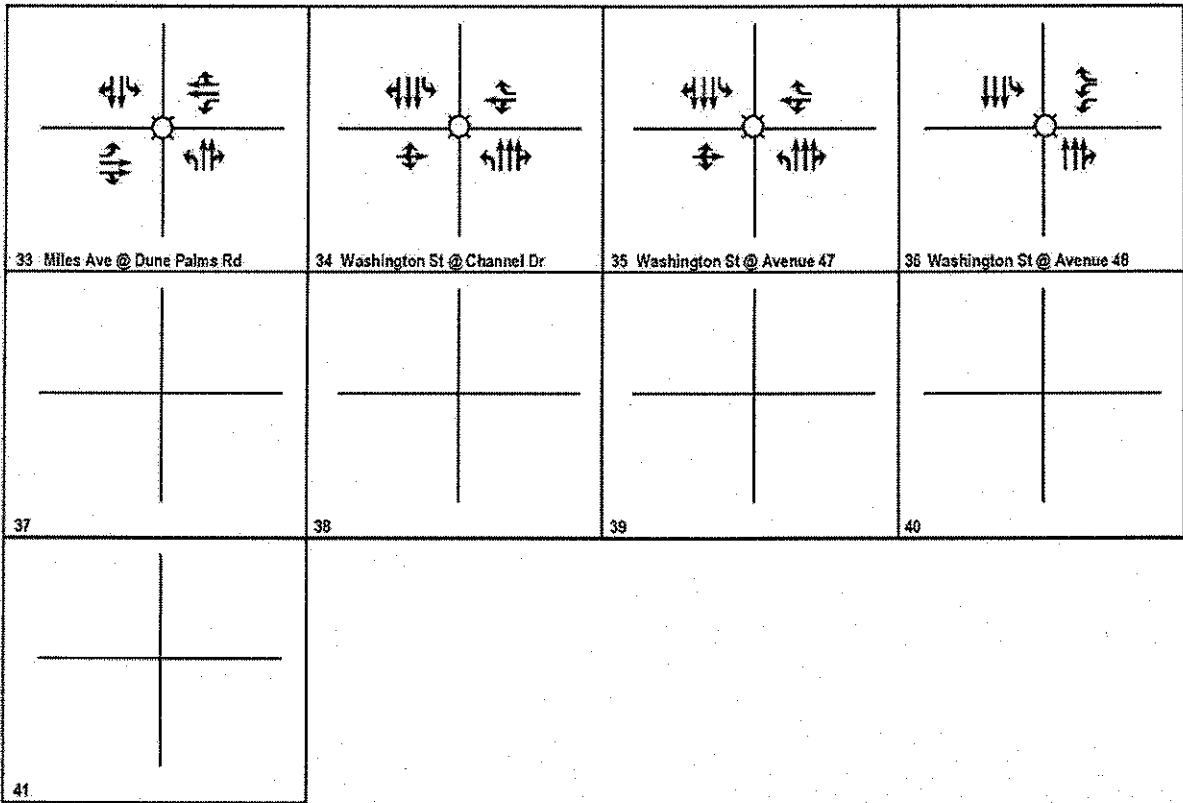


Figure 2.5 – 2006 Existing Roadway Configurations (Adjusted)

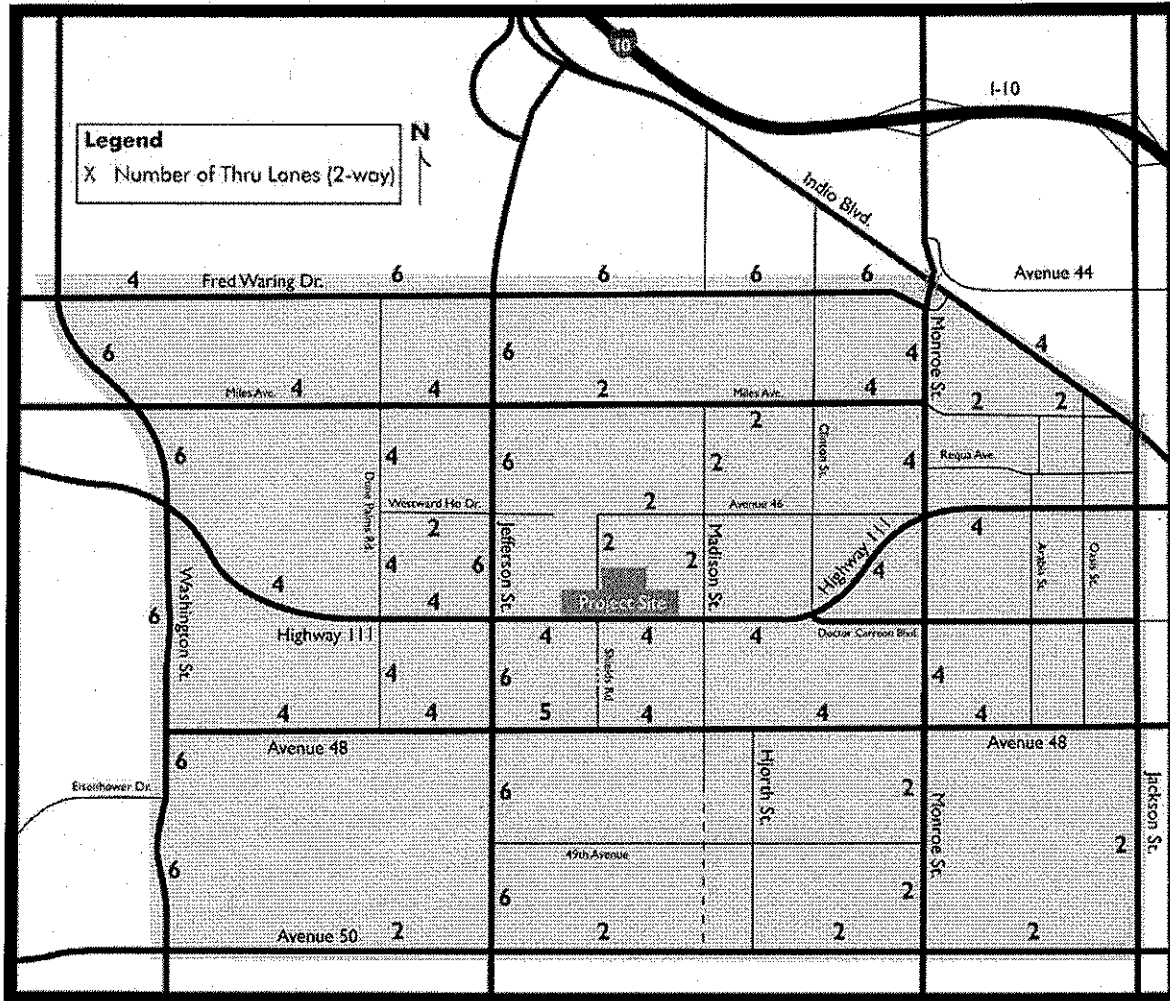


Figure 2.6 – 2006 Existing Intersection Geometrics and Traffic Controls (Adjusted)

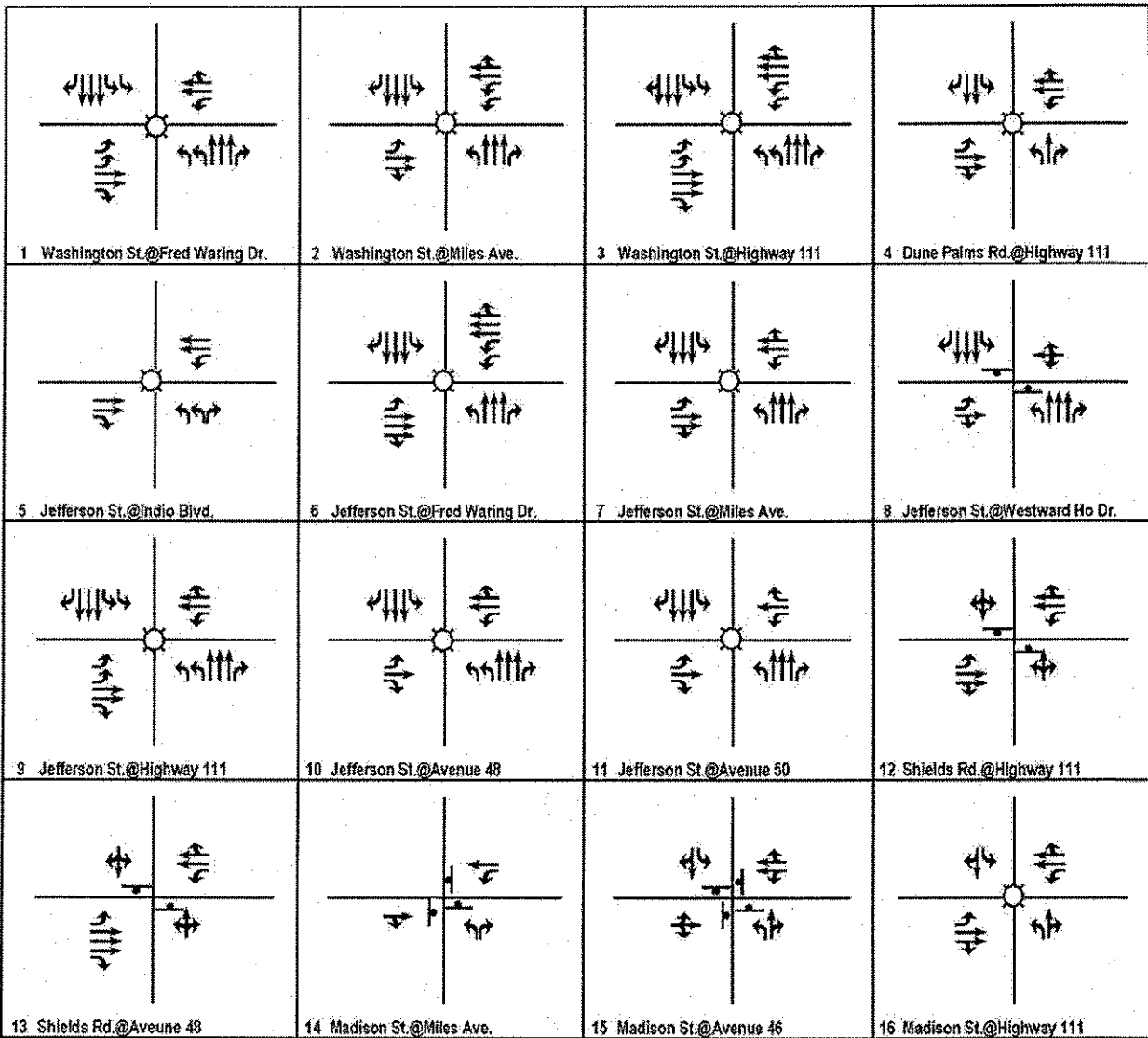


Figure 2.6 (continued)

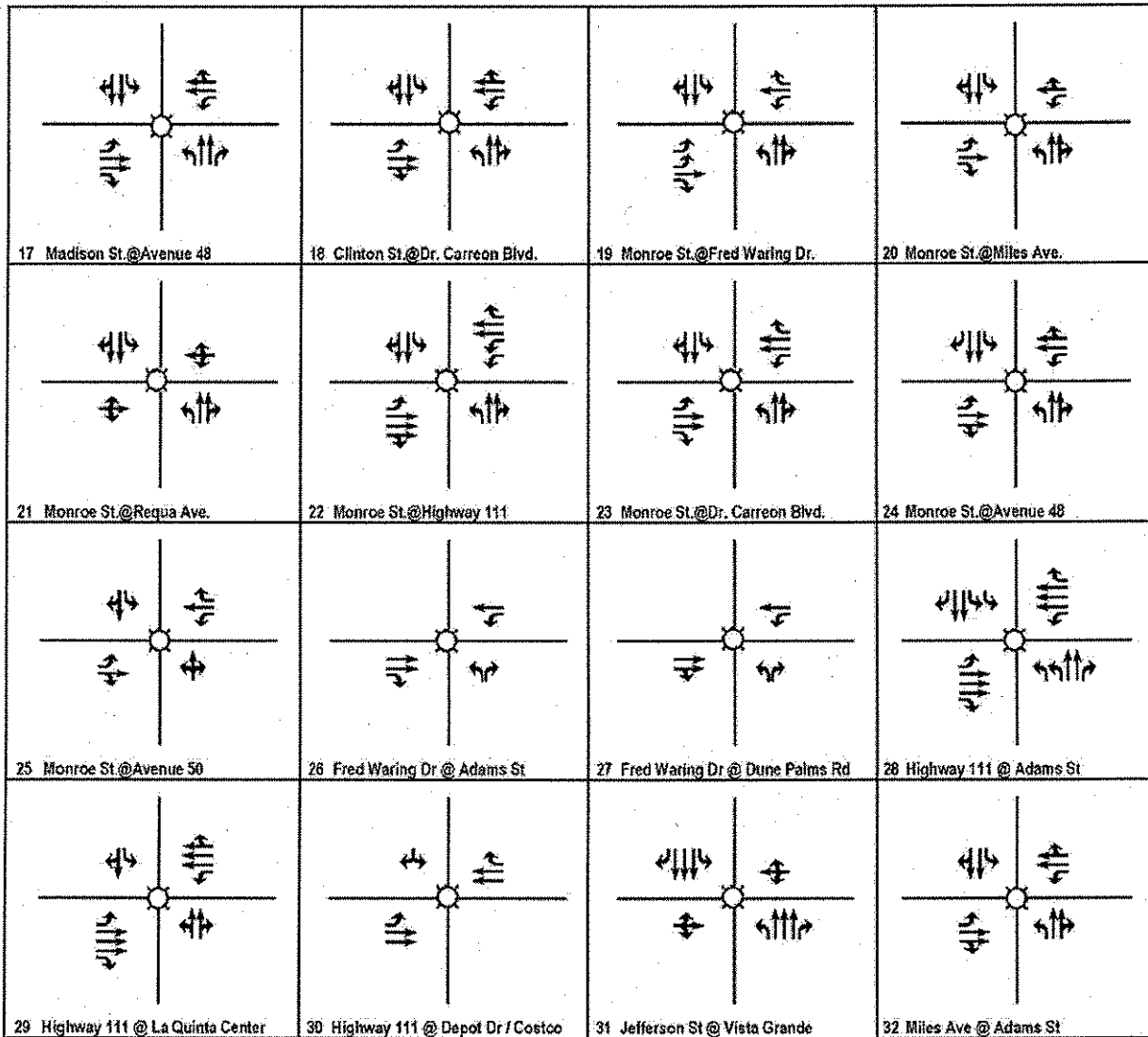
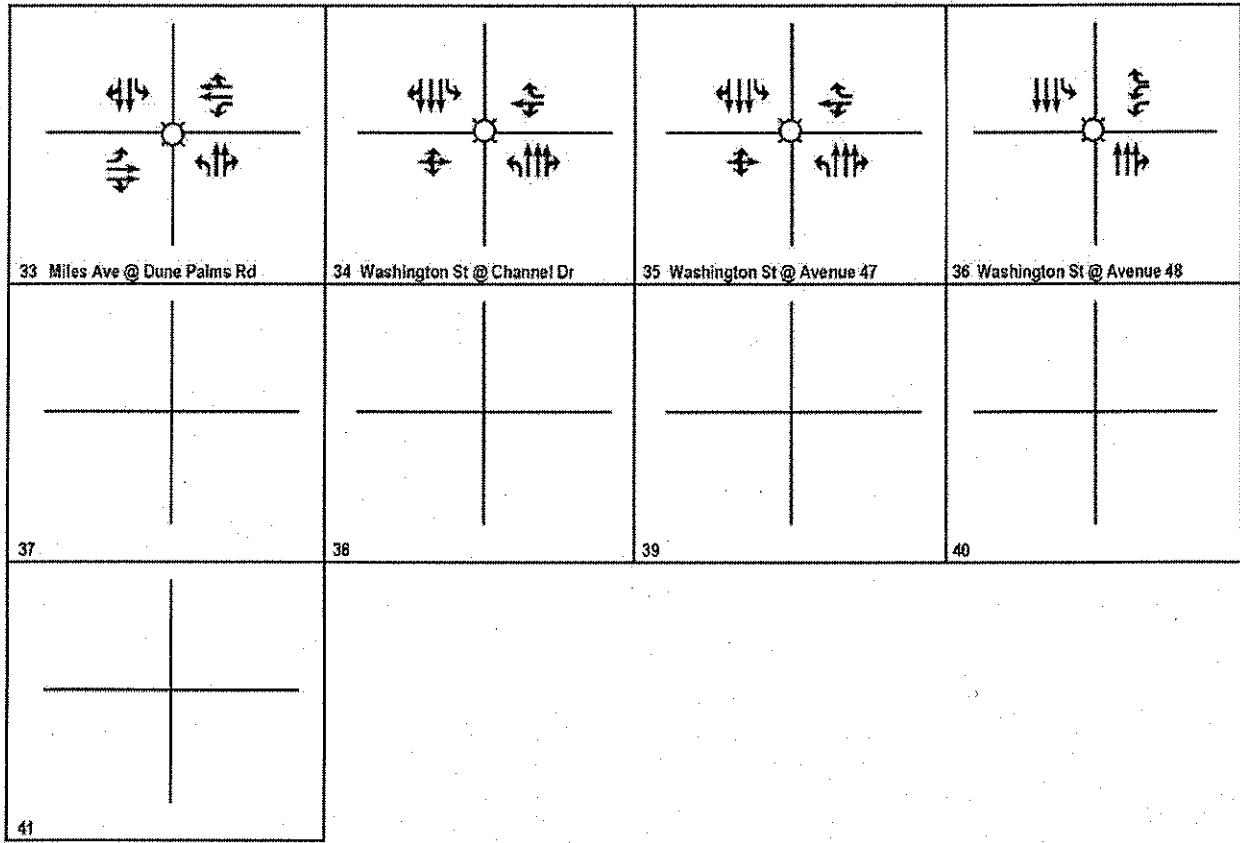


Figure 2.6 (continued)



LEVEL OF SERVICE METHODOLOGY

A common measurement of the operational performance of an intersection or corridor is level of service (LOS). In its simplest form, roadway LOS can be compared to a grading scale from "A" to "F," where "A" represents excellent level of service and "F" indicates failure. LOS takes into account vehicular delay, maneuverability, driver comfort, freedom to maneuver, traffic interruptions, safety, congestion delay, and travel speed. It is typically reported for the worst peak hour of a typical weekday.

Each of the six (6) levels of service categories represents a range of operating conditions. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (i.e., absolute capacity); the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, so relatively small incidents in the traffic stream can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded and a stop and go traffic situation often results.

An expanded definition of LOS can be found in the Transportation Research Board's *Highway Capacity Manual (2000 HCM)*. The manual establishes criteria for each level of service and defines the operating characteristics associated with each level. The criteria and methodology to evaluate LOS conditions vary based on the whether the analysis is for an intersection or roadway segment. The analysis of intersections differs depending on the type of stop control (e.g., signalized, unsignalized). The levels of service definitions are summarized in Table 2.2.

Table 2.2 - Level of Service Definitions

	A	B	C	D	E	F
Driver Comfort	High	High	Some Tension	Growing Tension	Uncomfortable	Distressed
Average Travel Speed	Speed Limit	Close to Speed Limit	Close to Speed Limit	Some Slowing	Significantly Slower Than Speed Limit	Stop and Go
Maneuverability	Almost Completely Unimpeded	Only Slightly Restricted	Somewhat Restricted	Noticeably Limited	Extremely Unstable	Almost None
Arterial Volume/Capacity Ratio	≤ 0.51	0.52 - 0.67	0.68 - 0.79	0.80 - 0.90	0.91 - 1.00	> 1.0
Signalized Intersection Delay (seconds/vehicle)	≤ 10	10 - 20	20 - 35	35 - 55	55 - 80	> 80
Stop-Controlled Intersection Delay (seconds/vehicle)	≤ 10	10 - 15	15 - 25	25 - 35	35 - 50	> 50

For the study intersections, the 2000 HCM analysis methodologies are used to determine LOS. All LOS calculations were conducted using the Synchro 6 software by Trafficware which uses the 2000 HCM methodologies. There are, however, some types of unsignalized intersections with configurations for which 2000 HCM procedures do not apply. In some of these cases, Synchro will return a value for average delay per vehicle, which was converted to LOS based on the criteria in Table 2.2. In cases where neither the HCM LOS nor the average delay per vehicle was available, the Intersection Capacity Utilization (ICU) LOS was used.

Level of service (LOS) standards are used to determine whether traffic impacts result in intersection operations that are unacceptable and require mitigation and, if so, to what extent mitigations are necessary. Policy CIR-1.1 of Goal CIR-1 of the *Indio General Plan* states that the City will "maintain a minimum... level of service 'D' at all intersections during peak hours to ensure that traffic delays are kept to a minimum."

Based on Indio's Goals and Policies, the following level of service standards were applied for the Polo Square traffic analysis:

- LOS D was used as the minimum acceptable operating standard for signalized and unsignalized intersections during the AM and PM peak hours. The peak hour and daily signal warrant criteria from the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the *MUTCD 2003 California Supplement* were used to determine if an unsignalized intersection requires a traffic signal.
- If the project causes a signalized study intersection to fall below the LOS D standard, mitigations were recommended to bring the intersection operations back to LOS D or better.

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

The construction work being conducted on Jefferson Street during the time at which the turning movements were collected for this study prompted the need to adjust the traffic data to post-construction conditions for subsequent analysis, as previously reported. Avenue 48 between Madison and Monroe streets was also under construction in mid-April 2006, but turning movement counts were collected prior to the construction activity so no additional adjustments were made for this.

For the Jefferson Street adjustments to post-construction conditions, the AM and PM peak hour turning movements were compared with 24-hour count data from the Coachella Valley Association of Governments (CVAG) where both a turning movement and daily count existed. The ratio of the peak hour and 24-hour traffic was plotted and compared on the applicable roadway segments. Based on this review, a significant amount of traffic was being diverted from Jefferson to other north-south streets in the vicinity. For example, in the PM peak hour, Washington Street to the west carried about 8 percent of the daily traffic in the PM peak hour. Madison and Monroe Streets to the east carried between 7 and 8 percent on average. In comparison, Jefferson was averaging closer to 5 percent in the section under construction. A similar difference was noticed for the AM peak hour. The east-west streets, including Highway 111 near the proposed project site, did not exhibit these diversion characteristics.

As a result, north-south traffic was increased along Jefferson Street to be more in line with other north-south streets in the area. These adjustments were accompanied by turning movement adjustments at the intersections along Jefferson. They were made by identifying the amount of adjustment desired and estimating diversion paths consistent with that adjustment. Once the increases were estimated for the Jefferson Street turning counts, corresponding decreases were made at the appropriate intersections and roadway segments on other facilities.

Figures 2.7 and 2.8 show, respectively, the AM and PM peak hour to daily traffic ratios before and after the adjustments on roadway segments where both daily and peak hour counts were available. Unadjusted 2006 AM and PM peak hour turning movement counts are shown in Figure 2.9; and adjusted 2006 turning movements are shown in Figure 2.10.

Intersection analysis worksheets with intersection configurations, level of service, and delay values for each scenario are contained in Appendix B along with the Synchro model runs and performance reports.

Figure 2.7 – 2006 AM Peak Hour to Daily Traffic Ratios

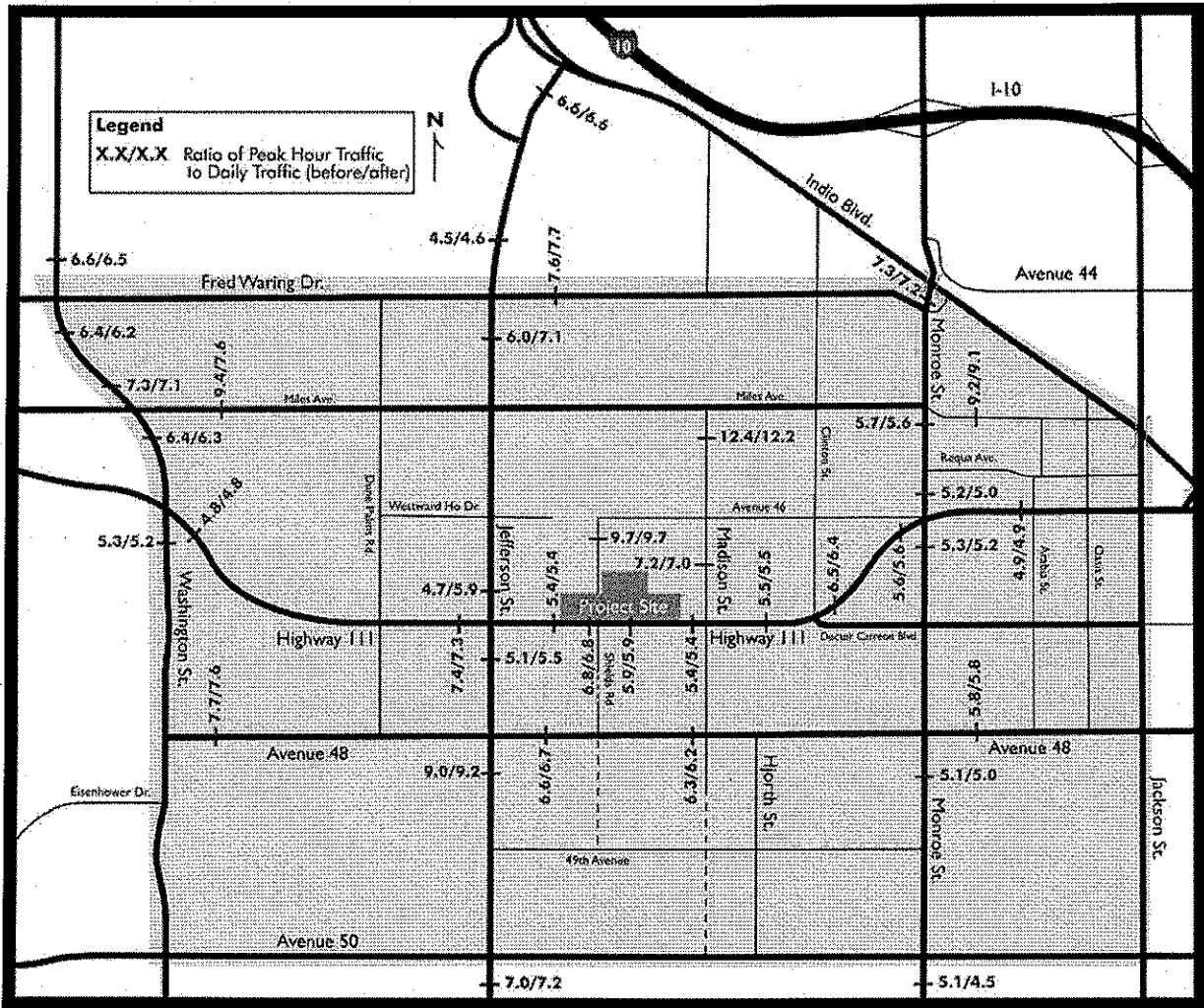


Figure 2.8 – 2006 PM Peak Hour to Daily Traffic Ratios

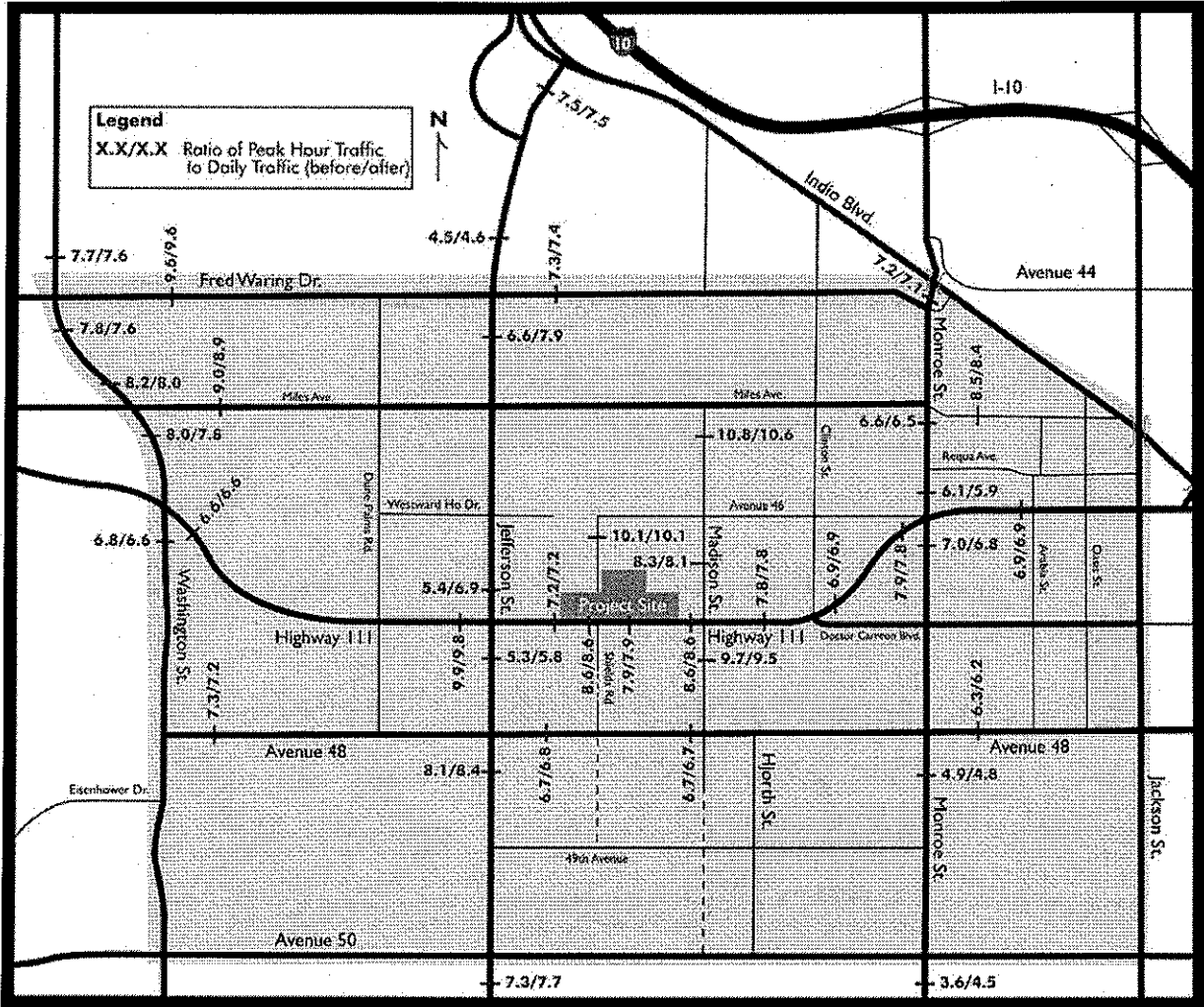


Figure 2.9 – 2006 AM and PM Peak Hour Turning Movements (Unadjusted Traffic)

<p>190/166 1101/1333 191/361</p> <p>↑ 407/310 ↑ 644/554 ↔ 39/56</p> <hr/> <p>110/228 ↘ ↗ 234/837 ↘ ↗ 124/445 ↘ ↗</p> <p>373/261 ↘ ↗ 1042/1161 ↘ ↗ 20/53 ↘ ↗</p>	<p>66/26 1108/1554 178/258</p> <p>↑ 316/127 ↑ 335/145 ↔ 86/69</p> <hr/> <p>26/36 ↘ ↗ 65/273 ↘ ↗ 35/70 ↘ ↗</p> <p>43/40 ↘ ↗ 1225/1293 ↘ ↗ 61/130 ↘ ↗</p>	<p>43/100 761/1165 325/428</p> <p>↑ 384/439 ↑ 820/777 ↔ 67/203</p> <hr/> <p>56/214 ↘ ↗ 503/965 ↘ ↗ 285/743 ↘ ↗</p> <p>722/553 ↘ ↗ 961/829 ↘ ↗ 60/159 ↘ ↗</p>	<p>188/135 312/197 238/164</p> <p>↑ 474/193 ↑ 1549/1195 ↔ 48/20</p> <hr/> <p>79/170 ↘ ↗ 905/1487 ↘ ↗ 83/103 ↘ ↗</p> <p>90/118 ↘ ↗ 265/176 ↘ ↗ 44/53 ↘ ↗</p>
<p>↑ 789/468 ↔ 292/184</p> <hr/> <p>562/786 ↘ ↗ 321/431 ↘ ↗</p> <p>329/333 ↘ ↗ 194/332 ↘ ↗</p>	<p>73/132 252/356 54/77</p> <p>↑ 198/80 ↑ 580/554 ↔ 100/81</p> <hr/> <p>194/82 ↘ ↗ 575/669 ↘ ↗ 27/52 ↘ ↗</p> <p>61/40 ↘ ↗ 350/378 ↘ ↗ 93/68 ↘ ↗</p>	<p>30/28 236/245 61/141</p> <p>↑ 175/126 ↑ 377/288 ↔ 72/52</p> <hr/> <p>114/39 ↘ ↗ 213/358 ↘ ↗ 89/51 ↘ ↗</p> <p>36/37 ↘ ↗ 87/250 ↘ ↗ 77/64 ↘ ↗</p>	<p>157/39 304/230 3/7</p> <p>↑ 6/6 ↑ 23/6 ↔ 5/3</p> <hr/> <p>75/74 ↘ ↗ 6/9 ↘ ↗ 61/28 ↘ ↗</p> <p>82/25 ↘ ↗ 169/281 ↘ ↗ 2/11 ↘ ↗</p>
<p>40/61 319/289 85/152</p> <p>↑ 62/68 ↑ 980/1041 ↔ 180/155</p> <hr/> <p>44/88 ↘ ↗ 573/1125 ↘ ↗ 207/360 ↘ ↗</p> <p>401/333 ↘ ↗ 228/251 ↘ ↗ 163/173 ↘ ↗</p>	<p>44/36 656/524 75/155</p> <p>↑ 141/106 ↑ 557/407 ↔ 198/114</p> <hr/> <p>16/34 ↘ ↗ 183/422 ↘ ↗ 389/527 ↘ ↗</p> <p>465/372 ↘ ↗ 608/575 ↘ ↗ 183/148 ↘ ↗</p>	<p>341/171 549/462 126/176</p> <p>↑ 124/160 ↑ 206/242 ↔ 91/126</p> <hr/> <p>221/135 ↘ ↗ 188/214 ↘ ↗ 54/38 ↘ ↗</p> <p>61/83 ↘ ↗ 489/613 ↘ ↗ 85/80 ↘ ↗</p>	<p>303/161 26/19</p> <p>↑ 21/54 ↑ 952/1026 ↔ 3/0</p> <hr/> <p>89/222 ↘ ↗ 712/1193 ↘ ↗ 5/0 ↘ ↗</p> <p>2/0 ↘ ↗</p>
<p>118/17 2/503 8/8</p> <p>↑ 6/8 ↑ 850/13 ↔ 30/31</p> <hr/> <p>43/4 ↘ ↗ 352/0 ↘ ↗ 25/46 ↘ ↗</p> <p>19/67 ↘ ↗ 1/682 ↘ ↗ 11/34 ↘ ↗</p>	<p>↑ 303/248 ↔ 251/245</p> <hr/> <p>189/319 ↘ ↗ 214/274 ↘ ↗</p> <p>298/166 ↘ ↗ 0/1 ↘ ↗ 299/235 ↘ ↗</p>	<p>116/99 274/262 77/91</p> <p>↑ 115/73 ↑ 153/136 ↔ 118/114</p> <hr/> <p>103/69 ↘ ↗ 175/107 ↘ ↗ 96/55 ↘ ↗</p> <p>80/62 ↘ ↗ 281/279 ↘ ↗ 94/107 ↘ ↗</p>	<p>123/89 204/203 121/92</p> <p>↑ 85/87 ↑ 705/1045 ↔ 73/135</p> <hr/> <p>70/244 ↘ ↗ 644/1038 ↘ ↗ 21/67 ↘ ↗</p> <p>59/70 ↘ ↗ 198/207 ↘ ↗ 111/93 ↘ ↗</p>

Legend
123 / 456 – AM / PM Volume

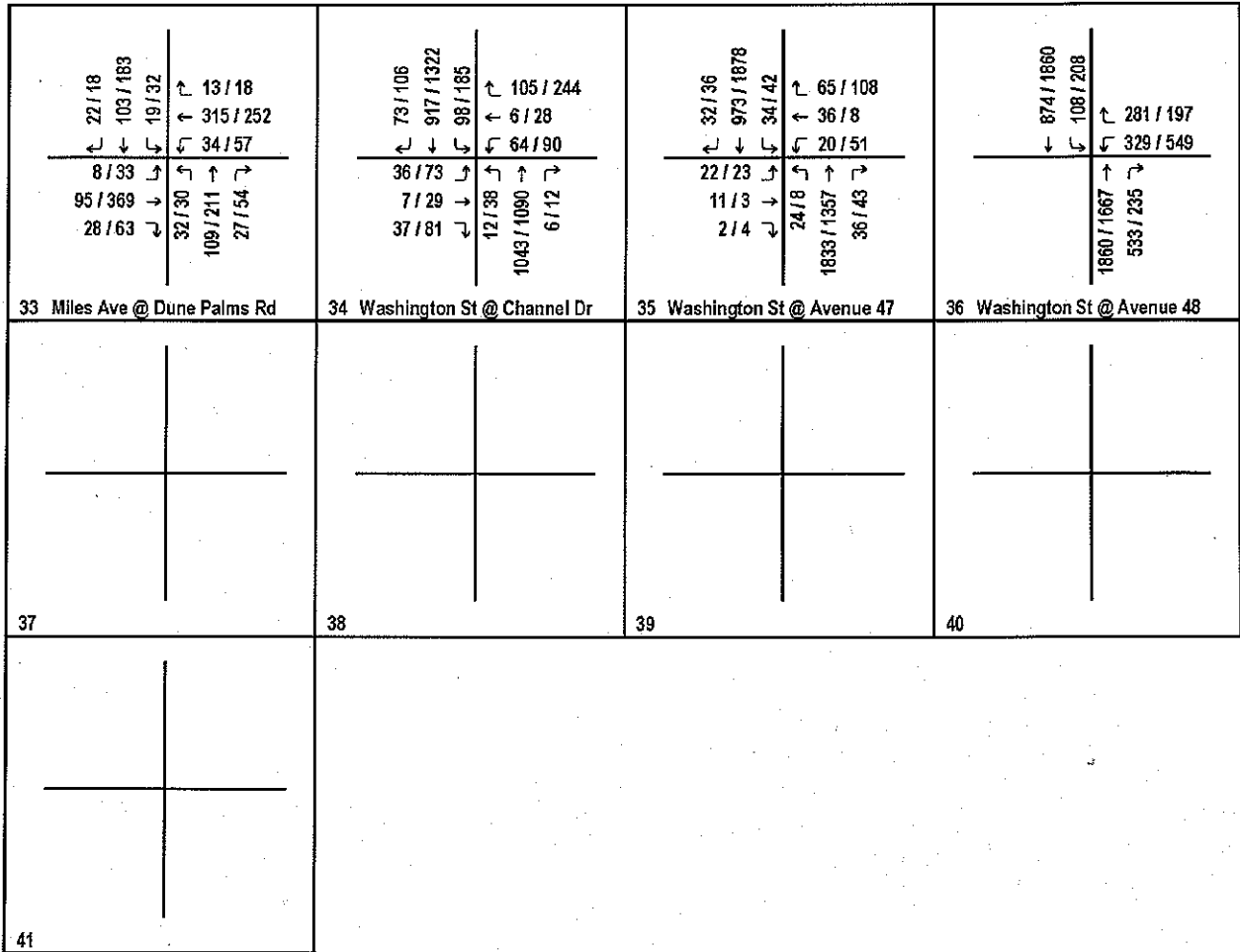
Figure 2.9 (continued)

<table border="1"> <tr> <td>115 / 109</td> <td>↑</td> <td>158 / 207</td> </tr> <tr> <td>32 / 23</td> <td>↓</td> <td>517 / 384</td> </tr> <tr> <td>166 / 173</td> <td>↔</td> <td>15 / 16</td> </tr> <tr> <td>89 / 131</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>221 / 431</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>27 / 9</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td></td> <td>33 / 16</td> </tr> <tr> <td></td> <td></td> <td>32 / 20</td> </tr> <tr> <td></td> <td></td> <td>31 / 16</td> </tr> </table> <p>17 Madison St. @ Avenue 48</p>	115 / 109	↑	158 / 207	32 / 23	↓	517 / 384	166 / 173	↔	15 / 16	89 / 131	↔	↔	221 / 431	↔	↔	27 / 9	↔	↔			33 / 16			32 / 20			31 / 16	<table border="1"> <tr> <td>114 / 123</td> <td>↑</td> <td>104 / 157</td> </tr> <tr> <td>310 / 333</td> <td>↓</td> <td>576 / 843</td> </tr> <tr> <td>101 / 192</td> <td>↔</td> <td>37 / 76</td> </tr> <tr> <td>97 / 136</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>525 / 794</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>247 / 321</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td></td> <td>253 / 248</td> </tr> <tr> <td></td> <td></td> <td>299 / 355</td> </tr> <tr> <td></td> <td></td> <td>16 / 41</td> </tr> </table> <p>18 Clinton St. @ Dr. Carreon Blvd.</p>	114 / 123	↑	104 / 157	310 / 333	↓	576 / 843	101 / 192	↔	37 / 76	97 / 136	↔	↔	525 / 794	↔	↔	247 / 321	↔	↔			253 / 248			299 / 355			16 / 41	<table border="1"> <tr> <td>314 / 261</td> <td>↑</td> <td>82 / 91</td> </tr> <tr> <td>761 / 691</td> <td>↓</td> <td>40 / 44</td> </tr> <tr> <td>50 / 60</td> <td>↔</td> <td>65 / 53</td> </tr> <tr> <td>246 / 314</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>92 / 150</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>74 / 82</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td></td> <td>87 / 117</td> </tr> <tr> <td></td> <td></td> <td>647 / 650</td> </tr> <tr> <td></td> <td></td> <td>53 / 69</td> </tr> </table> <p>19 Monroe St. @ Fred Waring Dr.</p>	314 / 261	↑	82 / 91	761 / 691	↓	40 / 44	50 / 60	↔	65 / 53	246 / 314	↔	↔	92 / 150	↔	↔	74 / 82	↔	↔			87 / 117			647 / 650			53 / 69	<table border="1"> <tr> <td>150 / 210</td> <td>↑</td> <td>45 / 53</td> </tr> <tr> <td>656 / 760</td> <td>↓</td> <td>164 / 168</td> </tr> <tr> <td>20 / 26</td> <td>↔</td> <td>85 / 48</td> </tr> <tr> <td>170 / 167</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>195 / 162</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>104 / 105</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td></td> <td>93 / 119</td> </tr> <tr> <td></td> <td></td> <td>683 / 833</td> </tr> <tr> <td></td> <td></td> <td>16 / 29</td> </tr> </table> <p>20 Monroe St. @ Miles Ave.</p>	150 / 210	↑	45 / 53	656 / 760	↓	164 / 168	20 / 26	↔	85 / 48	170 / 167	↔	↔	195 / 162	↔	↔	104 / 105	↔	↔			93 / 119			683 / 833			16 / 29
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Legend

123 / 456 – AM / PM Volume

Figure 2.9 (continued)



Legend
123 / 456 – AM / PM Volume

Figure 2.10 – 2006 AM and PM Peak Hour Turning Movements (Adjusted Traffic)

<p>1 Washington St.@Fred Waring Dr.</p>	<p>2 Washington St.@Miles Ave.</p>	<p>3 Washington St.@Highway 111</p>	<p>4 Dune Palms Rd.@Highway 111</p>
<p>5 Jefferson St.@Indio Blvd.</p>	<p>6 Jefferson St.@Fred Waring Dr.</p>	<p>7 Jefferson St.@Miles Ave.</p>	<p>8 Jefferson St.@Westward Ho Dr.</p>
<p>9 Jefferson St.@Highway 111</p>	<p>10 Jefferson St.@Avenue 48</p>	<p>11 Jefferson St.@Avenue 50</p>	<p>12 Shields Rd.@Highway 111</p>
<p>13 Shields Rd.@Avenue 48</p>	<p>14 Madison St.@Miles Ave.</p>	<p>15 Madison St.@Avenue 46</p>	<p>16 Madison St.@Highway 111</p>

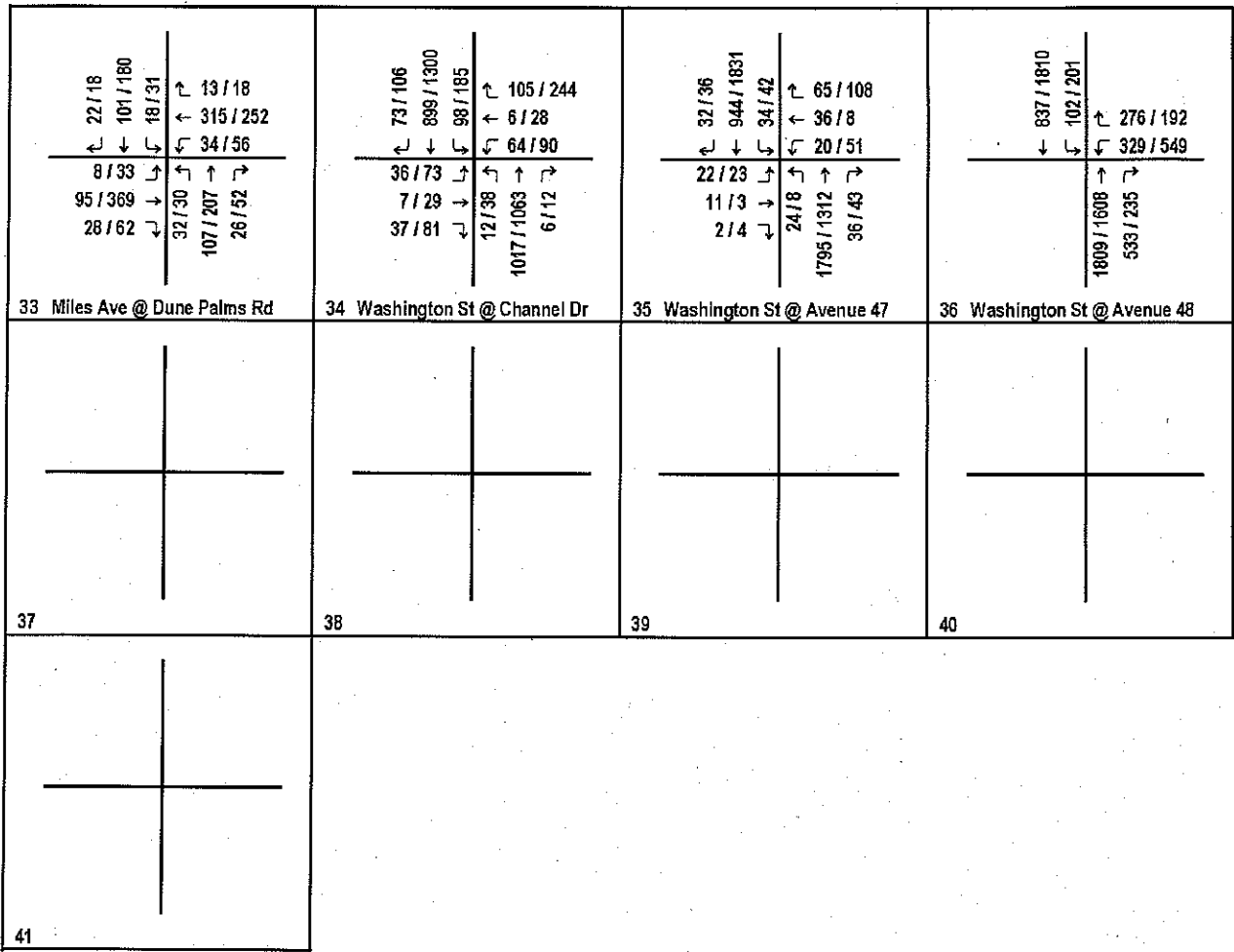
Legend
123 / 456 – AM / PM Volume

Figure 2.10 (continued)

<p>115/109 32/23 166/173</p> <p>↑ 155/201 ↑ 517/384</p> <p>↔ 15/16</p> <p>88/128 221/431 27/9</p> <p>↔ 33/16 ↔ 31/19 ↔ 31/16</p>	<p>113/122 310/333 100/190</p> <p>↑ 103/155 ↑ 576/843</p> <p>↔ 37/76</p> <p>95/134 525/794 247/321</p> <p>↔ 253/248 ↔ 299/355 ↔ 16/41</p>	<p>314/261 743/674 50/60</p> <p>↑ 82/91 ↑ 40/44</p> <p>↔ 64/52</p> <p>246/314 92/150 72/80</p> <p>↔ 86/115 ↔ 632/634 ↔ 53/69</p>	<p>147/207 645/749 19/25</p> <p>↑ 44/51 ↑ 164/168</p> <p>↔ 84/47</p> <p>166/161 195/162 102/104</p> <p>↔ 92/117 ↔ 688/816 ↔ 16/29</p>
<p>152/161 725/739 44/103</p> <p>↑ 105/116 ↑ 107/96</p> <p>↔ 55/56</p> <p>95/53 97/91 35/44</p> <p>↔ 27/48 ↔ 598/767 ↔ 67/92</p>	<p>153/182 425/398 143/152</p> <p>↑ 66/124 ↑ 592/870</p> <p>↔ 86/207</p> <p>113/204 631/745 24/83</p> <p>↔ 64/137 ↔ 419/479 ↔ 48/97</p>	<p>144/102 350/381 146/274</p> <p>↑ 69/207 ↑ 684/1261</p> <p>↔ 56/79</p> <p>114/155 709/1047 293/385</p> <p>↔ 379/416 ↔ 395/942 ↔ 26/33</p>	<p>150/181 340/359 72/94</p> <p>↑ 75/105 ↑ 282/317</p> <p>↔ 77/89</p> <p>116/149 281/287 43/73</p> <p>↔ 95/157 ↔ 279/265 ↔ 98/63</p>
<p>56/96 221/189 116/148</p> <p>↑ 182/127 ↑ 407/285</p> <p>↔ 25/14</p> <p>85/73 248/341 92/45</p> <p>↔ 56/40 ↔ 144/222 ↔ 10/19</p>	<p>714/474 98/118</p> <p>249/874 128/263</p> <p>214/222 33/126</p>	<p>618/472 80/127</p> <p>257/755 75/171</p> <p>137/121 76/128</p>	<p>110/117 283/235 131/226</p> <p>↑ 127/155 ↑ 958/1000</p> <p>↔ 40/77</p> <p>84/145 672/1322 78/189</p> <p>↔ 145/111 ↔ 384/186 ↔ 32/42</p>
<p>42/57 13/50 8/71</p> <p>↑ 33/81 ↑ 1098/1224</p> <p>↔ 62/152</p> <p>34/148 792/1375 21/103</p> <p>↔ 24/121 ↔ 10/43 ↔ 26/201</p>	<p>66/60 47/40</p> <p>↑ 30/43 ↑ 1282/1267</p> <p>83/87 834/1588</p>	<p>33/37 372/344 5/9</p> <p>↑ 6/9 ↑ 0/1</p> <p>↔ 11/7</p> <p>24/47 4/6</p> <p>5/0 294/342 8/13</p>	<p>29/19 194/296 13/46</p> <p>↑ 22/34 ↑ 323/188</p> <p>↔ 62/83</p> <p>7/33 97/387 49/100</p> <p>↔ 70/60 ↔ 189/295 ↔ 18/71</p>
<p>17 Madison St.@Avenue 48</p>	<p>18 Clinton St.@Dr. Carreon Blvd.</p>	<p>19 Monroe St.@Fred Waring Dr.</p>	<p>20 Monroe St.@Miles Ave.</p>
<p>21 Monroe St.@Requa Ave.</p>	<p>22 Monroe St.@Highway 111</p>	<p>23 Monroe St.@Dr. Carreon Blvd.</p>	<p>24 Monroe St.@Aveune 48</p>
<p>25 Monroe St.@Avenue 50</p>	<p>26 Fred Waring Dr @ Adams St</p>	<p>27 Fred Waring Dr @ Dune Palms Rd</p>	<p>28 Highway 111 @ Adams St</p>
<p>29 Highway 111 @ La Quinta Center</p>	<p>30 Highway 111 @ Depot Dr /Costco</p>	<p>31 Jefferson St @ Vista Grande</p>	<p>32 Miles Ave @ Adams St</p>

Legend
123 / 456 – AM / PM Volume

Figure 2.10 (continued)

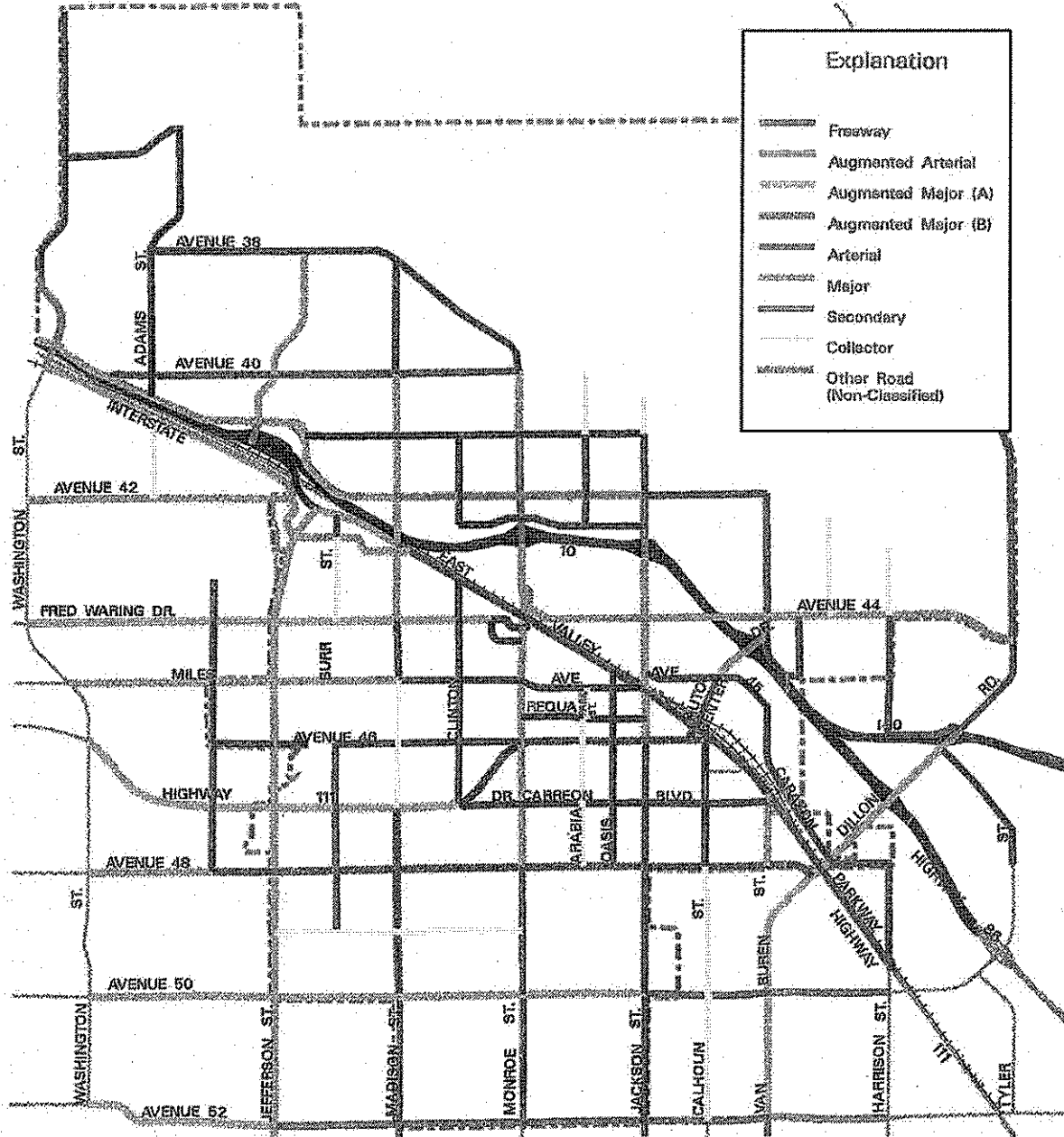


Legend
123 / 456 – AM / PM Volume

GENERAL PLAN CIRCULATION ELEMENT

The City of Indio's Circulation Element is shown on Figure 2.11.

Figure 2.11 – City of Indio Circulation Element



TRANSIT SERVICE

Local transit bus service is provided in the Coachella Valley by SunLine Transit Agency. The Polo Square site is on Route 111 which connects several cities along Highway 111 from Indio to Palm Springs. Route 111 operates seven days a week from early morning to late evening. In addition to Line 111, SunLine operates Route 80 which serves east Indio but only comes as close as the Highway 111/Dr. Carreon Blvd. intersection to the Polo Square site. In any case, transit would not be expected to account for a significant number of trips to and from the proposed site due to the nature of the development, its proximity to the rest of the City and region, modest densities, and other factors. No adjustments were made to the trip generation for the Polo Square project for transit ridership effects.

3. FUTURE TRAFFIC

This chapter describes how the project traffic associated with the Polo Square development and the cumulative traffic of the other approved developments were estimated.

PROJECT TRAFFIC AND PROJECT PHASING

Project completion is scheduled for 2010. For this study, an annual growth rate of 3 percent per year was applied to grow the 2006 existing traffic to 2010.

Project Trip Generation

Vehicle trip generation for the Polo Square development was estimated by first applying trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual (7th Edition, 2003). Next, the trips were adjusted to account for pass-by trips and internal capture to arrive at a net trip generation for the project.

Trip generation represents the amount of traffic that is produced by and attracted to a specific development. The proposed development includes residential dwelling units made up of 126 single family detached homes in the northern portion of the site, 450 condominiums in the mixed use portion of the development, and 370 hotel rooms. The proposed development also includes 350,000 square feet of commercial retail; 200,000 square feet of commercial office; and 35,000 square feet of civic uses, considered to be a library for this analysis.

Trip generation rates from the ITE *Trip Generation* manual are summarized in Table 3.1. Where appropriate, the fitted curve equations were used in lieu of average trip rates to calculate the number of trips by hour or day. The *Trip Generation Handbook*, 2nd edition, provides guidance on the use of regression curves and weighted average trip rates.

Although the 126 residential units in the northern portion of the site are detached homes, they are intended to be smaller, higher income residences, so the ITE trip generation rates for luxury condo/townhouse (Land Use Code 233) were used for the peak hours. The daily trip rate for single-family detached housing (Land Use Code 210) was used for these residences as shown in Table 3.1 because a daily rate was not available for the luxury condo/townhouse category. Hotel (Land Use Code 310) trip rates were used for extended stay hotel planned for the development.

Table 3.1 - Trip Generation Rates

Land Use	ITE Code	Units	Peak Hour Trip Rates				Daily
			AM		PM		
			In	Out	In	Out	
Residential Detached Townhouse	233 (peak)/ 210 (daily)	DU	0.13	0.43	0.35	0.20	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$
Condominium/Townhouse	230	DU	17%	83%	67%	33%	$\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$
			$\text{Ln}(T) = 0.80 \text{Ln}(X) + 0.26$		$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$		
Commercial Retail	820	tsf	61%	39%	48%	52%	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$
			$\text{Ln}(T) = 0.60 \text{Ln}(X) + 2.29$		$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$		
Commercial Office	710	tsf	88%	12%	17%	83%	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$
			$\text{Ln}(T) = 0.80 \text{Ln}(X) + 1.55$		$T = 1.12(X) + 78.81$		
Hotel	310	rooms	61%	39%	0.31	0.28	8.17
			$\text{Ln}(T) = 1.24 \text{Ln}(X) - 2.00$				
Hotel - Extended Stay	310	rooms	61%	39%	0.31	0.28	8.17
			$\text{Ln}(T) = 1.24 \text{Ln}(X) - 2.00$				
Library/Civic Use	590	tsf	0.76	0.30	3.40	3.69	54.00

Gross daily and peak hour vehicle trips for the proposed development are shown in Table 3.2 for the 2010 project completion analysis year.

Table 3.2 – Gross 2010 Polo Square Trip Generation (100% complete)

Land Use	Quantity	Units	Peak Hour Trips				Daily Trips
			AM		PM		
			In	Out	In	Out	
Residential Detached Townhouse	126	DU	16	54	44	25	1,286
Condominium/Townhouse	450	DU	29	143	138	68	2,305
Commercial Retail	350	tsf	202	129	687	744	15,331
Commercial Office	200	tsf	287	39	51	251	2,275
Hotel	250	rooms	78	50	78	70	2,043
Hotel - Extended Stay	120	rooms	31	20	37	34	980
Library/Civic Use	35	tsf	27	11	119	129	1,890
Total			671	446	1,154	1,322	26,110

Two adjustments were made to the gross vehicle trips. The first was to adjust the trip generation for pass-by trips accessing the commercial retail uses. The second adjustment recognizes the mixed use character of the site and modifies the trip generation to account for internal trip capture.

Based on the *ITE Trip Generation Handbook's* Figure 5.5 for pass-by shopping center trips, 27% of the trips associated with the commercial retail land use were defined as pass-by trips and not new project trips. These trips will impact the driveways connecting the site to the local roadway circulation system but will not add new trips to the local roads or intersections because these pass-by trips are existing trips already on the road and newly served by the Polo Square development. Table 3.3 shows the pass-by adjustment.

Table 3.3 – Commercial Retail Pass-by Trip Adjustment

	Peak Hour Trips				Daily Trips
	AM		PM		
	In	Out	In	Out	
2010 Gross Commercial Retail Trips	202	129	687	744	15,331
Pass-by Trips (27%)	55	35	185	201	4,139
2010 Net Commercial Retail Trips	148	94	501	543	11,192

As the site plan in previously referenced Figure 1.3 indicates, the proposed Polo Square project is a mixed use development with particular attention paid to the integration of commercial, office, residential, and civic uses. As a result, many of the home-based trips made by residents of the Polo Square development will occur within the development as walking trips since this is

will be a relatively compact, dense, and walkable site. These internal trips will not impact the surrounding roadway circulation system nor will they impact the driveways to and from the site. The internal trip capture estimates were based on an analysis of trip purposes and the percentage of trips by purpose that might be made internally. The trip generation results in Table 3.3 were subsequently factored to account for new trips that are completely internal to the proposed Polo Square development.

Internal trips are based on activity between the residential/hotel uses and the commercial retail/office uses at the site. First, the residential and hotel trips were split into purposes; then internal capture percentages were applied. Table 3.4 contains the percentage of residential and hotel trips that are internal to the Polo Square development by trip purpose. Due to the size and nature of the retail and office components of the proposed development, many of the shopping and social/recreational trips and some of the work-related trips made by residents and hotel visitors of the development were treated as internal to the development.

Table 3.4 - Percent Internal Capture for Residential and Hotel Trips by Purpose

	Work/ Business	Shopping	Social/ Recreational	School
Residential	5%	50%	25%	0%
Hotel	50%	50%	50%	0%

By multiplying the percentage of internal trip capture from Table 3.4 by the gross trip generation figures already adjusted for pass-by trips, the number of internally captured trips from the residential and hotel uses in the development was calculated. These trips were then subtracted from the residential and hotel rows in the initial trip generation estimate. Likewise, a corresponding number of trips was subtracted from the retail and office uses based on their purpose in order to properly account for both ends of each internal trip.

Table 3.5 summarizes the trip generation for the proposed Polo Square development for the project completion year of 2010. Appendix C contains the detailed trip generation calculations in spreadsheet format.

Table 3.5 – Project Completion (2010) Trip Generation Summary

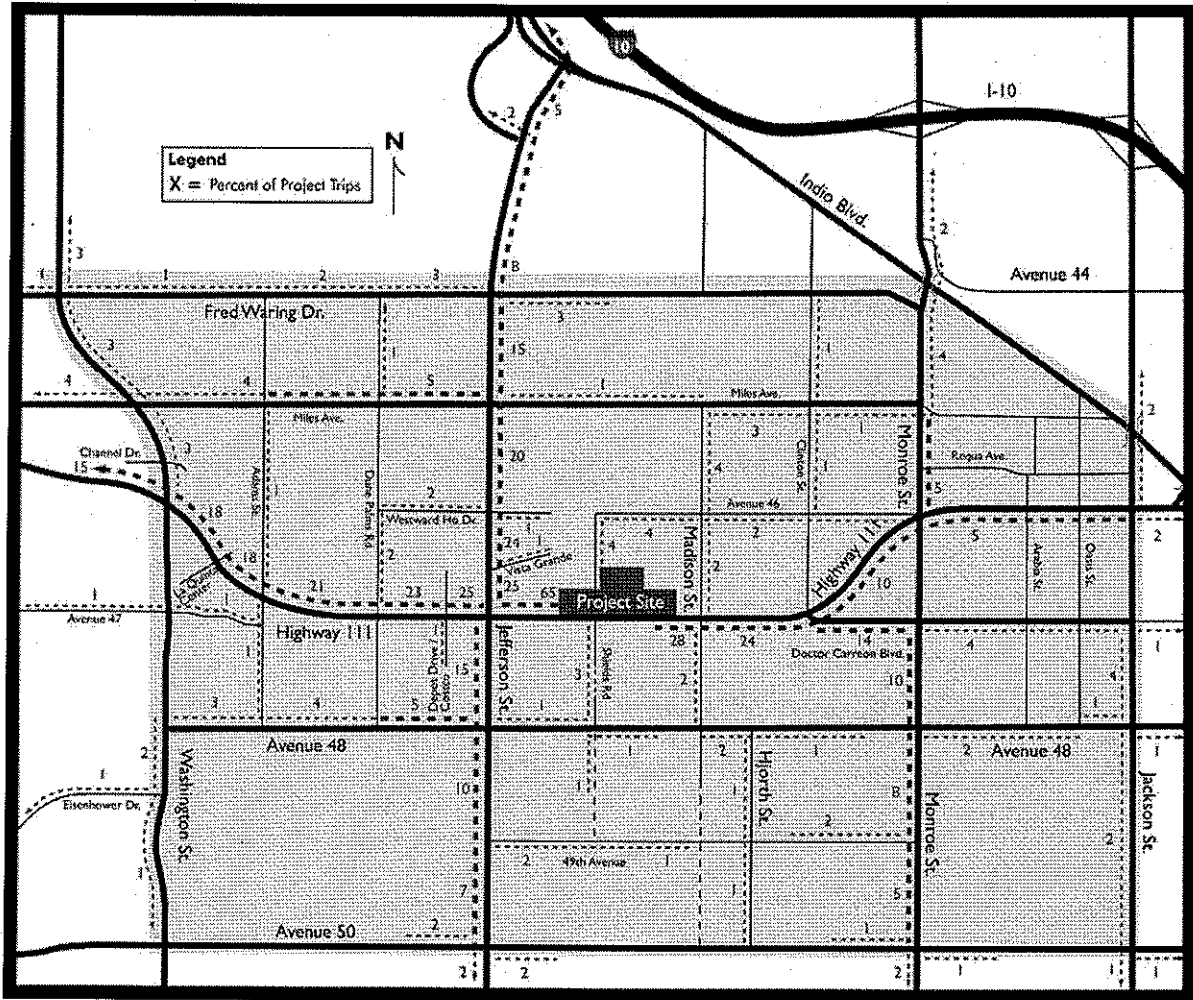
Land Use	Peak Hour Trips				Daily Trips
	AM		PM		
	In	Out	In	Out	
Project Trip Generation (gross)	671	446	1,154	1,322	26,110
Adjustment - Pass-by	55	35	185	201	4,139
Adjustment - Internal Capture	139	139	177	177	5,109
Project Trip Generation (net)	478	272	792	944	16,861

Project Trip Distribution and Assignment

Trip distribution identifies the direction of traffic flow for new trips associated with the proposed development to, from, and within the project site. The distribution of trips is influenced by the geographical location of the site, the significant amount of residential uses within the proposed development, the regional nature of the commercial component, the proximity to the regional freeway system and local circulation network, and other factors. The trip distribution patterns are shown on Figure 3.1 for project trips to and from the Polo Square site.

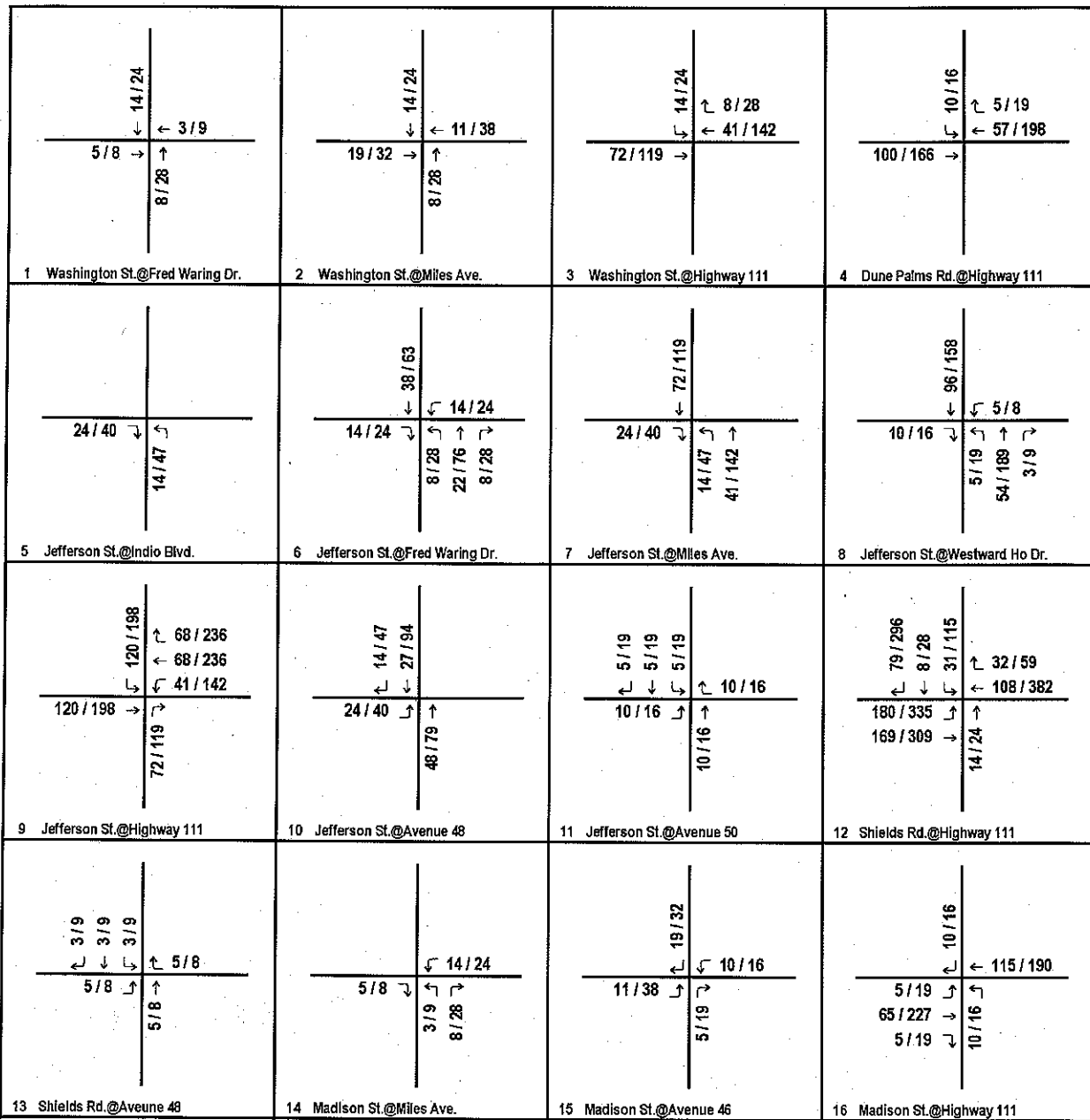
The directional orientation of traffic was determined by evaluating existing and proposed land uses, the existing and future circulation system of the City of Indio, and a select zone analysis using the Coachella Valley Regional Travel Model. The values in Figure 3.1 are intended to be average percentages along each corridor. The leaving percentages at each intersection in Figure 3.1 do not always add up to the entering percentages due to vehicles accessing driveways and local streets along corridors.

Figure 3.1 - Trip Distribution/Assignment for Polo Square



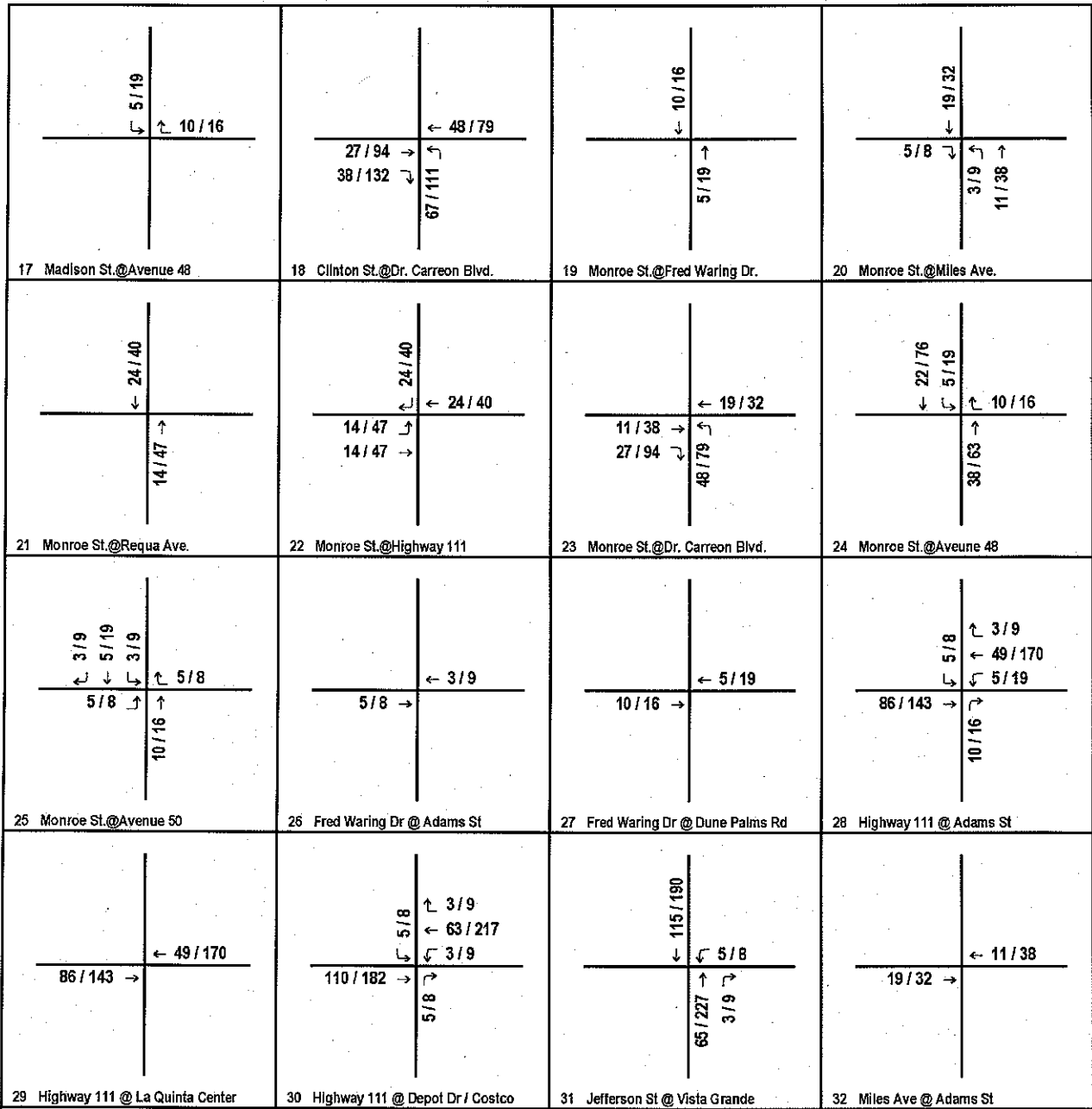
The assignment of new trips to and from the proposed Polo Square development site to adjoining local and regional circulation systems was based on the trip generation results, trip distributions, and roadway system anticipated being in place during the timeframe of the analysis. The assigned traffic for project trips to and from the project site, including pass-by trip impacts at driveways, are shown in Figure 3.2 for 2010.

Figure 3.2 – Project Completion (2010) Peak Hour Turning Movements



Legend
 123 / 456 - AM / PM Volume

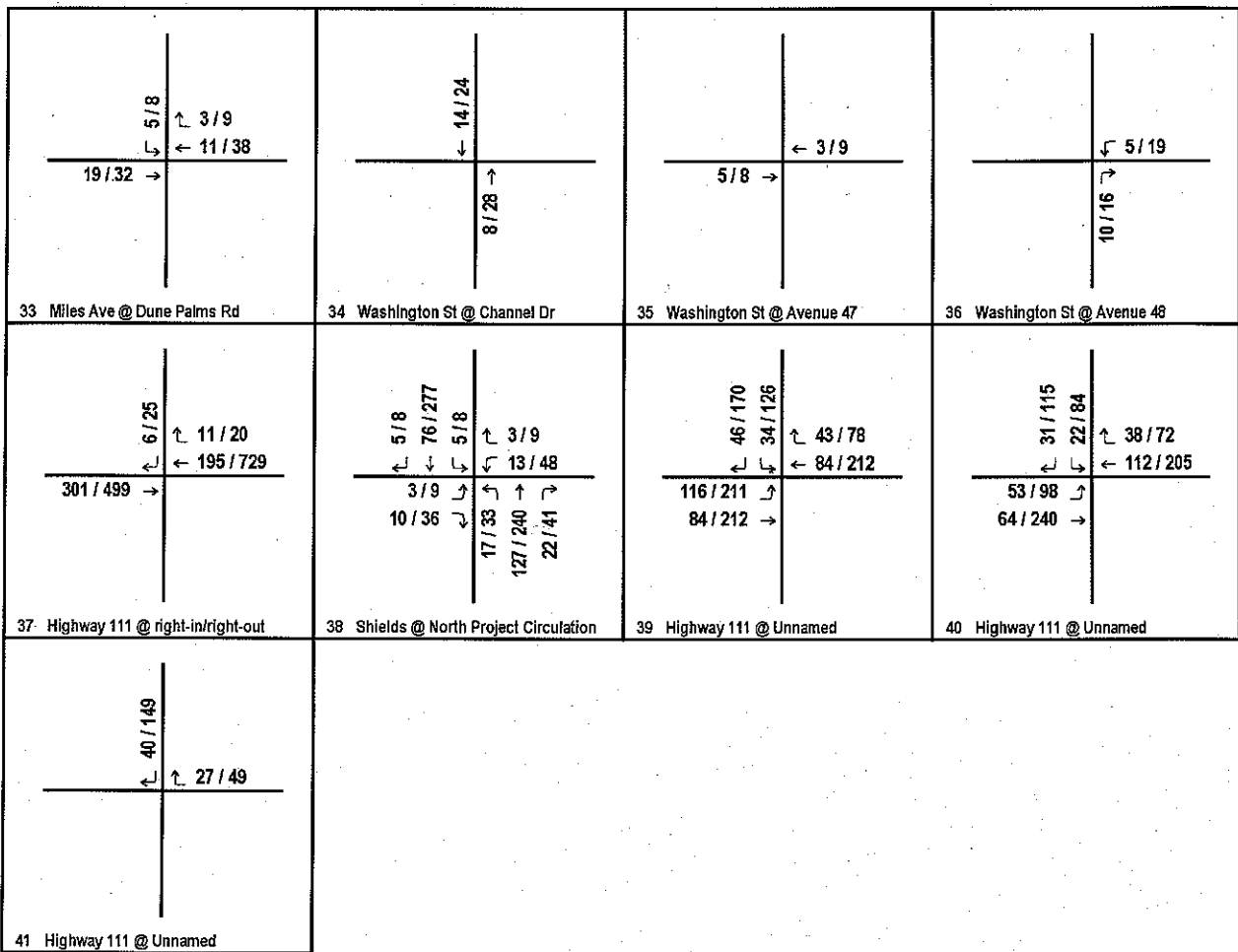
Figure 3.2 (continued)



Legend

123 / 456 - AM / PM Volume

Figure 3.2 (continued)



Legend

123 / 456 - AM / PM Volume

CUMULATIVE TRAFFIC

Other approved developments that are under construction, approved or being considered for approval (i.e., in-process) in the vicinity of the proposed Polo Square development include several locations in the cities of Indio and La Quinta based on consultation with their planning and development staffs. These developments will potentially impact the roads and intersections in the vicinity of the Polo Square development. Traffic from these other approved developments has been included in the traffic analysis as cumulative trips. In some cases, these cumulative trips are redundant with project traffic from the Polo Square development, so efforts were made to reduce double counting of trips as will be subsequently explained.

Generally, other developments in the planning process were considered for inclusion in the Polo Square traffic study if they were within an approximately 2 mile radius of the Polo Square site, approved or under construction, and not built or occupied at the time the traffic count data was collected for this study. Figure 3.3 shows the location of these developments in relation to the Polo Square site. Table 3.6 describes the other approved developments.

Figure 3.3 - Approved Future Developments

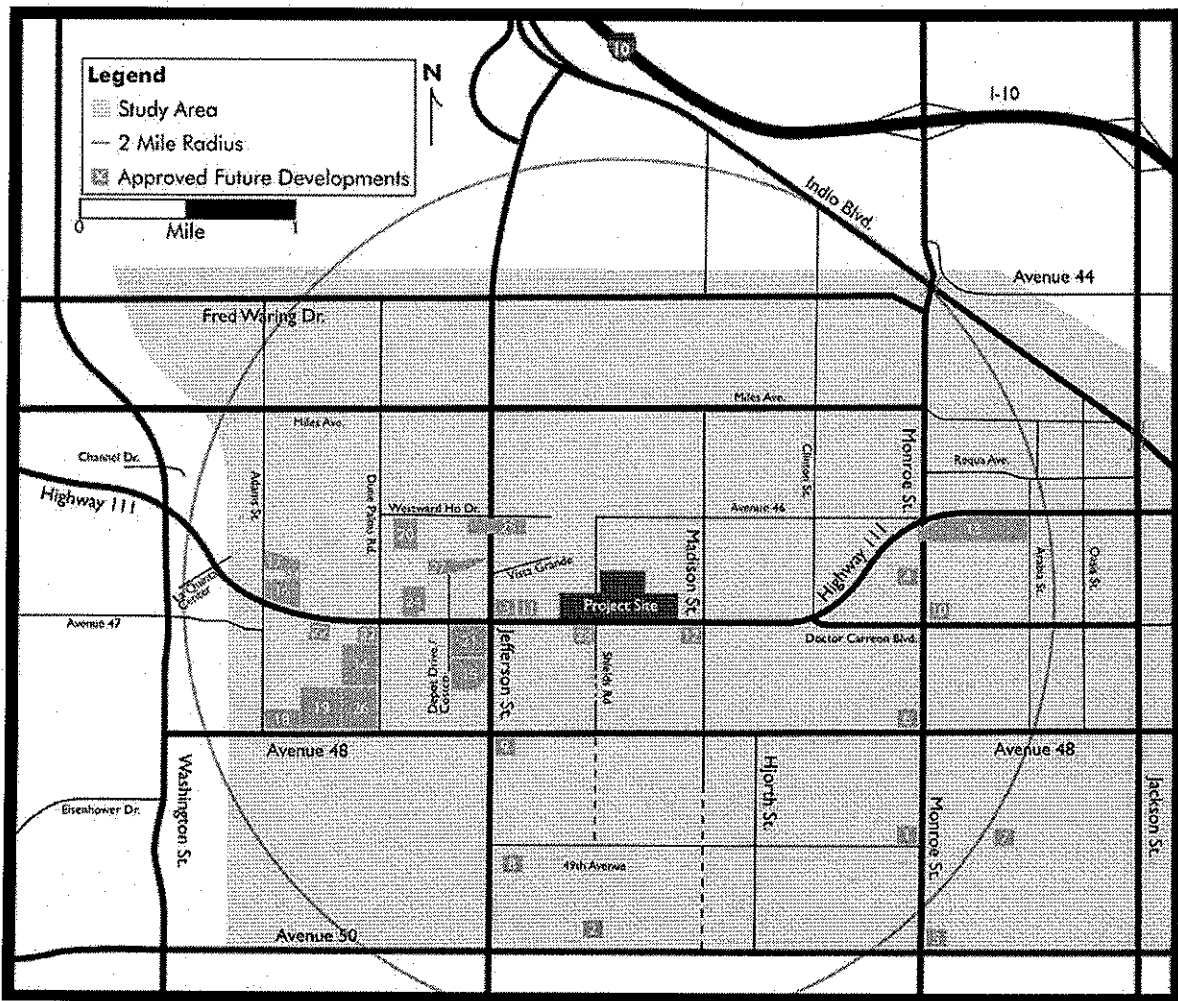


Table 3.6 – Other Approved Developments

No.	Name	City	Quantity & Units	Use
1	Victoria Palms Condos	Indio	420 DUs	Residential (condominium)
2	Stonefield Development	Indio	96 DUs	Residential (single family)
3	The Alley Center	Indio	50 tsf	Retail including Open Air Garden Center
4	Western Dental Retail	Indio	7.8 tsf	Dental/Retail
5	Barcelona	Indio	138 DUs	Residential (single family)
6	Monroe Plaza	Indio	10.8 tsf	Office/Retail
7	Bellasara	Indio	42 DU	Residential (single family)
8	Indio Companion Animal Center	Indio	10.9 tsf	Tenant Building/Kennel
9	Bridge at Jefferson	Indio	124 DU	Residential (single family)
10	Desert Courtyards (50%)	Indio	20.5 tsf	Neighborhood Commercial Center - Retail
11	Hog Wild BBQ Restaurant	Indio	51.9 tsf	Restaurant
12	Walgreens	Indio	14.8 tsf	Pharmacy/Drug Store/Retail/Drive-thru
13	Indio Fashion Mall Redevelopment	Indio	683.8 tsf, 559 DUs	Shopping Mall
14	Sam's Club	La Quinta	136 tsf	Retail
15	Costco	La Quinta	150 tsf	Retail with Fueling Station
16	The Pavilions	La Quinta	175 tsf	Retail and Restaurants
17	J. Paul Buildings	La Quinta	29.4 tsf	Office
18	Santa Rosa	La Quinta	72 DUs	Residential (single family)
19	Watercolors Senior Housing	La Quinta	149 DUs	Residential (senior housing/single family)
20	Matco Construction	La Quinta	26 DUs	Residential (single family)
21	Komar Desert Center	La Quinta	83.7 tsf	Retail and Restaurants
22	Stamko Buildings	La Quinta	34 tsf	Retail and Restaurants
23	Neil Keine's Buildings	La Quinta	13.9 tsf	Office
24	Dune Palms Business Park	La Quinta	44.3 tsf	Retail
25	Jefferson Square Neighborhood Center	La Quinta	50.7 tsf	Grocery/Pharmacy/Retail/Restaurants
26	Dune Palms Neighborhood Apartment Complex	La Quinta	250 DUs	Residential, Community Center, Day Care
27	Sienna Tract	La Quinta	10 DUs	Residential (single family)
28	Valley Children's Medical Center	Indio	11.3 tsf	Medical Offices

Cumulative Trips – Trip Generation

As Table 3.6 indicates, there is a variety of land uses associated with the other approved developments. Gross trip generation results are shown in Table 3.7. Adjustments were then made to eliminate double counting of trips. Detailed trip generation calculations are contained in Appendix D. Trip generation figures were obtained from traffic studies where available. In other cases, trip generation rates from the ITE *Trip Generation* manual (7th edition) were applied. The developments upon which the cumulative trip estimates are based are all expected to be complete by 2010.

Table 3.7 – Gross Cumulative Trips for Other Approved Developments

No.	Name	AM		PM		Daily
		In	Out	In	Out	
1	Victoria Palms Condos	29	155	147	71	2,461
2	Stonefield Development	18	54	61	36	919
3	The Alley Center	33	33	95	95	1,804
4	Western Dental Retail	15	4	8	21	282
5	Barcelona	26	77	88	51	1,321
6	Monroe Plaza	37	8	24	46	686
7	Bellasara	8	24	27	16	402
8	Indio Companion Animal Center	7	7	22	32	343
9	Bridge at Jefferson	24	69	79	46	1,187
10	Desert Courtyards (50%)	17	8	37	40	880
11	Hog Wild BBQ Restaurant*	311	287	346	221	6,606
12	Walgreens*	22	17	63	65	1,307
13	Indio Fashion Mall Redevelopment*	136	95	208	246	4,558
14	Sam's Club	54	22	288	288	5,685
15	Costco*	0	0	153	172	n/a
16	The Pavilions	149	70	315	341	7,515
17	J. Paul Buildings	40	6	7	36	324
18	Santa Rosa	14	40	46	27	689
19	Watercolors Senior Housing	12	18	24	15	553
20	Mattco Construction	5	15	17	10	249
21	Komar Desert Center*	0	0	99	111	n/a
22	Stamko Buildings	29	14	61	66	1,460
23	Neil Keine's Buildings	3	8	9	5	133
24	Dune Palms Business Park	38	18	80	86	1,902
25	Jefferson Square Neighborhood Center	142	84	358	355	7,289
26	Dune Palms Neighborhood Apartment Complex	25	103	100	55	1,680
27	Sienna Tract	2	6	6	4	96
28	Valley Children's Medical Center	7	7	23	33	355
		1,203	1,247	2,793	2,591	50,684

*Note: Trip generation results were obtained from available traffic studies where available.

Some trips from other approved developments are expected to travel to the Polo Square development. However, in the Polo Square project trip generation estimates, all of the trips to and from the Polo Square development were included. Therefore, some of the residential trips from the other approved development to the Polo Square commercial land uses were reduced to account for this effect. Table 3.8 identifies the percent interaction for this adjustment of the cumulative trips.

Table 3.8 – Percent Interaction for Traffic at Other Approved Developments

Trips Between	Work/ Business	Shopping	Social/ Recreational	School
OAD Residential and Polo Square Commercial	5%	5%	5%	0%
OAD Residential and OAD Commercial (internal capture)	10%	25%	25%	0%

Another adjustment was then made that eliminated double counting of trips between the residential and commercial land uses of the other approved/in-process developments. Table 3.8 contains additional details for this internal capture adjustment.

The adjustments and final trip generation results for cumulative trips from other approved developments are shown in Table 3.9. The detailed trip generation calculations for the other approved developments are included in Appendix D.

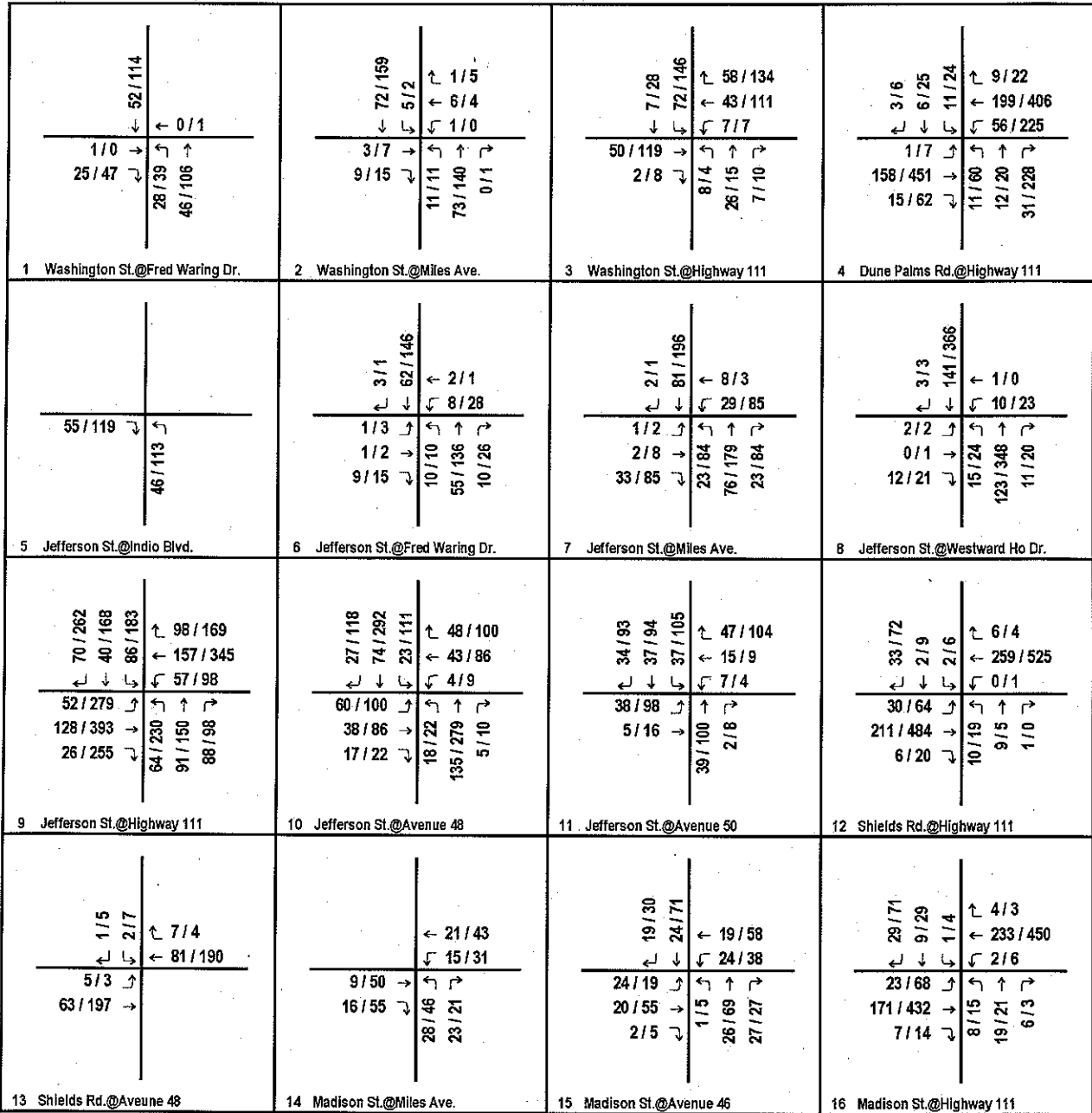
Table 3.9 – Cumulative Trips from Other Approved Developments

	AM		PM		Daily
	In	Out	In	Out	
Gross Cumulative Trips – OAD Residential Land Uses	163	560	596	329	9,556
Adjustment – OAD Residential to/from Polo Square Commercial	- 8	- 22	- 28	- 15	- 435
Adjustment – OAD Internal Capture	-33	-72	-86	-68	-1,719
Net Cumulative Trip Subtotal – OAD Residential Land Uses	122	466	482	246	7,402
Gross Cumulative Trips – OAD Commercial Land Uses	1,040	687	2,197	2,261	41,129
Adjustment – OAD Residential to/from Polo Square Commercial	n/a	n/a	n/a	n/a	n/a
Adjustment – OAD Internal Capture	-33	-72	-86	-68	-1,719
Net Cumulative Trip Subtotal – OAD Commercial Land Uses	1,007	615	2,111	2,194	39,409
Net Cumulative Trips	1,129	1,080	2,593	2,440	46,811

Cumulative Trips – Trip Distribution and Assignment

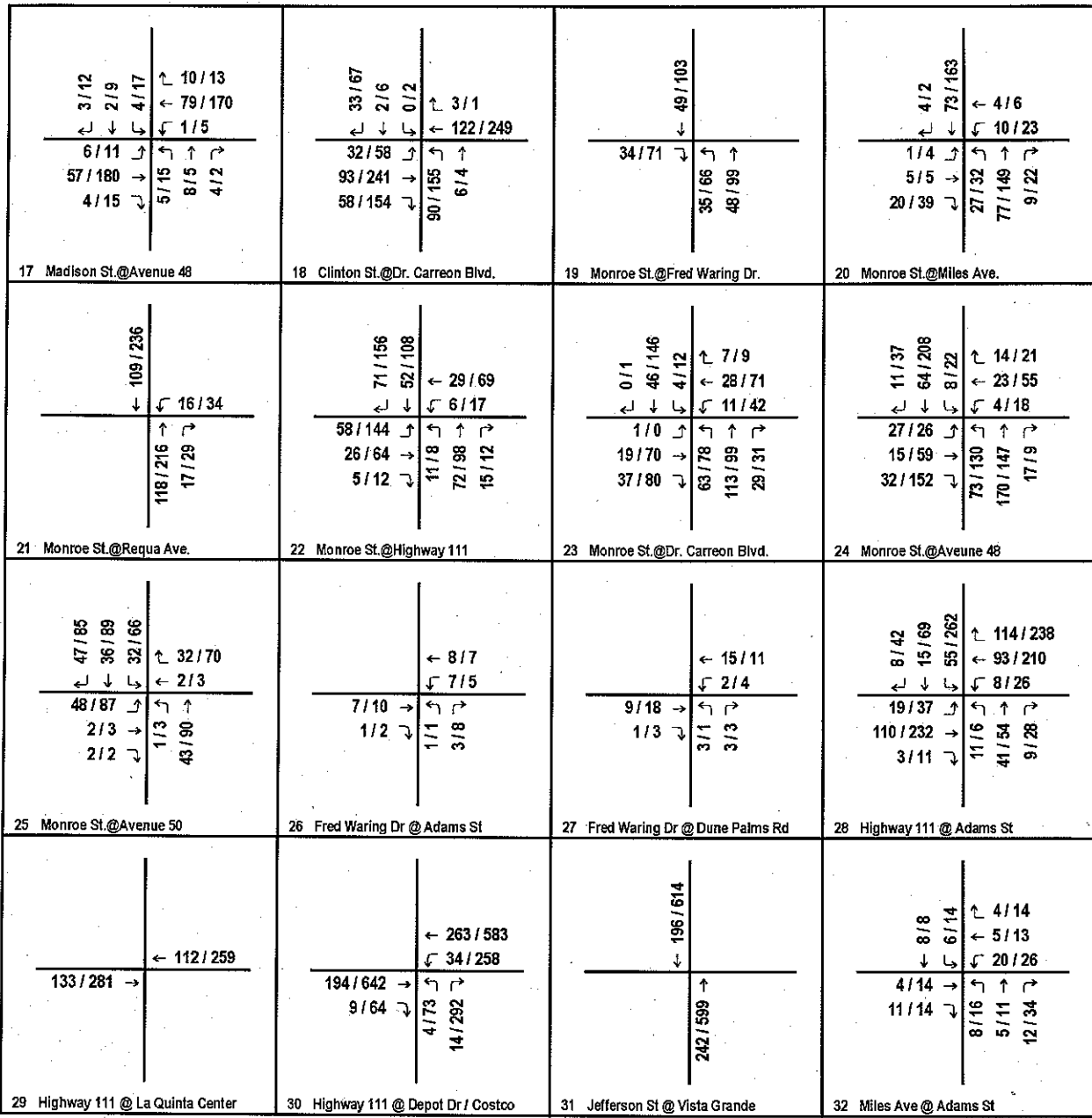
Traffic was distributed separately for each of the individual developments. In some cases, the distribution was based on information presented in the respective traffic studies where available. In most cases, the distributions were estimated manually based on the type of use, size of development, and relation to arterial streets and other uses. The detailed trip distribution patterns are included in Appendix E for each development. The resulting turning movements are shown in Figure 3.4 for other approved developments.

Figure 3.4 – Peak Hour Cumulative Traffic Volumes for Other Approved Developments



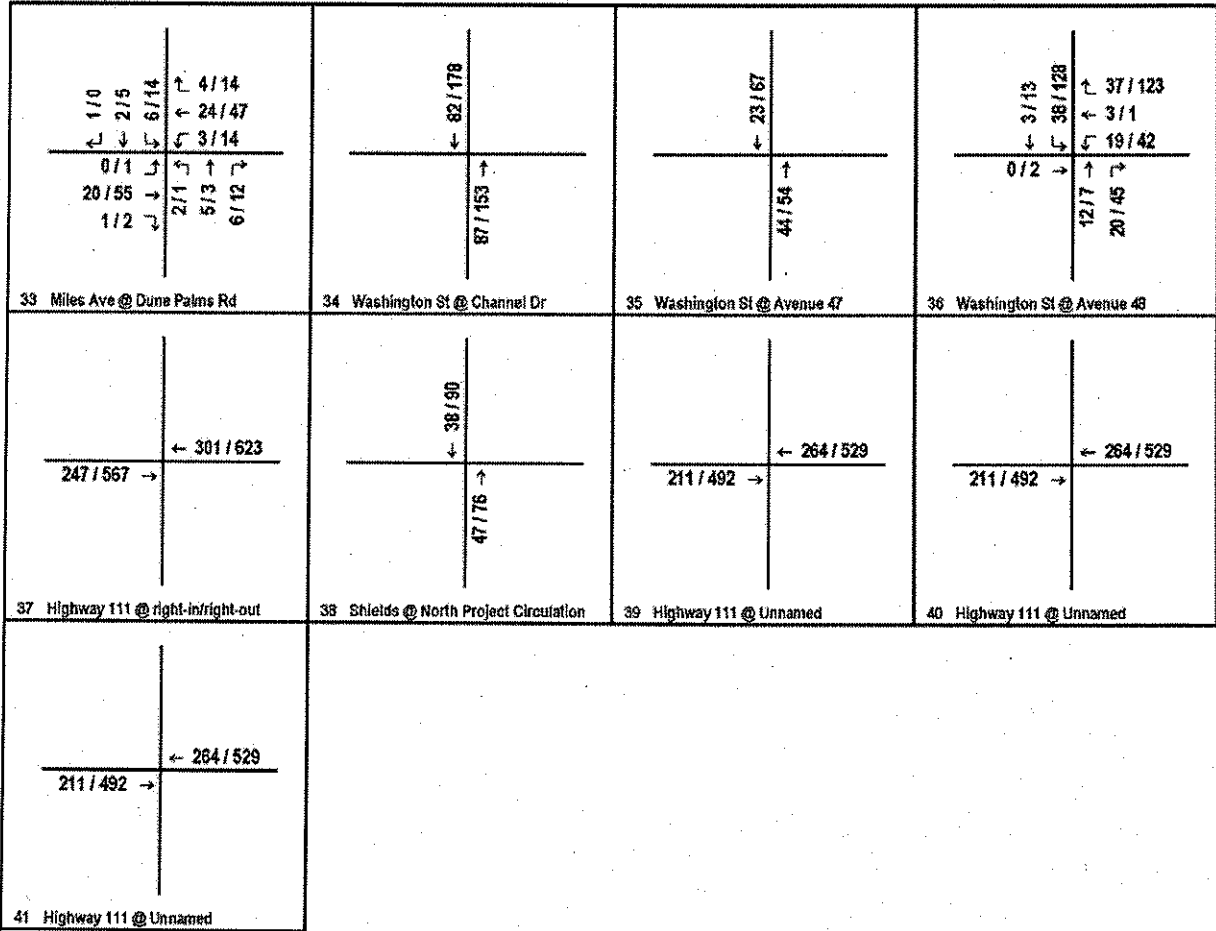
Legend
123 / 456 – AM / PM Volume

Figure 3.4 (continued)



Legend
 123 / 456 — AM / PM Volume

Figure 3.4 (continued)



Legend
 123 / 456 = AM / PM Volume

4. TRAFFIC ANALYSIS

To identify circulation system performance, the following scenarios were evaluated:

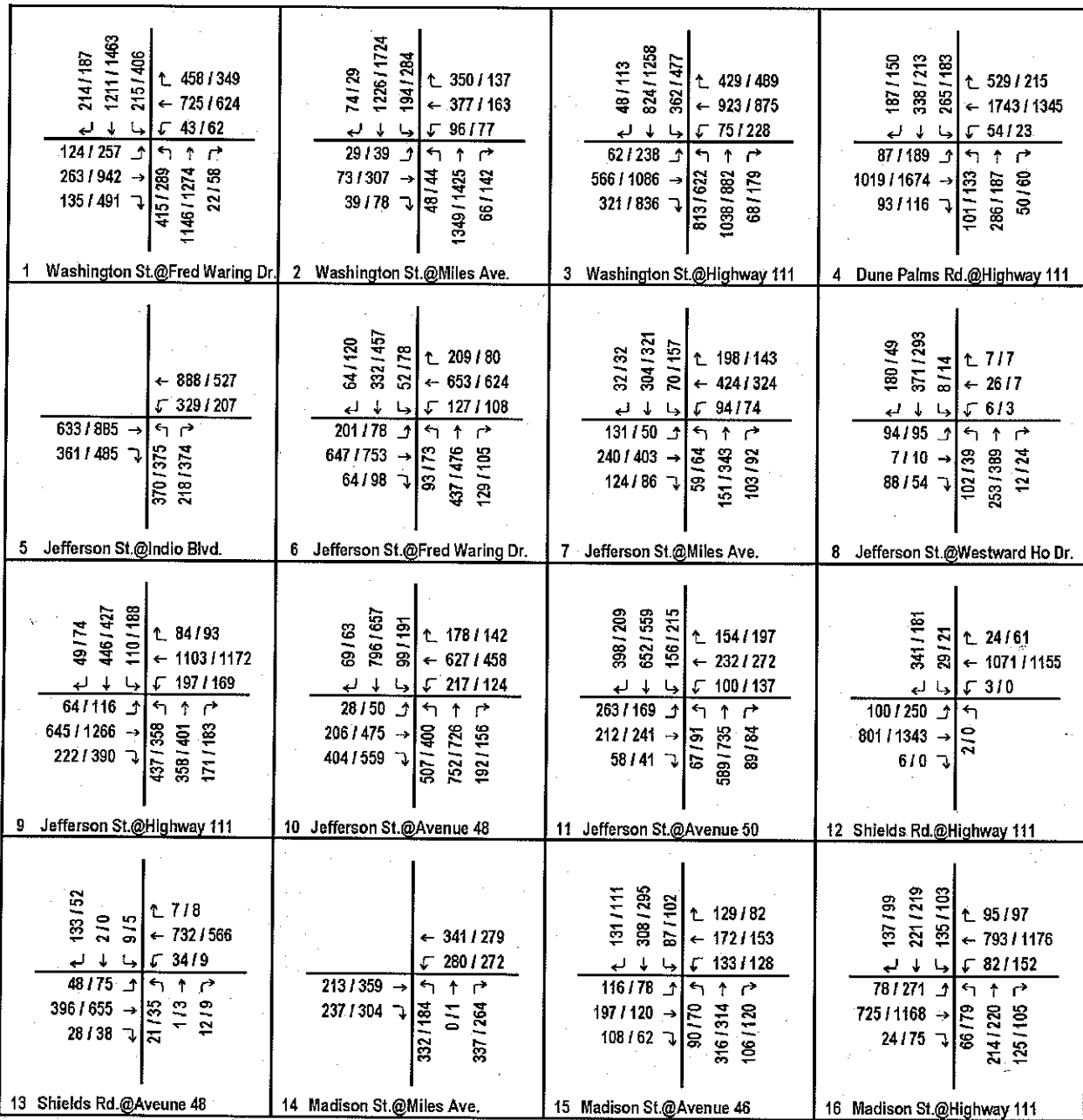
- 2006 Existing Conditions (see Chapter 3)
- 2010 Existing + Ambient + Cumulative
- 2010 Existing + Ambient + Cumulative + Project

The operational performance of intersections in these scenarios was analyzed to determine the need and timing of improvements. Intersection analysis worksheets for each scenario are contained in Appendix B along with the Synchro model runs and performance reports. The results of each scenario are summarized in the Findings and Recommendations chapter.

Existing and Ambient Background Traffic

For this study, an annual growth rate of three (3) percent per year was applied to the 2006 existing traffic to include ambient traffic growth to 2010. Figure 4.1 displays the Existing plus Ambient traffic for 2010.

Figure 4.1 – 2010 Existing + Ambient Peak Hour Traffic



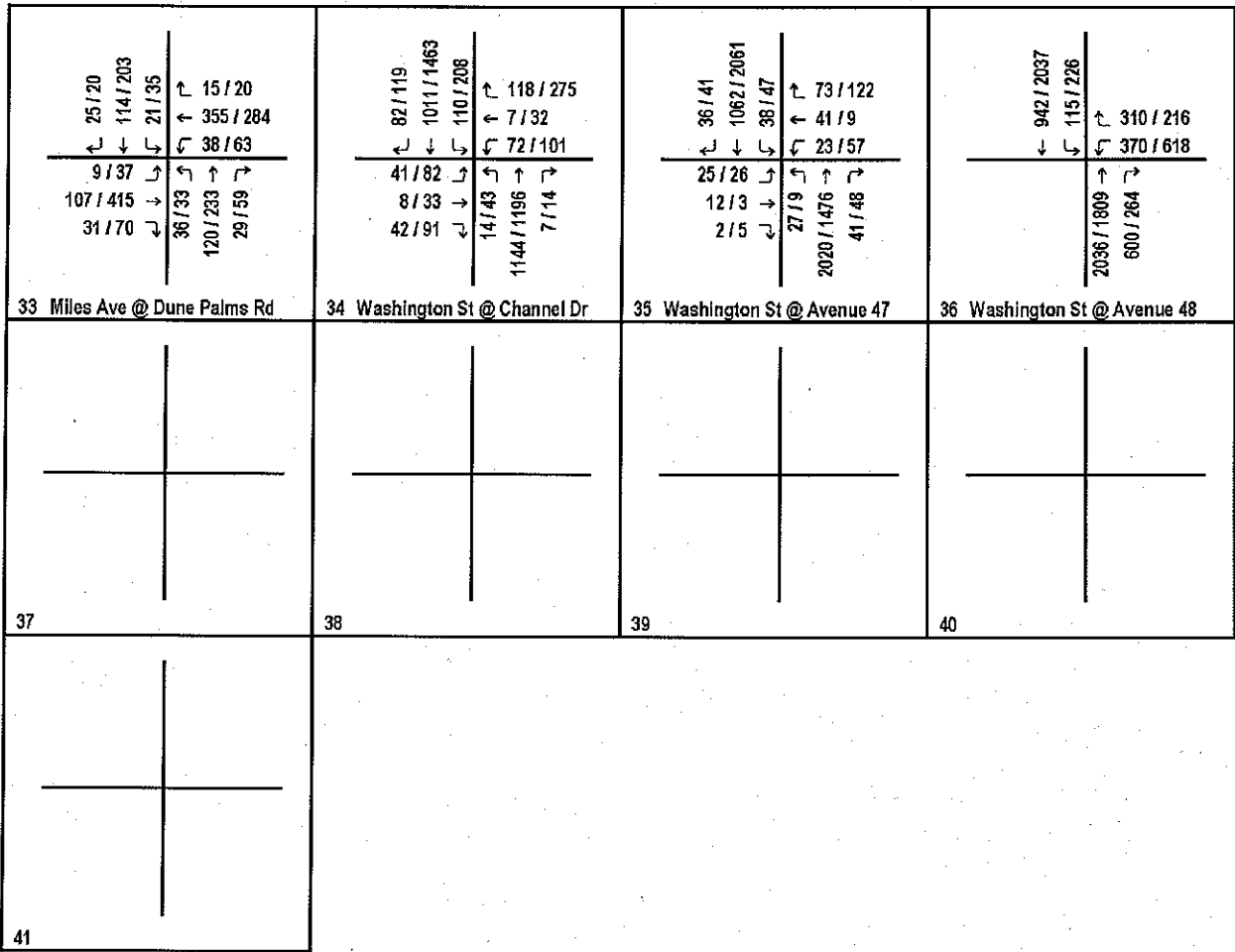
Legend
123 / 456 – AM / PM Volume

Figure 4.1 (continued)

<p>129 / 123 36 / 26 187 / 195</p> <hr/> <p>174 / 227 582 / 432 17 / 18</p> <p>99 / 144 249 / 485 30 / 10</p> <p>37 / 18 35 / 22 35 / 18</p>	<p>127 / 137 349 / 375 112 / 214</p> <hr/> <p>116 / 175 648 / 949 42 / 86</p> <p>107 / 151 591 / 894 278 / 361</p> <p>285 / 279 337 / 400 18 / 46</p>	<p>353 / 294 837 / 759 56 / 68</p> <hr/> <p>92 / 102 45 / 50 72 / 59</p> <p>277 / 353 104 / 169 81 / 90</p> <p>97 / 130 712 / 713 60 / 78</p>	<p>166 / 233 726 / 843 22 / 29</p> <hr/> <p>50 / 57 185 / 189 95 / 53</p> <p>187 / 181 219 / 182 115 / 117</p> <p>104 / 132 752 / 918 18 / 33</p>
<p>171 / 169 816 / 832 50 / 116</p> <hr/> <p>118 / 131 120 / 108 62 / 63</p> <p>107 / 60 109 / 102 39 / 50</p> <p>30 / 54 673 / 863 75 / 104</p>	<p>172 / 205 478 / 448 161 / 171</p> <hr/> <p>75 / 139 666 / 979 97 / 233</p> <p>127 / 229 710 / 839 27 / 93</p> <p>72 / 154 471 / 539 54 / 109</p>	<p>162 / 115 394 / 429 165 / 309</p> <hr/> <p>78 / 233 770 / 1419 63 / 89</p> <p>128 / 174 798 / 1178 330 / 433</p> <p>427 / 468 444 / 385 29 / 37</p>	<p>169 / 204 383 / 404 81 / 106</p> <hr/> <p>84 / 118 317 / 357 87 / 100</p> <p>131 / 168 316 / 323 48 / 82</p> <p>107 / 64 314 / 298 110 / 71</p>
<p>63 / 108 249 / 213 131 / 167</p> <hr/> <p>205 / 143 458 / 321 28 / 16</p> <p>96 / 83 279 / 384 104 / 51</p> <p>63 / 45 162 / 250 11 / 21</p>	<p>804 / 533 110 / 133</p> <p>280 / 984 144 / 297</p> <p>240 / 249 37 / 142</p>	<p>696 / 531 90 / 143</p> <p>289 / 850 85 / 193</p> <p>155 / 136 86 / 144</p>	<p>124 / 131 318 / 265 147 / 254</p> <hr/> <p>143 / 174 1078 / 1126 45 / 87</p> <p>94 / 163 756 / 1488 88 / 213</p> <p>163 / 125 432 / 210 36 / 47</p>
<p>47 / 64 15 / 56 9 / 80</p> <hr/> <p>37 / 91 1236 / 1378 70 / 171</p> <p>38 / 167 891 / 1548 24 / 116</p> <p>27 / 136 11 / 48 29 / 226</p>	<p>74 / 68 19 / 45</p> <hr/> <p>34 / 48 1443 / 1426</p> <p>93 / 98 939 / 1787</p>	<p>37 / 42 418 / 387 6 / 10</p> <hr/> <p>7 / 10 0 / 1 12 / 8</p> <p>27 / 53 5 / 7</p> <p>6 / 0 331 / 385 9 / 15</p>	<p>33 / 21 218 / 333 14 / 52</p> <hr/> <p>25 / 38 364 / 212 70 / 93</p> <p>8 / 37 109 / 436 55 / 112</p> <p>79 / 68 213 / 332 21 / 80</p>
<p>17 Madison St @ Avenue 48</p>	<p>18 Clinton St @ Dr. Carreon Blvd.</p>	<p>19 Monroe St @ Fred Waring Dr.</p>	<p>20 Monroe St @ Miles Ave.</p>
<p>21 Monroe St @ Requa Ave.</p>	<p>22 Monroe St @ Highway 111</p>	<p>23 Monroe St @ Dr. Carreon Blvd.</p>	<p>24 Monroe St @ Avenue 48</p>
<p>25 Monroe St @ Avenue 50</p>	<p>26 Fred Waring Dr @ Adams St</p>	<p>27 Fred Waring Dr @ Dune Palms Rd</p>	<p>28 Highway 111 @ Adams St</p>
<p>29 Highway 111 @ La Quinta Center</p>	<p>30 Highway 111 @ Depot Dr / Costco</p>	<p>31 Jefferson St @ Vista Grande</p>	<p>32 Miles Ave @ Adams St</p>

Legend
123 / 456 – AM / PM Volume

Figure 4.1 (continued)



Legend
 123 / 456 – AM / PM Volume

Committed Improvements

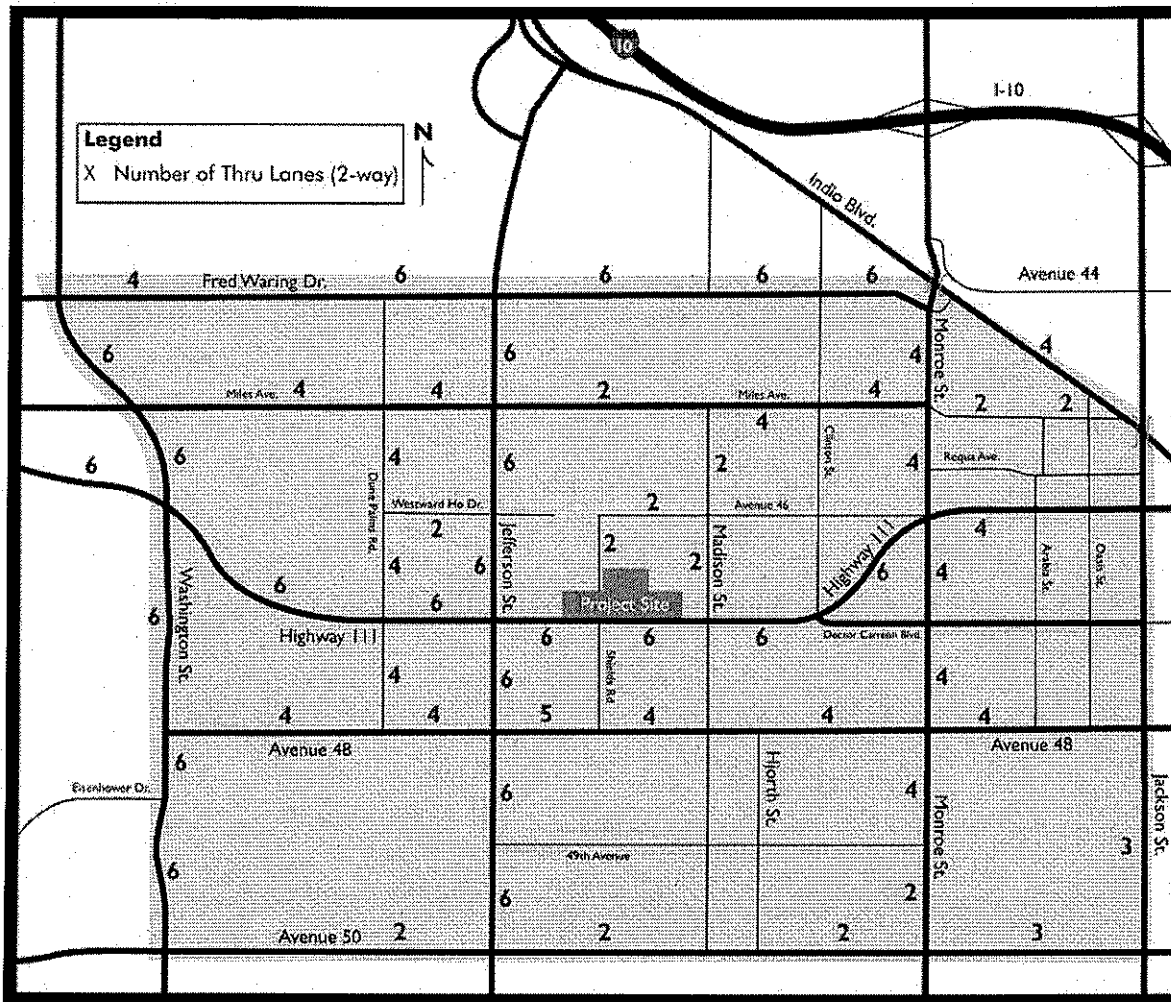
For the 2010 analysis year, some committed roadway and intersection improvements were included based on discussions with the Planning and Community Development staffs of the Cities of Indio and La Quinta. These committed improvements include:

- *Jefferson St.* - Widen Jefferson Street from 2 to 6 lanes from Indio Blvd. to south of Highway 111 by the end of 2006. Install new signals along Jefferson Street at Miles Avenue, Westward Ho Drive, and Vista Grande (2006). Other new traffic signal installations were or will be made in 2006 at the following intersections along Jefferson that were not studied: Pebble Beach/Augusta Drive and Country Club Drive.
- *Avenue 48 and Shields Street (Int. #13)* – Install new traffic signal in 2007.
- *Avenue 46 and Madison Street (Int. #15)* – Install new traffic signal in 2007.
- *Avenue 48 and Madison Street (Int. #17)* – Install new traffic signal in 2006.
- *Avenue 50 and Monroe Street (Int. #25)* – Installed new traffic signal in May 2006.
- *Highway 111 west of Jefferson* – This section in the City of La Quinta is planned for widening from 4 to 6 lanes by 2008. This includes the installation of double left turn lanes and exclusive right turn lanes in the east and westbound directions at the intersections of Highway 111 and major cross streets in this section.
- *Highway 111 between Jefferson and Madison* – This section in the City of Indio is planned for widening from 4 to 6 lanes sometime in 2008. This includes the installation of exclusive right turn lanes in the east and westbound directions at the intersections of Highway 111 and major cross streets in this section. In addition, this includes reconfiguring the intersection at Highway 111 and Madison Street (Int. #16) from split phase to eight-phase operations.
- *Highway 111 from Madison to Monroe* - This section in the City of Indio is planned for widening from 4 to 6 lanes by 2010. This includes the installation of exclusive right turn lanes in the east and westbound directions at the intersections of Highway 111 and major cross streets in this section.
- *Monroe Street at Highway 111 (Int. #22)* – Improvements on Monroe Street will add double left turn lanes in the north and southbound directions in 2007.
- *Monroe Street at Dr. Carreon Blvd. (Int. #23)* - Improvements on Monroe Street will add double left turn lanes in the north and southbound directions and an eastbound to southbound green arrow overlap in 2007.
- *Highway 111 at Clinton St./Dr. Carreon Blvd. (Int. #18)* – The City of Indio has a committed improvement for 2007 to reconfigure this intersection from an eight-phase to a split-phase operation. The northbound approach will be re-stripped with a dedicated left turn lane, a shared left turn and through lane, and a shared through and right turn lane.

- *Shields Rd. (Highway 111 to Avenue 48)* – The missing section between Highway 111 and Avenue 48 will occur with the development of the adjacent property, which is likely by 2008.
- *Madison Street* will be extended south of Avenue 48 to Avenue 49 in 2006; and the section between Avenue 29 and Avenue 50 will be constructed with the development of the adjacent property, which is likely by 2008.
- *Miles Avenue from west of Madison Street to Clinton Street* – This section will be widened by the City and County to add two through lanes and a traffic signal at Miles Avenue and Madison Street (Int. #14).

The base roadway configurations for 2010 with committed improvements are shown in Figure 4.2.

Figure 4.2 – Base Roadway Lane Configurations (2010)



2006 Existing Conditions Intersection Level of Service

Peak hour turning movement counts were collected by Counts Unlimited, Inc. during the peak winter season in March and April of 2006. An LOS analysis was conducted to evaluate existing AM and PM peak hour traffic operations at the study intersections. For this study, the 2006 existing conditions analysis was based on the scenario in which the network and traffic volumes were adjusted to account for construction related activities along Jefferson Street. Results are shown in Table 4.1. Detailed intersection analysis worksheets are contained in Appendix B along with the Synchro model runs and performance reports.

Table 4.1 – 2006 Existing Conditions Intersection Level of Service Summary

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
1	Washington St./ Fred Waring Dr.	TS	24.9	C	24.7	C
2	Washington St./ Miles Ave.	TS	12.1	B	11.3	B
3	Washington St./ Highway 111	TS	22.6	C	28.5	C
4	Dune Palms Rd./ Highway 111	TS	46.8	D	22.8	C
5	Jefferson St./ Indio Blvd.	TS	17.7	B	15.3	B
6	Jefferson St./ Fred Waring Dr.	TS	21.6	C	17.8	B
7	Jefferson St./ Miles Ave.	TS	5.7	A	4.4	A
8	Jefferson St./ Westward Ho Dr.	TS	3.5	A	4.4	A
9	Jefferson St./ Highway 111	TS	25.1	C	17.7	B
10	Jefferson St./ Avenue 48	TS	19.6	B	20.3	C
11	Jefferson St./ Avenue 50	TS	15.7	B	20.1	C
12	Shields Rd./ Highway 111	TWSC	10.6	B/B ¹	14.3	B/B ¹
13	Shields Rd./ Avenue 48	TWSC	N/A	A ¹	N/A	A ¹
14	Madison St./ Miles Ave.	AWS	12.9	B	15.6	B
15	Madison St./ Avenue 46	AWS	16.6	B	12.1	B
16	Madison St./ Highway 111	TS	16.7	B	24.7	C
17	Madison St./ Avenue 48	TS	6.5	A	5.8	A
18	Clinton St./Dr. Carreon Blvd./ Highway 111	TS	20.5	C	21.9	C
19	Monroe St./ Fred Waring Dr.	TS	16.2	B	15.5	B
20	Monroe St./ Miles Ave.	TS	18.1	B	18.8	B
21	Monroe St./ Réqua Ave./Shadow Palm Ave	TS	10.2	B	10.1	B
22	Monroe St./ Highway 111	TS	22.7	C	23.0	C
23	Monroe St./ Dr. Carreon Blvd.	TS	23.8	C	39.1	D
24	Monroe St./ Avenue 48	TS	17.2	B	17.8	B
25	Monroe St./ Avenue 50	TS	7.2	A	7.0	A
26	Fred Waring Drive/ Adams Street	TS	9.9	A	9.5	A
27	Fred Waring Drive/ Dune Palms Road	TS	12.0	B	7.7	A
28	Highway 111/ Adams Street	TS	19.8	B	11.9	B
29	Highway 111/ La Quinta Center	TS	14.4	B	12.1	B
30	Highway 111/ Depot Drive/Costco	TS	15.2	B	6.8	A
31	Jefferson St./ Vista Grande	TS	1.2	A	2.4	A
32	Miles Avenue/ Adams Street	TS	9.6	A	14.7	B
33	Miles Avenue/ Dune Palms Road	TS	18.3	B	15.4	B

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
34	Washington St./ Channel Drive	TS	6.3	A	7.9	A
35	Washington St./ Avenue 47/Highland Palms	TS	3.5	A	3.1	A
36	Washington St./ Avenue 48	TS	13.6	B	15.2	B
37	Highway 111/ Right-In-Right-Out Site Access	n/a	Does Not Exist: Future Site Access			
38	Shields Rd./ North Project Circulation Road	n/a	Does Not Exist: Future Intersection			
39	Highway 111/ Unnamed Access Road	n/a	Does Not Exist: Future Site Access			
40	Highway 111/ Unnamed Access Road	TWSC	Not a Study Intersection: Future Site Access ²			
41	Highway 111/ Right-In-Right-Out Site Access	n/a	Does Not Exist: Future Site Access			

Abbreviations

TS = traffic signal

AWS = all-way stop controlled intersection

TWSC = two-way stop controlled intersection

Notes

¹ HCM LOS analysis procedures do not apply to this type of unsignalized intersection. Figures shown in table are Intersection Capacity Utilization (ICU) intersection LOS/HCM intersection LOS based on average intersection delay, where available.

² This existing, low volume intersection serves a small mobile home park and was not included as a study intersection. However, this location was evaluated as a site access point for the Polo Square development in the 2010 Existing + Ambient + Cumulative + Project scenario.



Shaded cells indicate that intersection exceeds level of service criteria

As shown in Table 4.1, all study area intersections operate at a satisfactory LOS of "D" or better in the peak hours.

2010 Existing + Ambient + Cumulative Intersection Level of Service

The 2010 Existing + Ambient + Cumulative scenario includes all of the non-project related background traffic and was prepared by growing the existing traffic by 3% per year and adding cumulative traffic from other approved developments. The AM/PM peak hour traffic volumes are shown in Figure 4.3. Table 4.2 shows the delay and LOS results for the 2010 Existing + Ambient + Cumulative scenario. Detailed intersection analysis worksheets are contained in Appendix B along with the Synchro model runs and performance reports.

Figure 4.3 – Peak Hour Traffic Volumes for 2010 Existing + Ambient + Cumulative

<table border="1"> <tr> <td>214 / 187</td> <td>1262 / 1577</td> <td>215 / 406</td> <td>↑ 458 / 349</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↑ 725 / 624</td> </tr> <tr> <td>↔</td> <td>↔</td> <td>↔</td> <td>↔ 43 / 62</td> </tr> <tr> <td>124 / 257</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>264 / 942</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>160 / 538</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td>443 / 328</td> <td>1192 / 1380</td> <td>22 / 58</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>	214 / 187	1262 / 1577	215 / 406	↑ 458 / 349	↓	↓	↓	↑ 725 / 624	↔	↔	↔	↔ 43 / 62	124 / 257	↔	↔	↔	264 / 942	↔	↔	↔	160 / 538	↔	↔	↔		443 / 328	1192 / 1380	22 / 58					<table border="1"> <tr> <td>74 / 29</td> <td>1298 / 1883</td> <td>199 / 286</td> <td>↑ 352 / 142</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↑ 383 / 168</td> </tr> <tr> <td>↔</td> <td>↔</td> <td>↔</td> <td>↔ 96 / 77</td> </tr> <tr> <td>29 / 39</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>77 / 314</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>48 / 93</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td>59 / 55</td> <td>1422 / 1565</td> <td>67 / 143</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>	74 / 29	1298 / 1883	199 / 286	↑ 352 / 142	↓	↓	↓	↑ 383 / 168	↔	↔	↔	↔ 96 / 77	29 / 39	↔	↔	↔	77 / 314	↔	↔	↔	48 / 93	↔	↔	↔		59 / 55	1422 / 1565	67 / 143					<table border="1"> <tr> <td>48 / 113</td> <td>831 / 1286</td> <td>434 / 623</td> <td>↑ 487 / 623</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↑ 966 / 986</td> </tr> <tr> <td>↔</td> <td>↔</td> <td>↔</td> <td>↔ 83 / 236</td> </tr> <tr> <td>62 / 238</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>616 / 1205</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>323 / 844</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td>820 / 627</td> <td>1064 / 897</td> <td>75 / 189</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>	48 / 113	831 / 1286	434 / 623	↑ 487 / 623	↓	↓	↓	↑ 966 / 986	↔	↔	↔	↔ 83 / 236	62 / 238	↔	↔	↔	616 / 1205	↔	↔	↔	323 / 844	↔	↔	↔		820 / 627	1064 / 897	75 / 189					<table border="1"> <tr> <td>191 / 156</td> <td>344 / 237</td> <td>276 / 207</td> <td>↑ 539 / 237</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↑ 1942 / 1751</td> </tr> <tr> <td>↔</td> <td>↔</td> <td>↔</td> <td>↔ 110 / 248</td> </tr> <tr> <td>89 / 196</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>1177 / 2124</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td>108 / 177</td> <td>↔</td> <td>↔</td> <td>↔</td> </tr> <tr> <td></td> <td>112 / 193</td> <td>299 / 207</td> <td>81 / 288</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>	191 / 156	344 / 237	276 / 207	↑ 539 / 237	↓	↓	↓	↑ 1942 / 1751	↔	↔	↔	↔ 110 / 248	89 / 196	↔	↔	↔	1177 / 2124	↔	↔	↔	108 / 177	↔	↔	↔		112 / 193	299 / 207	81 / 288				
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Legend
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Figure 4.3 (continued)

<p>133 / 135 38 / 35 191 / 211</p> <hr/> <p>185 / 239 661 / 602 18 / 23</p> <p>105 / 154 305 / 665 34 / 25</p> <p>42 / 33 43 / 26 39 / 20</p>	<p>160 / 204 351 / 381 113 / 216</p> <hr/> <p>119 / 176 771 / 1198 42 / 86</p> <p>139 / 209 684 / 1135 336 / 516</p> <p>375 / 434 343 / 403 18 / 46</p>	<p>353 / 294 886 / 862 56 / 68</p> <hr/> <p>92 / 102 45 / 50 72 / 59</p> <p>277 / 353 104 / 169 115 / 162</p> <p>132 / 196 759 / 813 60 / 78</p>	<p>170 / 234 799 / 1006 22 / 29</p> <hr/> <p>50 / 57 189 / 195 104 / 76</p> <p>188 / 185 225 / 187 135 / 155</p> <p>130 / 164 830 / 1067 27 / 54</p>
<p>171 / 69 925 / 1068 50 / 116</p> <hr/> <p>118 / 131 120 / 108 77 / 97</p> <p>107 / 60 109 / 102 39 / 50</p> <p>30 / 54 791 / 1078 93 / 133</p>	<p>243 / 361 531 / 556 161 / 171</p> <hr/> <p>75 / 139 695 / 1048 103 / 250</p> <p>185 / 373 736 / 903 32 / 106</p> <p>83 / 163 543 / 637 69 / 121</p>	<p>162 / 116 440 / 575 169 / 320</p> <hr/> <p>85 / 241 798 / 1491 75 / 130</p> <p>129 / 175 817 / 1249 366 / 514</p> <p>489 / 546 557 / 484 59 / 69</p>	<p>179 / 241 447 / 613 89 / 127</p> <hr/> <p>98 / 139 341 / 412 91 / 118</p> <p>158 / 194 332 / 382 80 / 235</p> <p>180 / 195 484 / 445 127 / 80</p>
<p>110 / 193 285 / 303 163 / 232</p> <hr/> <p>237 / 213 460 / 323 28 / 16</p> <p>144 / 170 281 / 387 105 / 53</p> <p>64 / 48 205 / 340 11 / 21</p>	<p>812 / 540 117 / 137</p> <hr/> <p>287 / 994 145 / 298</p> <p>242 / 251 40 / 149</p>	<p>710 / 542 91 / 147</p> <hr/> <p>298 / 867 86 / 196</p> <p>157 / 138 89 / 147</p>	<p>132 / 173 333 / 334 202 / 516</p> <hr/> <p>257 / 412 1171 / 1336 53 / 113</p> <p>113 / 201 867 / 1720 91 / 224</p> <p>174 / 131 474 / 264 45 / 75</p>
<p>47 / 64 15 / 56 9 / 80</p> <hr/> <p>37 / 91 1348 / 1636 70 / 171</p> <p>38 / 167 1024 / 1829 24 / 116</p> <p>27 / 136 11 / 48 29 / 226</p>	<p>74 / 68 19 / 45</p> <hr/> <p>34 / 48 1706 / 2009 34 / 258</p> <p>93 / 98 1132 / 2429 9 / 64</p> <p>4 / 73 14 / 292</p>	<p>37 / 42 614 / 1001 6 / 10</p> <hr/> <p>7 / 10 0 / 1 12 / 8</p> <p>27 / 53 5 / 7</p> <p>6 / 0 573 / 984 9 / 15</p>	<p>33 / 21 226 / 341 20 / 66</p> <hr/> <p>29 / 52 368 / 225 90 / 119</p> <p>8 / 37 113 / 450 66 / 126</p> <p>88 / 83 218 / 343 33 / 114</p>
<p>29 Highway 111 @ La Quinta Center</p>	<p>30 Highway 111 @ Depot Dr / Costco</p>	<p>31 Jefferson St @ Vista Grande</p>	<p>32 Miles Ave @ Adams St</p>

Legend
123 / 456 – AM / PM Volume

Figure 4.3 (continued)

<table border="0"> <tr> <td>26 / 21</td> <td>116 / 209</td> <td>↑</td> <td>19 / 34</td> </tr> <tr> <td>↓</td> <td>27 / 50</td> <td>↓</td> <td>378 / 331</td> </tr> <tr> <td>←</td> <td>41 / 77</td> <td>←</td> <td></td> </tr> <tr> <td>9 / 38</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>127 / 470</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>32 / 72</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td></td> <td>37 / 34</td> <td>↑</td> <td>125 / 235</td> </tr> <tr> <td></td> <td></td> <td>↑</td> <td>35 / 71</td> </tr> </table>	26 / 21	116 / 209	↑	19 / 34	↓	27 / 50	↓	378 / 331	←	41 / 77	←		9 / 38	↑	↑	↑	127 / 470	↓	↓	↓	32 / 72	↓	↓	↓		37 / 34	↑	125 / 235			↑	35 / 71	<table border="0"> <tr> <td>82 / 119</td> <td>1093 / 1641</td> <td>↑</td> <td>118 / 275</td> </tr> <tr> <td>↓</td> <td>110 / 208</td> <td>↓</td> <td>7 / 32</td> </tr> <tr> <td>←</td> <td>72 / 101</td> <td>←</td> <td></td> </tr> <tr> <td>41 / 82</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>8 / 33</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>42 / 91</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td></td> <td>14 / 43</td> <td>↑</td> <td>1232 / 1350</td> </tr> <tr> <td></td> <td></td> <td>↑</td> <td>7 / 14</td> </tr> </table>	82 / 119	1093 / 1641	↑	118 / 275	↓	110 / 208	↓	7 / 32	←	72 / 101	←		41 / 82	↑	↑	↑	8 / 33	↓	↓	↓	42 / 91	↓	↓	↓		14 / 43	↑	1232 / 1350			↑	7 / 14	<table border="0"> <tr> <td>36 / 41</td> <td>1085 / 2127</td> <td>↑</td> <td>73 / 122</td> </tr> <tr> <td>↓</td> <td>38 / 47</td> <td>↓</td> <td>41 / 9</td> </tr> <tr> <td>←</td> <td>23 / 57</td> <td>←</td> <td></td> </tr> <tr> <td>25 / 26</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>12 / 3</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>2 / 5</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td></td> <td>27 / 9</td> <td>↑</td> <td>2063 / 1530</td> </tr> <tr> <td></td> <td></td> <td>↑</td> <td>41 / 48</td> </tr> </table>	36 / 41	1085 / 2127	↑	73 / 122	↓	38 / 47	↓	41 / 9	←	23 / 57	←		25 / 26	↑	↑	↑	12 / 3	↓	↓	↓	2 / 5	↓	↓	↓		27 / 9	↑	2063 / 1530			↑	41 / 48	<table border="0"> <tr> <td>946 / 2050</td> <td>153 / 353</td> <td>↑</td> <td>347 / 338</td> </tr> <tr> <td>↓</td> <td></td> <td>↓</td> <td>3 / 1</td> </tr> <tr> <td>←</td> <td>389 / 660</td> <td>←</td> <td></td> </tr> <tr> <td>0 / 2</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td></td> <td>2047 / 1816</td> <td>↓</td> <td>620 / 310</td> </tr> </table>	946 / 2050	153 / 353	↑	347 / 338	↓		↓	3 / 1	←	389 / 660	←		0 / 2	↑	↑	↑		2047 / 1816	↓	620 / 310
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Legend
 123 / 456 – AM / PM Volume

Table 4.2 – 2010 Existing + Ambient + Cumulative Intersection Level of Service Summary

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
1	Washington St./ Fred Waring Dr.	TS	37.1	D	38.4	D
2	Washington St./ Miles Ave.	TS	14.8	B	16.3	B
3	Washington St./ Highway 111	TS	20.2	C	51.7	D
4	Dune Palms Rd./ Highway 111	TS	50.7	D	36.8	D
5	Jefferson St./ Indio Blvd.	TS	21.3	C	17.4	B
6	Jefferson St./ Fred Waring Dr	TS	27.0	C	19.1	B
7	Jefferson St./ Miles Ave.	TS	20.7	C	23.8	C
8	Jefferson St./ Westward Ho Dr.	TS	8.9	A	10.6	B
9	Jefferson St./ Highway 111	TS	17.7	B	35.1	D
10	Jefferson St./ Avenue 48	TS	27.6	C	30.8	C
11	Jefferson St./ Avenue 50	TS	20.1	C	26.5	C
12	Shields Rd./ Highway 111	TWSC	95.5	B/F ¹	n/a	D/F ¹
13	Shields Rd./ Avenue 48	TS	7.7	A	8.4	A
14	Madison St./ Miles Ave.	TS	19.4	B	16.9	B
15	Madison St./ Avenue 46	TS	26.2	C	23.9	C
16	Madison St./ Highway 111	TS	20.8	C	40.3	D
17	Madison St./ Avenue 48	TS	15.6	B	22.4	C
18	Clinton St./Dr. Carreon Blvd./ Highway 111	TS	23.2	C	32.4	C
19	Monroe St./ Fred Waring Dr.	TS	19.4	B	28.9	C
20	Monroe St./ Miles Ave.	TS	26.5	C	29.2	C
21	Monroe St./ Requa Ave./Shadow Palm Ave	TS	15.3	B	17.9	B
22	Monroe St./ Highway 111	TS	21.4	C	32.2	C
23	Monroe St./ Dr. Carreon Blvd.	TS	29.0	C	56.3	E
24	Monroe St./ Avenue 48	TS	18.2	B	26.9	C
25	Monroe St./ Avenue 50	TS	22.8	C	25.3	C
26	Fred Waring Drive/ Adams Street	TS	18.5	B	20.0	B
27	Fred Waring Drive/ Dune Palms Road	TS	11.3	B	7.2	A
28	Highway 111/ Adams Street	TS	16.4	B	24.5	C
29	Highway 111/ La Quinta Center	TS	8.5	A	22.0	C
30	Highway 111/ Depot Drive/Costco	TS	7.6	A	23.9	C
31	Jefferson St./ Vista Grande	TS	5.0	A	2.3	A
32	Miles Avenue/ Adams Street	TS	10.9	B	16.2	B
33	Miles Avenue/ Dune Palms Road	TS	18.7	B	22.1	C
34	Washington St./ Channel Drive	TS	10.4	B	10.5	B
35	Washington St./ Avenue 47/Highland Palms	TS	4.2	A	4.1	A
36	Washington St./ Avenue 48	TS	23.2	C	29.4	C
37	Highway 111/ Right-In-Right-Out Site Access	n/a	Does Not Exist: Future Site Access			
38	Shields Rd./ North Project Circulation Road	n/a	Does Not Exist: Future Intersection			
39	Highway 111/ Unnamed Access Road	n/a	Does Not Exist: Future Site Access			
40	Highway 111/ Unnamed Access Road	TWSC	Not a Study Intersection: Future Site Access ²			
41	Highway 111/ Right-In-Right-Out Site Access	n/a	Does Not Exist: Future Site Access			

Abbreviations

TS = traffic signal

TWSC = two-way stop controlled intersection

Notes

¹ HCM LOS analysis procedures do not apply to this type of unsignalized intersection. Figures shown in table are Intersection Capacity Utilization (ICU) intersection LOS/HCM intersection LOS based on average intersection delay, where available.

² This existing, low volume intersection serves a small mobile home park and was not included as a study intersection. However, this location was evaluated as a site access point for the Polo Square development in the 2010 Existing + Ambient + Cumulative + Project scenario.



Shaded cells indicate that intersection exceeds level of service criteria

As shown in Table 4.2, most of the study area intersections are projected to operate at a satisfactory LOS of "D" or better in the 2010 background traffic scenario. However, there are two intersections that exceed the LOS criteria as indicated by the shading in the table. The existing, ambient, and cumulative traffic from other approved developments will create or contribute to significant impacts at these locations without implementation of the Polo Square development. Additional improvements were tested for these three deficiencies and results are provided in Table 4.3.

Table 4.3 – 2010 Existing + Ambient + Cumulative Intersection Improvements

ID	Intersection	Additional Improvement	AM Peak Hour		PM Peak Hour	
			Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
12	Shields Rd./ Highway 111	Traffic Signal	6.7	A	12.6	B
23	Monroe St./ Highway 111	add SB right turn lane	28.2	C	45.3	D

2010 Existing + Ambient + Cumulative + Project

The project completion year scenario of 2010 includes all of the proposed project traffic added to the 2010 background traffic which assumes a 3% per year annual growth in ambient traffic from 2006 to 2010 as well as the cumulative traffic from other approved developments. The AM and PM peak hour traffic volumes are shown in Figure 4.4. Table 4.4 shows the delay and LOS results for the 2010 Existing + Ambient + Cumulative + Project scenario. Detailed intersection analysis worksheets are contained in Appendix B along with the Synchro model runs and performance reports.

**Figure 4.4 – Peak Hour Traffic Volumes for 2010
(Existing + Ambient + Cumulative + Project)**

<p>1 Washington St.@Fred Waring Dr.</p> <table border="1"> <tr> <td>214/187</td> <td>↑</td> <td>458 / 349</td> </tr> <tr> <td>1276/1601</td> <td>↑</td> <td>728 / 634</td> </tr> <tr> <td>215/406</td> <td>↓</td> <td>43 / 62</td> </tr> <tr> <td>124 / 257</td> <td>↔</td> <td></td> </tr> <tr> <td>269 / 950</td> <td>↔</td> <td></td> </tr> <tr> <td>160 / 538</td> <td>↔</td> <td></td> </tr> <tr> <td>443/328</td> <td>↔</td> <td>22/58</td> </tr> <tr> <td>1201/1409</td> <td>↔</td> <td></td> </tr> <tr> <td>120</td> <td>↔</td> <td></td> </tr> </table>	214/187	↑	458 / 349	1276/1601	↑	728 / 634	215/406	↓	43 / 62	124 / 257	↔		269 / 950	↔		160 / 538	↔		443/328	↔	22/58	1201/1409	↔		120	↔		<p>2 Washington St.@Miles Ave.</p> <table border="1"> <tr> <td>74/29</td> <td>↑</td> <td>352 / 142</td> </tr> <tr> <td>1312/1907</td> <td>↑</td> <td>394 / 205</td> </tr> <tr> <td>199/286</td> <td>↓</td> <td>96 / 77</td> </tr> <tr> <td>29 / 39</td> <td>↔</td> <td></td> </tr> <tr> <td>96 / 346</td> <td>↔</td> <td></td> </tr> <tr> <td>48 / 93</td> <td>↔</td> <td></td> </tr> <tr> <td>59/55</td> <td>↔</td> <td>67/143</td> </tr> <tr> <td>1430/1593</td> <td>↔</td> <td></td> </tr> <tr> <td>67/143</td> <td>↔</td> <td></td> </tr> </table>	74/29	↑	352 / 142	1312/1907	↑	394 / 205	199/286	↓	96 / 77	29 / 39	↔		96 / 346	↔		48 / 93	↔		59/55	↔	67/143	1430/1593	↔		67/143	↔		<p>3 Washington St.@Highway 111</p> <table border="1"> <tr> <td>48/113</td> <td>↑</td> <td>495 / 651</td> </tr> <tr> <td>831/1286</td> <td>↑</td> <td>1006 / 1127</td> </tr> <tr> <td>448/647</td> <td>↓</td> <td>83 / 236</td> </tr> <tr> <td>62 / 238</td> <td>↔</td> <td></td> </tr> <tr> <td>688 / 1324</td> <td>↔</td> <td></td> </tr> <tr> <td>323 / 844</td> <td>↔</td> <td></td> </tr> <tr> <td>820/627</td> <td>↔</td> <td>75/189</td> </tr> <tr> <td>1064/897</td> <td>↔</td> <td></td> </tr> <tr> <td>75/189</td> <td>↔</td> <td></td> </tr> </table>	48/113	↑	495 / 651	831/1286	↑	1006 / 1127	448/647	↓	83 / 236	62 / 238	↔		688 / 1324	↔		323 / 844	↔		820/627	↔	75/189	1064/897	↔		75/189	↔		<p>4 Dune Palms Rd.@Highway 111</p> <table border="1"> <tr> <td>191/156</td> <td>↑</td> <td>544 / 256</td> </tr> <tr> <td>344/237</td> <td>↑</td> <td>1999 / 1949</td> </tr> <tr> <td>285/223</td> <td>↓</td> <td>110 / 248</td> </tr> <tr> <td>89 / 196</td> <td>↔</td> <td></td> </tr> <tr> <td>1277 / 2291</td> <td>↔</td> <td></td> </tr> <tr> <td>108 / 177</td> <td>↔</td> <td></td> </tr> <tr> <td>112/193</td> <td>↔</td> <td>299 / 207</td> </tr> <tr> <td>299 / 207</td> <td>↔</td> <td>81 / 288</td> </tr> <tr> <td>81 / 288</td> <td>↔</td> <td></td> </tr> </table>	191/156	↑	544 / 256	344/237	↑	1999 / 1949	285/223	↓	110 / 248	89 / 196	↔		1277 / 2291	↔		108 / 177	↔		112/193	↔	299 / 207	299 / 207	↔	81 / 288	81 / 288	↔	
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Figure 4.4 (continued)

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Legend
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Figure 4.4 (continued)

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Legend
123 / 456 – AM / PM Volume

**Table 4.4 – 2010 Existing + Ambient + Cumulative + Project
Intersection Level of Service Summary**

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
1	Washington St./ Fred Waring Dr.	TS	39.3	D	40.3	D
2	Washington St./ Miles Ave.	TS	15.0	B	22.4	C
3	Washington St./ Highway 111	TS	22.3	C	52.0	D
4	Dune Palms Rd./ Highway 111	TS	50.8	D	42.1	D
5	Jefferson St./ Indio Blvd.	TS	16.0	B	15.8	B
6	Jefferson St./ Fred Waring Dr	TS	27.7	C	31.5	C
7	Jefferson St./ Miles Ave.	TS	23.2	C	37.5	D
8	Jefferson St./ Westward Ho Dr.	TS	12.6	B	10.6	B
9	Jefferson St./ Highway 111	TS	14.6	B	28.6	C
10	Jefferson St./ Avenue 48	TS	32.4	C	47.3	D
11	Jefferson St./ Avenue 50	TS	19.7	B	27.1	C
12	Shields Rd./ Highway 111	TWSC	n/a	D/F ¹	n/a	F/P ¹
13	Shields Rd./ Avenue 48	TS	11.0	B	12.0	B
14	Madison St./ Miles Ave.	TS	15.9	B	18.7	B
15	Madison St./ Avenue 46	TS	30.4	C	27.4	C
16	Madison St./ Highway 111	TS	20.6	C	44.5	D
17	Madison St./ Avenue 48	TS	18.3	B	16.5	B
18	Clinton St./Dr. Carreon Blvd./ Highway 111	TS	28.8	C	36.8	D
19	Monroe St./ Fred Waring Dr.	TS	22.1	C	25.3	C
20	Monroe St./ Miles Ave.	TS	23.2	C	30.9	C
21	Monroe St./ Requa Ave./Shadow Palm Ave	TS	14.6	B	20.7	C
22	Monroe St./ Highway 111	TS	22.0	C	37.4	D
23	Monroe St./ Dr. Carreon Blvd.	TS	30.1	C	58.5	F
24	Monroe St./ Avenue 48	TS	21.5	C	31.7	C
25	Monroe St./ Avenue 50	TS	30.6	C	22.0	C
26	Fred Waring Drive/ Adams Street	TS	12.5	B	15.7	B
27	Fred Waring Drive/ Dune Palms Road	TS	18.9	B	8.7	A
28	Highway 111/ Adams Street	TS	15.8	B	25.8	C
29	Highway 111/ La Quinta Center	TS	9.0	A	23.9	C
30	Highway 111/ Depot Drive/Costco	TS	14.6	B	30.8	D
31	Jefferson St./ Vista Grande	TS	4.6	A	2.6	A
32	Miles Avenue/ Adams Street	TS	12.2	B	18.0	B
33	Miles Avenue/ Dune Palms Road	TS	16.2	B	16.2	B
34	Washington St./ Channel Drive	TS	9.8	A	11.5	B
35	Washington St./ Avenue 47/Highland Palms	TS	4.6	A	4.2	A
36	Washington St./ Avenue 48	TS	23.6	C	30.6	C
37	Highway 111/ Right-In-Right-Out Site Access	RIRO	n/a	n/a	n/a	n/a
38	Shields Rd./ North Project Circulation Road	AWS	9.0	A/A ¹	13.5	B/B ¹
39	Highway 111/ Unnamed Access Road	TWSC	7.5	A/A ¹	638.0	D/F ¹
40	Highway 111/ Unnamed Access Road	TWSC	6.3	A/A ¹	510.6	D/F ¹
41	Highway 111/ Right-In-Right-Out Site Access	RIRO	n/a	n/a	n/a	n/a

Abbreviations


TS = traffic signal

TWSC = two-way stop controlled intersection

RIRO = right-in/right-out access

Notes

¹ HCM LOS analysis procedures do not apply to this type of unsignalized intersection. Figures shown in table are Intersection Capacity Utilization (ICU) intersection LOS/HCM intersection LOS based on average intersection delay, where available.

 Shaded cells indicate that intersection exceeds level of service criteria

As shown in Table 4.4, most of the study area intersections are projected to operate at a satisfactory LOS of "D" or better in the peak hours in the 2010 project completion scenario with background and project traffic included. However, there are four intersections that exceed the LOS criteria as indicated by the shading in the table. Additional improvements were tested for these deficiencies and results are provided in Table 4.5.

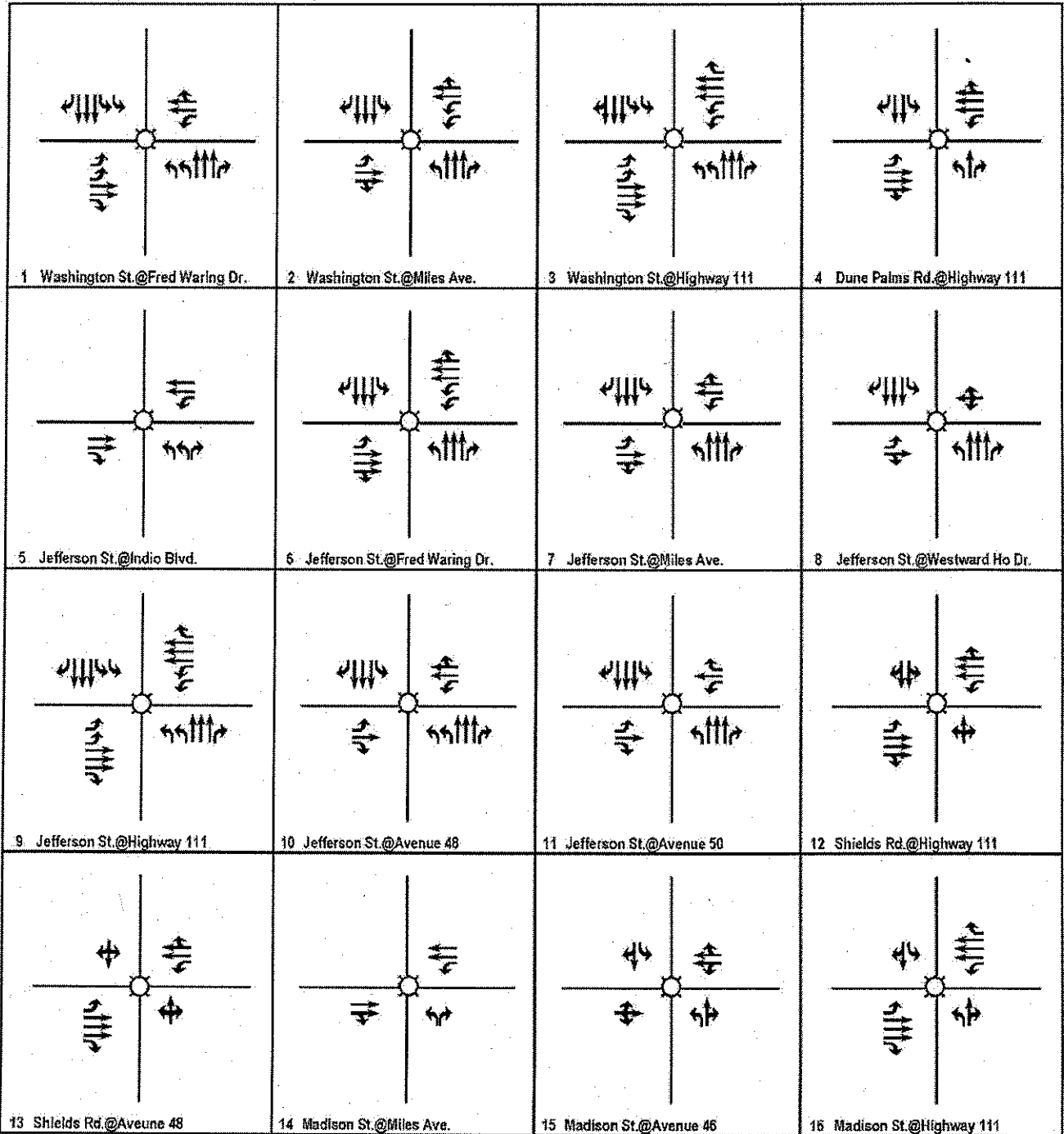
Table 4.5 – 2010 Existing + Ambient + Cumulative + Project Intersection Improvements

ID	Intersection	Additional Improvement	AM Peak Hour		PM Peak Hour	
			Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
12	Shields Rd./ Highway 111	Traffic Signal	14.9	B	41.3	D
23	Monroe St./ Dr. Carreon Blvd.	add SB right turn lane	26.5	C	51.2	D
39	Highway 111/ Unnamed Access Road	Traffic Signal	13.3	B	11.0	B
40	Highway 111/ Unnamed Access Road	Traffic Signal	5.7	A	6.9	A

Recommended Intersection Configurations

The intersection configurations including recommended improvements are shown in Figures 4.5 to 4.6, respectively, for the 2010 with background traffic and 2010 with background and project traffic.

**Figure 4.5 –Recommended Intersection Configurations
2010 Existing + Ambient + Cumulative**



Legend

-  Signal
-  Stop Sign

Figure 4.5 (continued)

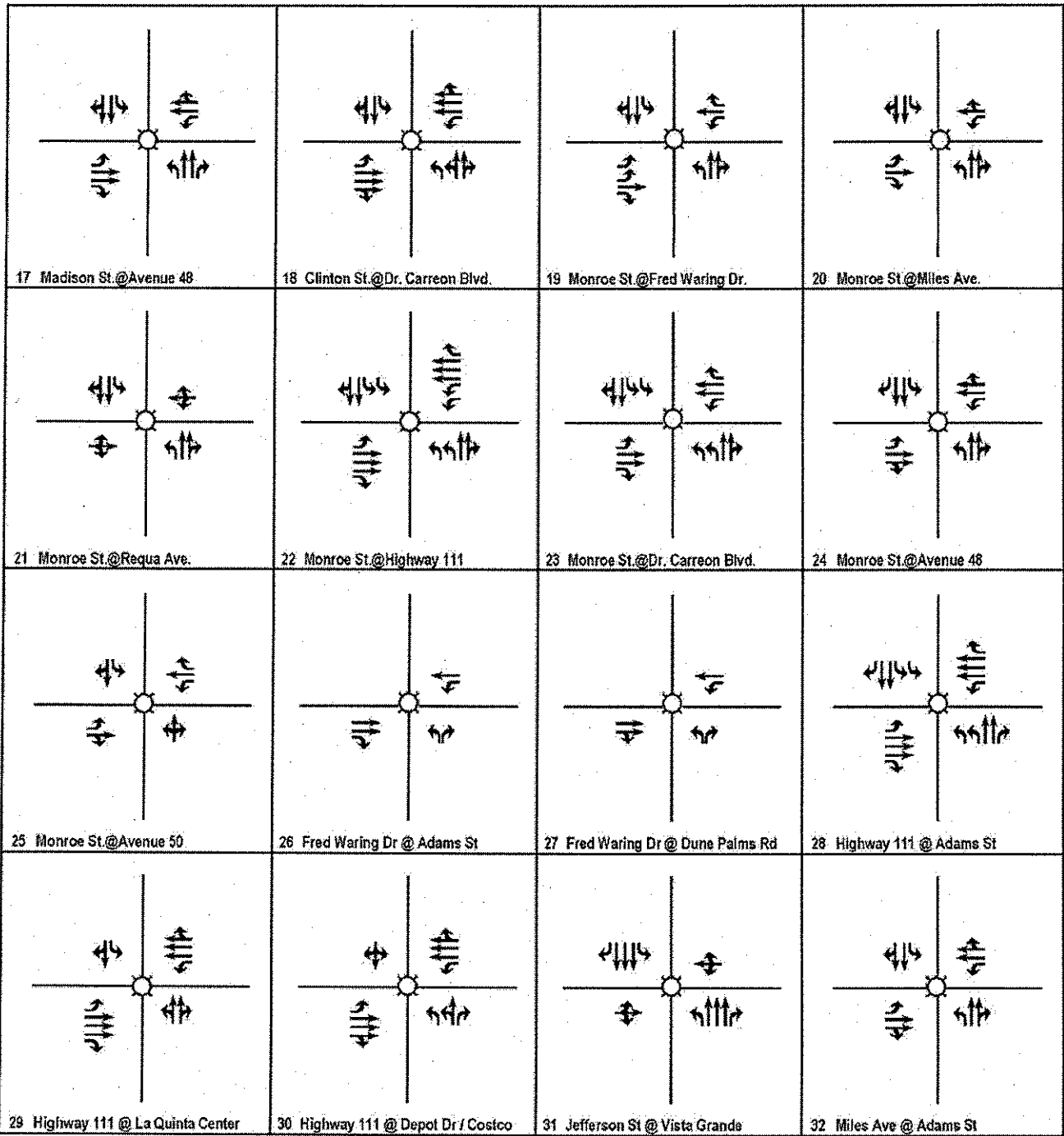
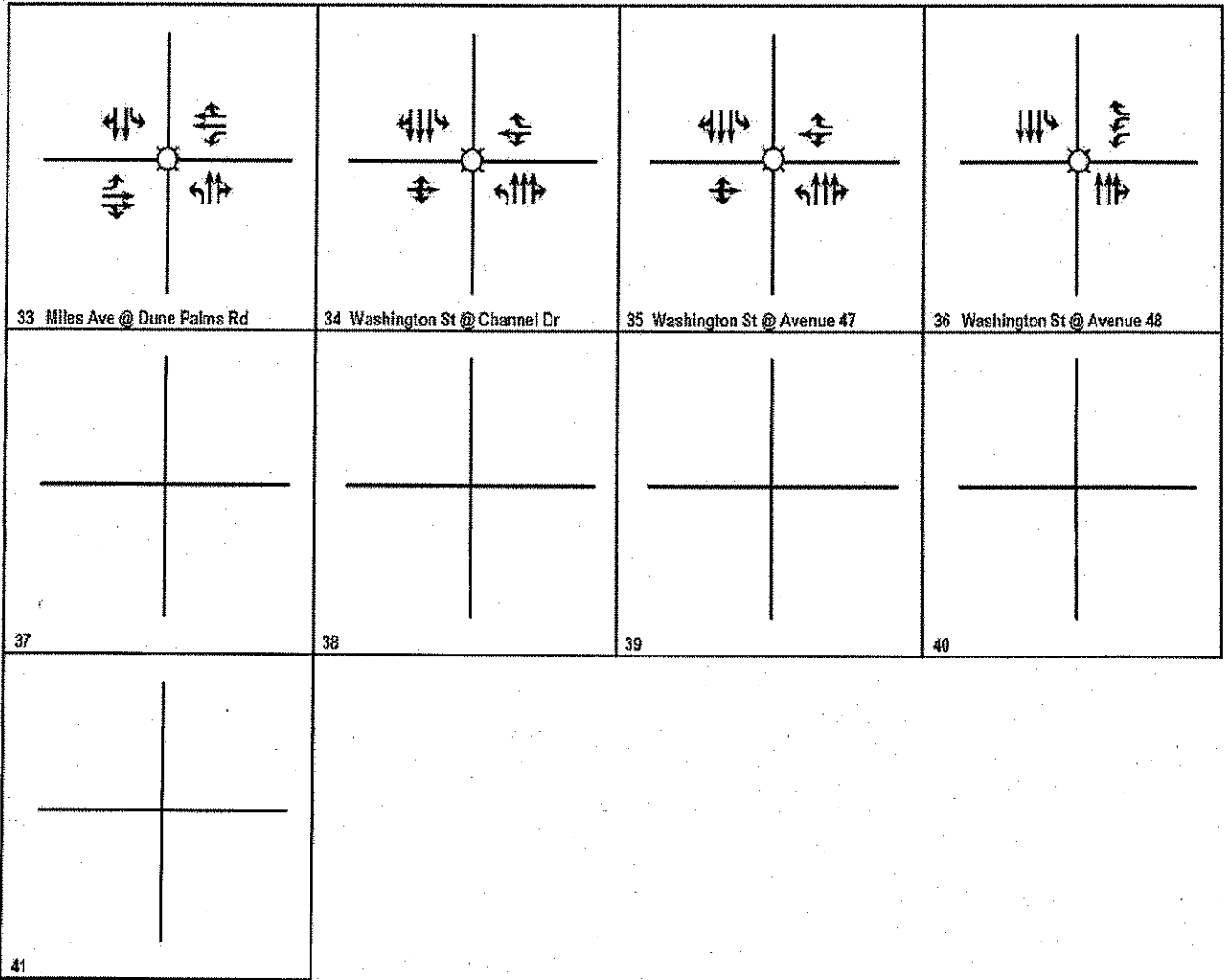


Figure 4.5 (continued)



Legend
○ Signal
▲ Stop Sign

**Figure 4.6 – Recommended Intersection Configurations
2010 Existing + Ambient + Cumulative + Project**

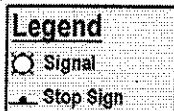
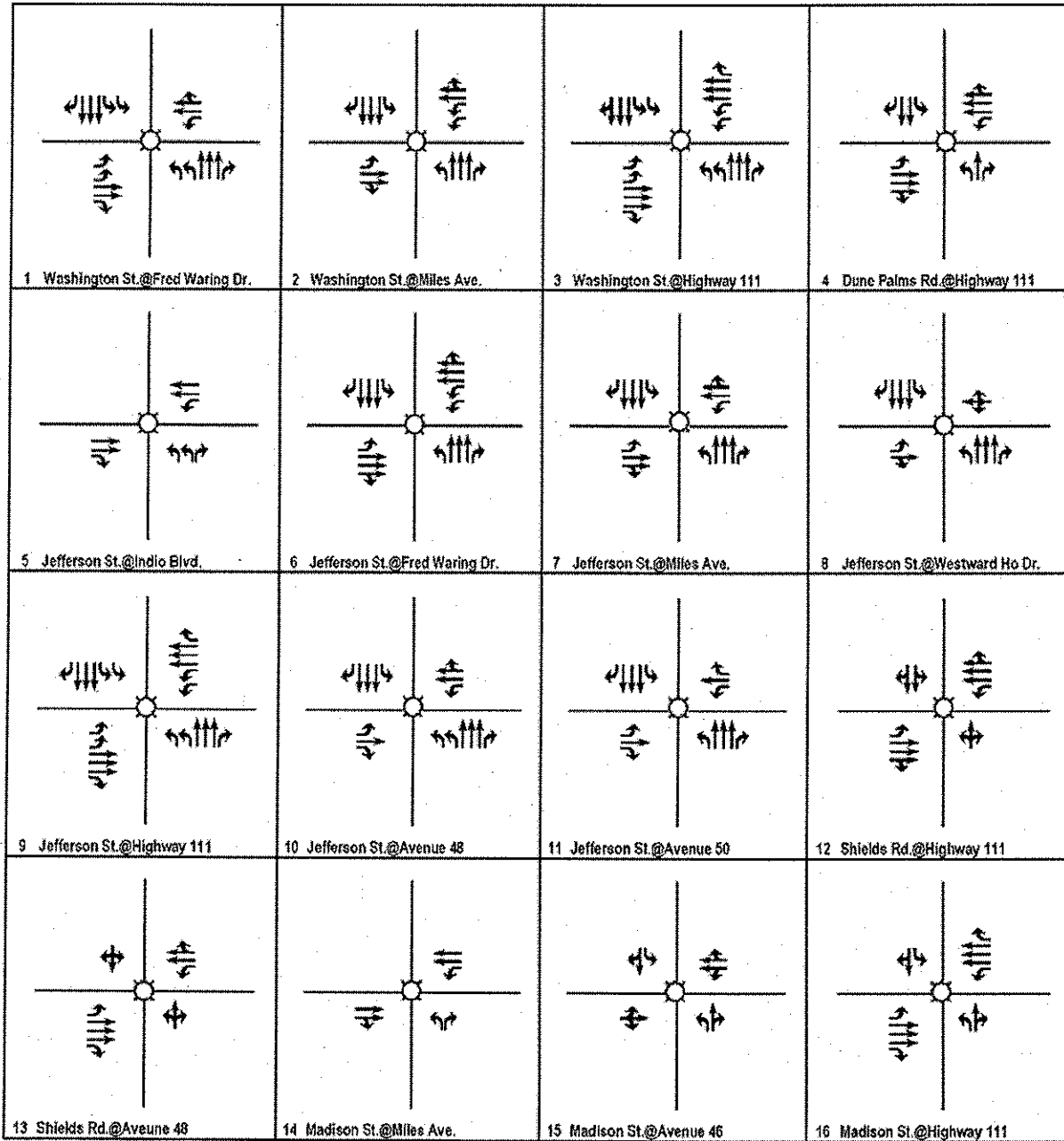


Figure 4.6 (continued)

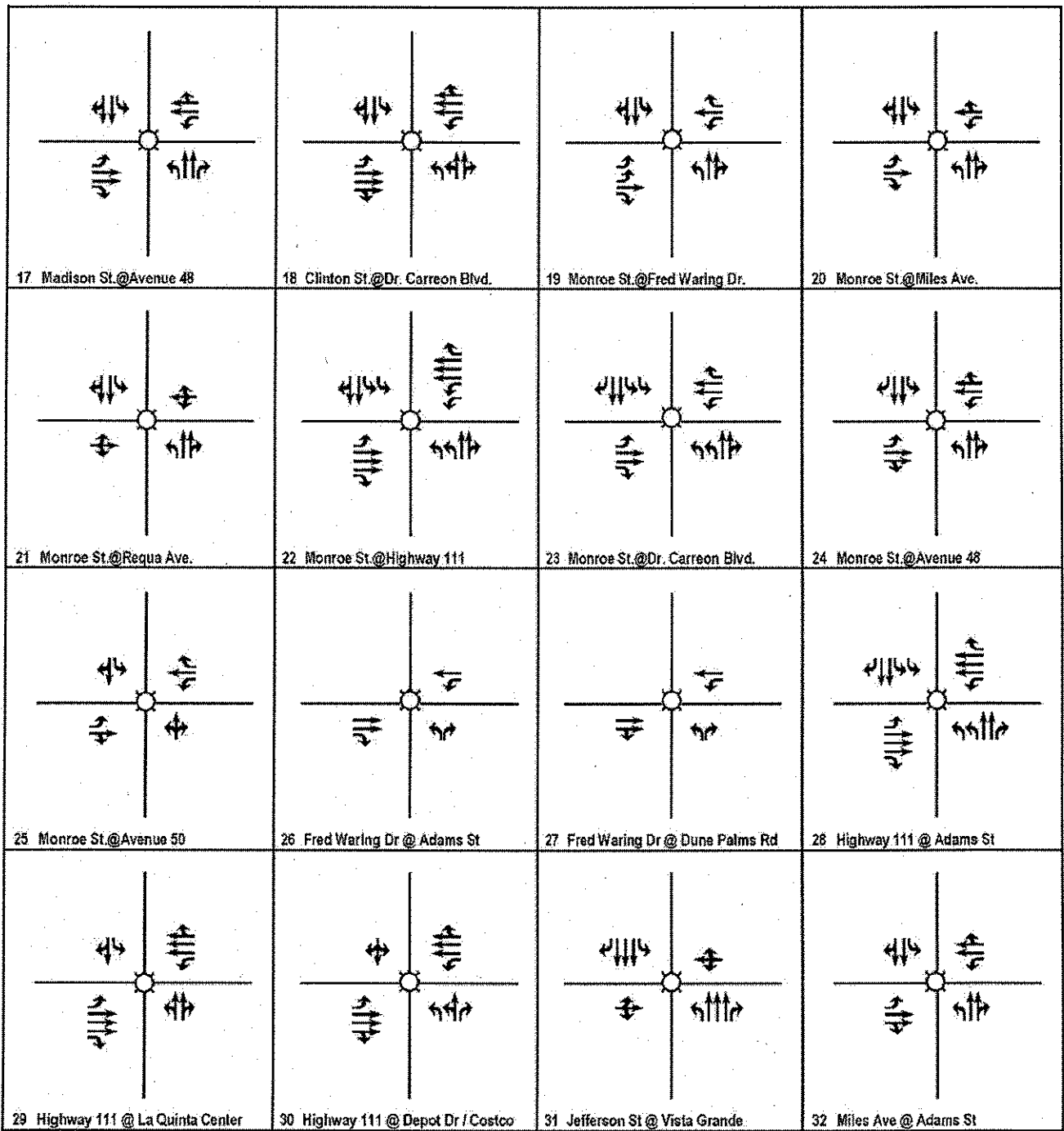
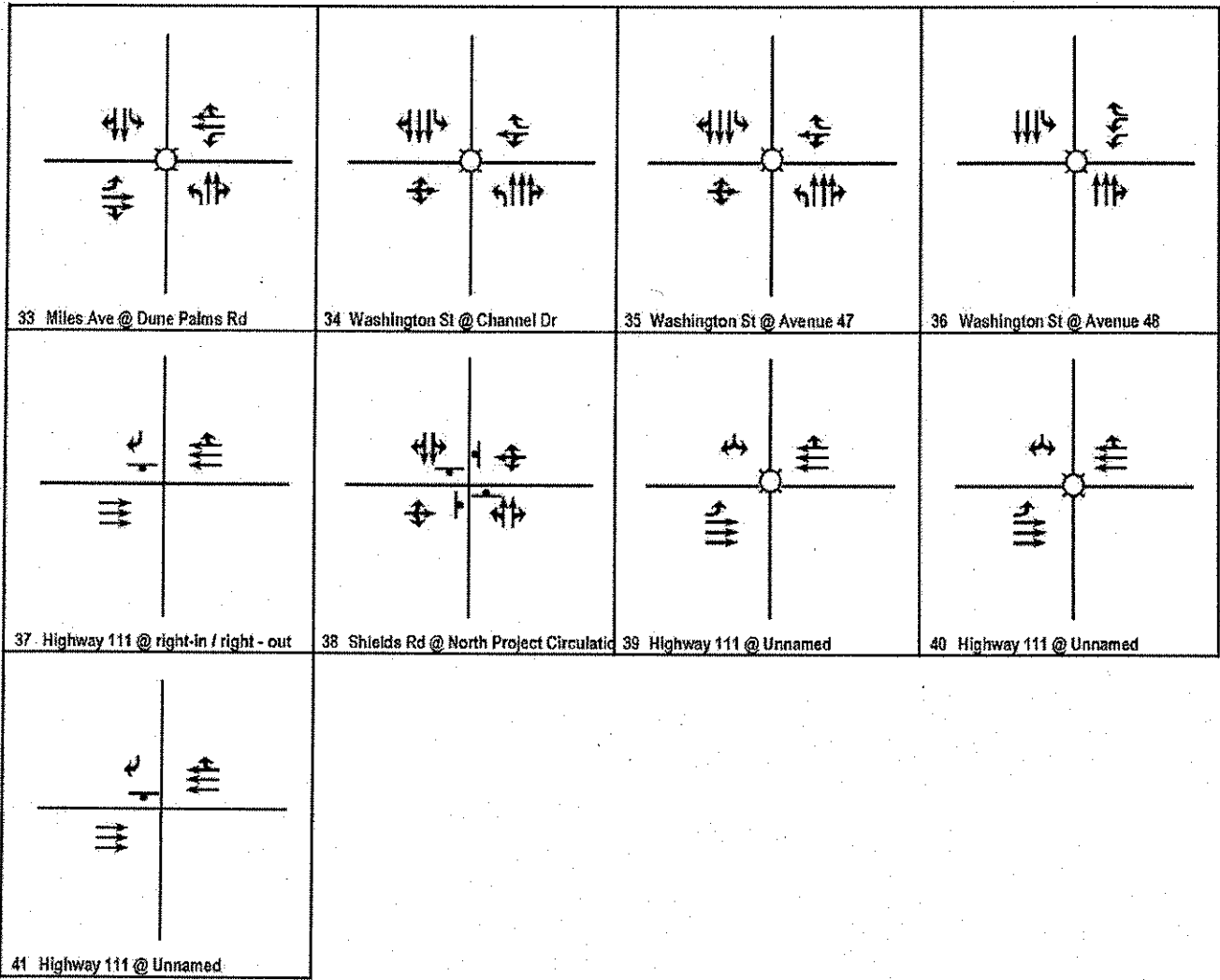


Figure 4.6 (continued)



5. FINDINGS AND RECOMMENDATIONS

TRAFFIC IMPACTS AND LEVEL OF SERVICE ANALYSIS

An LOS analysis was conducted to evaluate AM and PM peak hour traffic operations at the study intersections for the 2010 background traffic scenario. Results of this analysis are summarized in the previous chapter. Improvements were tested to achieve acceptable LOS with the implementation of the proposed project for the 2010 scenario. Intersection LOS analysis worksheets are contained in Appendix B along with the Synchro model runs and performance reports. The recommended intersection and traffic signal improvements for the 2010 background traffic scenario (2010 Existing + Ambient + Cumulative) include:

- installation of a traffic signal at Shields Rd. and Highway 111 (Intersection #12) and
- addition of a southbound right turn lane at Dr. Carreon Blvd. and Monroe Street (Intersection #23)

An LOS analysis was also conducted to evaluate the 2010 background plus project traffic scenario based on AM and PM peak hour traffic operations at the study intersections and project site access locations. The results of this analysis are summarized in previous chapter. Improvements are recommended to achieve acceptable LOS. Intersection LOS analysis worksheets are contained in Appendix B along with the Synchro model runs and performance reports. The recommended intersection and traffic signal improvements for the 2010 background plus project traffic scenario (2010 Existing + Ambient + Cumulative + Project) include:

- Traffic signal at Shields Rd. and Highway 111 (Intersection #12),
- addition of a southbound right turn lane at Dr. Carreon Blvd. and Monroe Street (Intersection #23),
- Traffic signal at Highway 111 and unnamed street at primary site entrance (Intersection #39), and
- Traffic signal at Highway 111 and unnamed street at eastern site entrance (Intersection #40).

TRAFFIC SIGNAL WARRANT ANALYSIS

A peak-hour traffic signal warrant analysis was conducted for the project access locations and the new and existing unsignalized study intersections for each of the scenarios. Peak-hour signal warrant criteria from the *Manual on Uniform Traffic Control Devices* (MUTCD) and the 2003 MUTCD California Supplement were applied to identify signal needs. Right-in/right-out access locations at the Polo Square site were not evaluated for signal warrants as these are driveways and not intersections.

A peak hour signal warrant analysis is conducted by comparing the sum of the major street approaches with the highest volume approach for the minor street. In some cases, while the volumes may appear to warrant a traffic signal, the warrant was dismissed based on a review of the amount of right turning vehicles, the number of vehicles experiencing significant delays, potential alternative routes or u-turn opportunities for significantly delayed vehicles, and other

factors. Signal warrant worksheets are contained in Appendix F. Table 5.1 summarizes the signal warrants.

Table 5.1 – Traffic Signal Warrant Summary

ID	Intersection	2006 Existing	2010 Existing + Ambient + Cumulative	2010 Existing + Ambient + Cumulative + Project	Notes
12	Shields Rd./ Highway 111	Not Warranted	Not Warranted	Warranted	
13	Shields Rd./ Avenue 48	Not Warranted	n/a	n/a	Committed Traffic Signal in 2007
14	Madison St./ Miles Ave.	Warranted	n/a	n/a	Committed Traffic Signal prior to 2010
15	Madison St./Avenue 46	Warranted	n/a	n/a	Committed Traffic Signal in 2007
38	Shields Rd./ North Project Circulation Road	n/a - Future Intersection	n/a - Future Intersection	Not Warranted	
39	Highway 111/ Unnamed Access Road	n/a - Future Intersection (Site Access)	n/a - Future Intersection (Site Access)	Warranted	
40	Highway 111/ Unnamed Access Road	Not a Study Intersection: Future Site Access	Not a Study Intersection: Future Site Access	Warranted*	

*Note: Existing turning movement data for this intersection was estimated based on ITE trip generation rates, number of mobile home units served by the road, and local distribution patterns.

RECOMMENDED CIRCULATION IMPROVEMENTS

Existing Deficiencies

Based on the LOS analysis for the 2006 existing conditions, there are no existing deficiencies at the study intersections.

On Site

As the Polo Square site is developed and commercial and residential uses come online, several improvements will be necessary to facilitate internal project circulation, connect the project to the local circulation system, address LOS deficiencies, and upgrade the local circulation system roadways upon which the site fronts to the classification specified in the City of Indio's

Circulation Element. These improvements should be phased in as necessary to accommodate access to the site as it is developed as well as the City of Indio's roadway construction schedule.

On site improvements include both 1) direct project impacts and 2) cumulative impacts. Recommended on site improvements include:

- *Highway 111 at Shields Road (Int. #12)* – One of the main project access points will occur at the existing intersection of Highway 111 and Shields Road. This intersection meets overall LOS standards in the 2006 existing condition, but requires a traffic signal in the 2010 scenarios to meet acceptable LOS operations. This improvement is necessary due to cumulative traffic impacts.
- *Highway 111 at right-in/right-out (Int. #37)* – West of the Highway 111/Shields Road intersection, a right-in/right-out access will need to be constructed to serve the western portion of the site as it is developed. A deceleration lane is recommended.
- *Shields Road at north project circulation roadway (Int. #38)* – The eastbound and westbound approaches for the north project circulation road will need to be constructed as the project site is developed. Due to the low approach volumes, the eastbound and westbound approaches each requires only a single lane for shared left, through, and right turning vehicles.
- *Highway 111/unnamed access point (Int. #39)* – Intersection #39 is the main entrance to the Polo Square development and will require construction of a three-legged intersection with signalization as the project site is developed. The southbound approach (i.e., north leg of the intersection) requires one lane for shared right and left turning vehicles, although a two-lane exit to separate the left and right turning movements may be desirable.
- *Highway 111/unnamed access road (Int. #40)* – Intersection #40 provides auxiliary access to the eastern portion of the Polo Square site and is the only access/egress for an established mobile home park to the north of the Polo Square site. A traffic signal is warranted for this intersection as the project site is developed.
- *Highway 111 at right-in/right-out (Int. #41)* – This access point is located between Shields Rd. (Int. #12) and the main Polo Square entrance (Int. #39). A right-in/right-out access will require construction as the project site is developed. A deceleration lane is recommended.
- *Highway 111* – Improvement of the section of Highway 111 across the frontage of the Polo Square site to a six lane divided augmented Major Arterial will be necessary.
- *Shields Rd.* - Improvement of the section of Shields Rd. on which the Polo Square development fronts north of Highway 111 will be necessary. The roadway design should be consistent with the City of Indio's Circulation Element which calls for a four-lane Secondary Roadway.

- *Signal Interconnect* - Improvement of signal hardware and software to interconnect the traffic signals along Highway 111 between Jefferson St. and Madison St. will be necessary to allow for acceptable traffic progression along this section of the corridor.

Areawide (Off-Site)

In order to address off-site LOS deficiencies, the following improvement is recommended:

- *Monroe Street at Dr. Carreon Blvd. (Int. #23)* – This intersection requires a southbound right turn lane to meet acceptable LOS operations in 2010. This improvement is necessary due to cumulative traffic impacts.

6. SPECIAL ISSUES

Several issues related to the traffic study were reviewed during its development and are discussed in the following sections.

HIGHWAY 111 PROGRESSION ANALYSIS

There are a high number of existing, approved, and potential traffic signals along the 1-mile corridor of Highway 111 between Jefferson St. and Madison St. in front of the Polo Square site. As a result, a separate analysis was conducted to 1) review operational factors of the corridor to determine the desirability of signal coordination and to 2) review the operational performance of coordination to determine how well the coordination would work with all of the potential signals in place.

The progression analysis was based on the 90th percentile traffic flow during the PM peak hour for the 2010 background plus project traffic (i.e., Existing + Ambient + Cumulative + Project) scenario in order to evaluate the worst case condition. Results of the progression factors are shown in Table 6.1. The time-space diagram for the signal coordination analysis is contained in Appendix G.

The coordinatability of the signals along Highway 111 was evaluated based on the following factors reported in Table 6.1:

- *Travel Time* – These values reflect the travel time in seconds between the intersections. They are used in the Coordinatability Factor calculations, but in general a travel time between 4 and 80 seconds allows for signal progression.
- *Traffic/Storage Space* – This is a ratio of the estimated length of the traffic volume per cycle length compared to the available storage distance between intersections. Values below 1.00 are desirable for coordination. Values above 1.00 indicate that traffic may wait more than one cycle to clear a signal. This situation is allowable as long as queues do not cause a gridlock condition.
- *Main Street Volume* – High volume streets are more suitable for coordination than low volume streets. Highway 111 is a high volume street.
- *Pulse Factor* – This measures the amount of platooning based on how much traffic arrives in the busiest part of the cycle. A pulse factor of 45 indicates that vehicles arrive uniformly across the cycle, so coordination will provide no benefit. A pulse factor of 100 indicates that all of the traffic arrives in the busiest part of the cycle and coordination is a good idea.
- *Coordinatability Factor* – This measures the desirability of coordinating the intersections. Any score above 80 indicates that the intersections must be coordinated to avoid blocking problems; any score below 20 indicates that the intersections are too far apart and coordination is not desirable.

Table 6.1 – Highway 111 Progression Analysis Results

Segment	From	To	Travel Time (seconds)	Traffic/Storage Space	Main Street Volume	Pulse Factor	Coordinatability Factor
1	Depot Drive (Int. #30)	Jefferson St. (Int. #9)	13	0.77	High	73	102
2	Jefferson St. (Int. #9)	Jefferson Plaza Entrance	13	0.90	High	71	104
3	Jefferson Plaza Entrance	Hog Wild Entrance	8	1.62	High	74	116
4	Hog Wild Entrance	Shields Rd. (Int. #12)	13	1.00	High	75	116
5	Shields Rd. (Int. #12)	Polo Square Main Entrance (Int. #39)	13	0.74	High	74	103
6	Polo Square Main Entrance (Int. #39)	Polo Square East Entrance/Mobile Home Park Access (Int. #40)	12	0.82	High	79	108
7	Polo Square East Entrance/Mobile Home Park Access (Int. #40)	Madison St. (Int. #16)	9	1.19	High	81	120
8	Madison St. (Int. #16)	Clinton St./Dr. Carreon Blvd. (Int. #18)	35	0.22	High	82	78

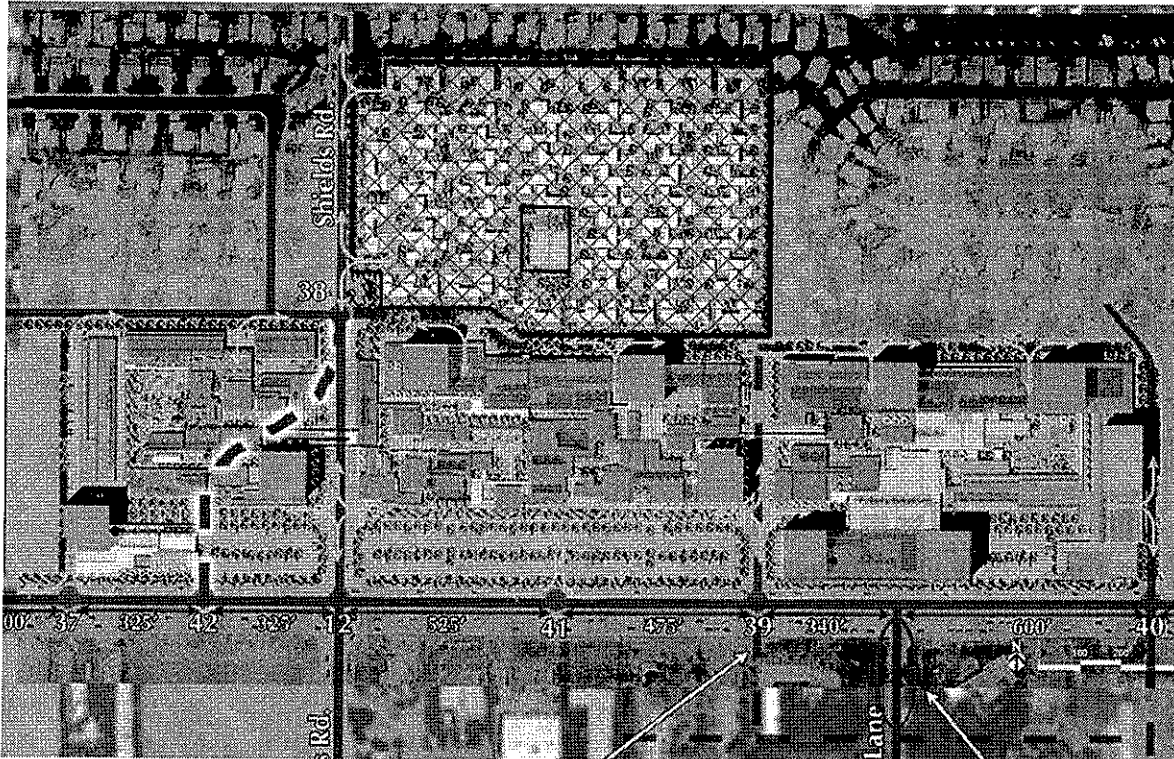
Based on the progression measures and Coordinatability Factors analysis, results indicate that signal progression along Highway 111 is highly desirable.

As the time-space diagram in Appendix G shows, signal progression along Highway 111 would provide acceptable results. Traffic stopped in queues at a red light can clear the intersection at the next available green time. Where traffic arrives at the tail end of a queue that already has a green light, the majority of the arriving traffic will clear the intersection on the existing green. In no cases would traffic wait for more than one red light to clear an intersection (based on the 90th percentile PM peak hour peak season traffic flows for the 2010 background plus project traffic scenario).

ALTERNATIVE TO REROUTE SHIELDS THROUGH DEVELOPMENT

In another analysis, an alternative to reroute Shields Rd. through the Polo Square development was evaluated. This would create an offset intersection configuration by splitting Intersection #12 into Intersections #42 and #12 as shown on Figure 6.1. Essentially the north leg of Intersection #12 would be shifted to a new location to the west at Intersection #42 with the same approach configuration.

Figure 6.1 – Alternative Site Access/Realignment of Shields Road



This sensitivity analysis was conducted for the PM peak hour condition in the 2010 background plus project traffic scenario that includes the recommended improvements from the traffic analysis in Chapters 4 and 5. Intersection delay and LOS results are shown in Table 6.2. The complete intersection analysis worksheet is contained in Appendix H.

Table 6.2 – Intersection Delay and LOS (PM Peak Hour) for Shields Road Realignment

ID	Cross Street #1	Cross Street #2	Existing Shields Alignment		Shields Road Realignment	
			Delay (seconds)	Level of Service	Delay (seconds)	Level of Service
1	Washington St.	Fred Waring Dr.	40.3	D	40.3	D
2	Washington St.	Miles Ave.	22.4	C	22.4	C
3	Washington St.	Highway 111	52.0	D	52.0	D
4	Dune Palms Rd.	Highway 111	42.1	D	42.1	D
5	Jefferson St.	Indio Blvd.	15.8	B	15.8	B
6	Jefferson St.	Fred Waring Dr.	31.5	C	31.5	C
7	Jefferson St.	Miles Ave.	37.5	D	37.5	D
8	Jefferson St.	Westward Ho Dr.	10.6	B	10.6	B
9	Jefferson St.	Highway 111	28.6	C	28.6	C
10	Jefferson St.	Avenue 48	47.3	D	47.3	D
11	Jefferson St.	Avenue 50	27.1	C	27.1	C
12	Shields Rd. South leg	Highway 111	41.3	D	3.4	A
13	Shields Rd.	Avenue 48	12.0	B	12.0	B
14	Madison St.	Miles Ave.	18.7	B	18.7	B
15	Madison St.	Avenue 46	27.4	C	27.4	C
16	Madison St.	Highway 111	44.5	D	44.5	D
17	Madison St.	Avenue 48	16.5	B	16.5	B
18	Clinton St./Dr. Carreon Blvd.	Highway 111	36.8	D	36.8	D
19	Monroe St.	Fred Waring Dr.	25.3	C	25.3	C
20	Monroe St.	Miles Ave.	30.9	C	30.9	C
21	Monroe St.	Requa Ave./Shadow Palm Ave.	20.7	C	20.7	C
22	Monroe St.	Highway 111	37.4	D	37.4	D
23	Monroe St.	Dr. Carreon Blvd.	51.2	D	51.2	D
24	Monroe St.	Avenue 48	31.7	C	31.7	C
25	Monroe St.	Avenue 50	22.0	C	22.0	C
26	Fred Waring Drive	Adams Street	15.7	B	15.7	B
27	Fred Waring Drive	Dune Palms Road	8.7	A	8.7	A
28	Highway 111	Adams Street	25.8	C	25.8	C
29	Highway 111	La Quinta Center	23.9	C	23.9	C
30	Highway 111	Depot Drive/Costco	30.8	D	30.8	D
31	Jefferson St.	Vista Grande	2.6	A	2.6	A
32	Miles Avenue	Adams Street	18.0	B	18.0	B
33	Miles Avenue	Dune Palms Road	16.2	B	16.2	B
34	Washington St.	Channel Drive	11.5	B	11.5	B
35	Washington St.	Avenue 47/Highland Palms	4.2	A	4.2	A
36	Washington St.	Avenue 48	30.6	C	30.6	C
37	Highway 111	Right-in/Right-out site access	n/a	n/a	n/a	n/a
38	Shields Rd.	North Project Circulation Rd	13.5	B	13.5	B
39	Highway 111	Unnamed	11.0	B	11.0	B
40	Highway 111	Unnamed	6.9	A	6.9	A
41	Highway 111	Right-in/Right-out site access	n/a	n/a	n/a	n/a
42	Highway 111	Shields north leg	n/a	n/a	40.7	D

As the results in Table 6.2 indicate, all of the intersections operate at an acceptable LOS with the realignment alternative. Most intersections are only minimally affected by the change. Intersection #12 at Highway 111 and the existing Shields alignment changes from a 4-leg intersection operating at LOS D to a 3-leg unsignalized intersection operating at LOS A. Intersection #42 at Highway 111 and the realigned section of Shields Road is a new, 3-leg intersection that will operate at LOS D based on the analysis. The detailed LOS analysis worksheet is included in Appendix H.

The signal warrant analysis indicates that Intersection #12 would no longer require signalization but the new Intersection #42 would require a signal. A signal coordination/progression analysis was conducted and indicates that the realignment alternative would perform similar to the base case without the realignment. The progression analysis is contained in Appendix H.

As a result, both of the configurations at Highway 111 and Shields Rd. – keeping Intersection #12 intact or moving the north leg to the west to form Intersection #42 – perform essentially the same and require the same recommended improvements to meet acceptable LOS. However, there are other considerations unrelated to traffic impacts that influence the decision to reroute the north leg of the intersection or not, including signal spacing on Highway 111, design speed, super-elevation of the roadway, intersection configuration design, and others. Given the short distance of about 650 feet along Shields Road to realignment it approximately 300 feet to the west, the design speeds for a secondary arterial will be difficult to meet with the S-curve realignment. In addition, the realignment creates an undesirable offset intersection configuration along Highway 111 at Shields Road and the realignment. Therefore, the realignment of Shields Road to the west is not recommended.

WEEKEND SENSITIVITY ANALYSIS

The proposed Polo Square development has a significant retail component. Retail developments tend to generate a large amount of weekend shopping traffic. Therefore, a sensitivity analysis for a Saturday afternoon in the peak winter season was conducted. The analysis focuses on the 2010 background traffic and the 2010 background plus project traffic scenarios.

The weekday analysis consisted of evaluating the following four key intersections:

- Intersection #3 – Highway 111 at Washington St.
- Intersection #9 – Highway 111 at Jefferson St.
- Intersection #16 – Highway 111 at Madison St.
- Intersection #22 – Highway 111 at Monroe St.

These intersections were selected for the weekend analysis due to their proximity to the Polo Square site along Highway 111 and the high volumes that are projected to occur at these critical intersections with major cross-streets.

Saturday afternoon turning movement counts were collected at the four intersections during the 2006 peak winter season. A peak hour of 12:45 PM to 1:45 PM was established for Saturday afternoon, and the project and cumulative traffic from other approved developments was adjusted to reflect Saturday trip generation rates. In developing the trip generation values for other approved developments (i.e., cumulative traffic), information from existing traffic studies was used where available. In addition, a specific adjustment was made for Hog Wild restaurant to account for its Saturday peaking characteristics that occur in the evening rather than during the early afternoon.

Weekend operational performance at the four locations was compared to the PM peak hour weekday performance of the network with recommended improvements. The four intersections were modeled as actuated, uncoordinated signals; and results were adjusted to account for interaction with other signals in the network based on the system level analysis presented in Chapter 4, Traffic Analysis. The adjustment worksheet is contained in Appendix I. Results are shown in Table 6.3.

Table 6.3 – Weekend Sensitivity Level of Service Analysis

ID	2010 Background Traffic (Existing + Ambient + Cumulative)				2010 Background plus Project Traffic (Existing + Ambient + Cumulative + Project)			
	Weekday PM Peak Hour		Weekend Afternoon PM Peak Hour		Weekday PM Peak Hour		Weekend Afternoon PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
#3	51.7	D	42.7	D	52.0	D	46.5	D
#9	35.1	D	54.9	D	28.6	C	46.6	D
#16	40.3	D	25.9	C	44.5	D	25.5	C
#22	32.2	C	27.6	C	37.4	D	32.0	C

Based on the figures presented in Table 6.3, all four intersections will operate at an acceptable LOS of D or better in the 2010 scenarios during the Saturday afternoon peak hour.

BUILDOUT ANALYSIS

A general plan amendment has been submitted to the City of Indio to increase density on the northern portion of the Polo Square site by increasing the number of dwellings from 50 single family detached homes to 126 residential detached townhomes. An analysis of the resulting trip generation was conducted to determine if a Buildout analysis is necessary.

If a proposed development is consistent with the General Plan, no additional buildout analysis is necessary. However, if the development is different from what is specified in the General Plan, a Buildout analysis may be necessary. An analysis of the peak hour traffic generated under the General Plan and the amended General Plan scenarios was conducted to determine if a Buildout analysis is necessary. Conducting a long-term buildout analysis is problematic due to the age of the City's circulation element and general plan, lack of an available City travel demand model with a general plan/circulation element scenario, and lack of a current, reliable regional model.

Table 6.4 identifies the number of AM and PM peak hour trips into and out of the proposed Polo Square development before and after the proposed changes in the northern portion of the site.

Table 6.4 - Buildout Trip Analysis

		AM In	AM Out	PM In	PM Out
Residential Section (northern portion of Polo Square site)					
Before	50 Single Family Detached Homes (ITE Code 210)	10	28	32	19
After	126 Residential Detached Townhomes (ITE Code 233)	11	45	36	16
Difference		+ 1	+ 17	+ 4	- 3
Total Polo Square Site					
Before		478	272	792	944
After		479	289	796	941
Difference		+ 1	+ 17	+ 4	- 3
Percent Difference		0.0%	6.3%	0.5%	-0.3%

Based on the information presented in Table 6.4, the difference between the before and after scenarios is insignificant. In the PM peak hour, the total change in trips is negligible. Generally, the PM peak hour is the time period that controls the needs and sizing of various roadway improvements, and in the case of Polo Square the PM peak hour trips are significantly higher than those in the AM peak hour. Therefore, no additional long-term/Buildout analysis is necessary since the trip generation associated with the General Plan amendment is consistent with those of the General Plan.

APPENDIX A

TURNING MOVEMENT COUNTS (2006)

Counts Unlimited, Inc.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

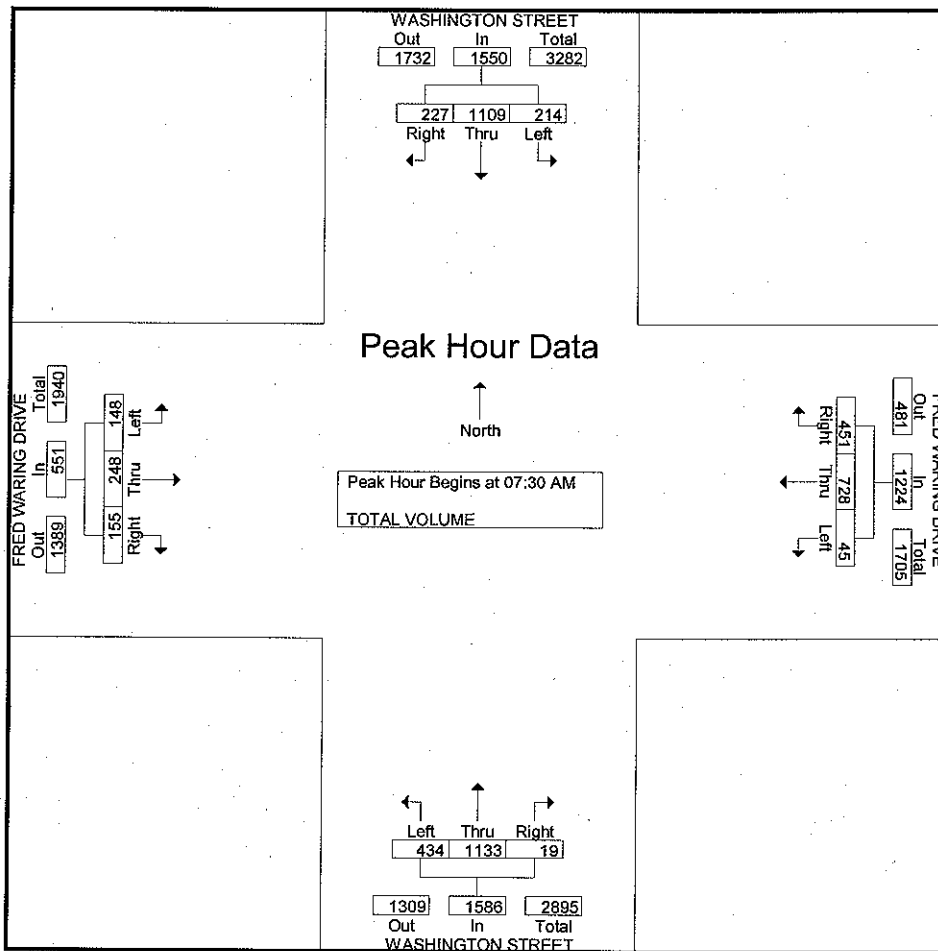
CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: FRED WARING DRIVE
 WEATHER: STREET

File Name : LQWAFWAM
 Site Code : 077701
 Start Date : 11/22/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				FRED WARING DRIVE Westbound				WASHINGTON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	36	277	27	340	6	119	97	222	69	248	4	321	13	62	28	103	986
07:15 AM	54	304	40	398	13	135	66	214	66	203	7	276	29	44	29	102	990
07:30 AM	52	239	46	337	9	199	108	316	117	280	4	401	27	57	24	108	1162
07:45 AM	49	281	77	407	11	191	136	338	121	311	5	437	41	71	43	155	1337
Total	191	1101	190	1482	39	644	407	1090	373	1042	20	1435	110	234	124	468	4475
08:00 AM	58	282	52	392	10	180	112	302	115	292	4	411	46	67	46	159	1264
08:15 AM	55	307	52	414	15	158	95	268	81	250	6	337	34	53	42	129	1148
08:30 AM	43	259	60	362	16	167	98	281	102	262	7	371	31	59	42	132	1146
08:45 AM	41	249	49	339	19	157	76	252	88	249	4	341	40	53	33	126	1058
Total	197	1097	213	1507	60	662	381	1103	386	1053	21	1460	151	232	163	546	4616
Grand Total	388	2198	403	2989	99	1306	788	2193	759	2095	41	2895	261	466	287	1014	9091
Apprch %	13	73.5	13.5		4.5	59.6	35.9		26.2	72.4	1.4		25.7	46	28.3		
Total %	4.3	24.2	4.4	32.9	1.1	14.4	8.7	24.1	8.3	23	0.5	31.8	2.9	5.1	3.2	11.2	

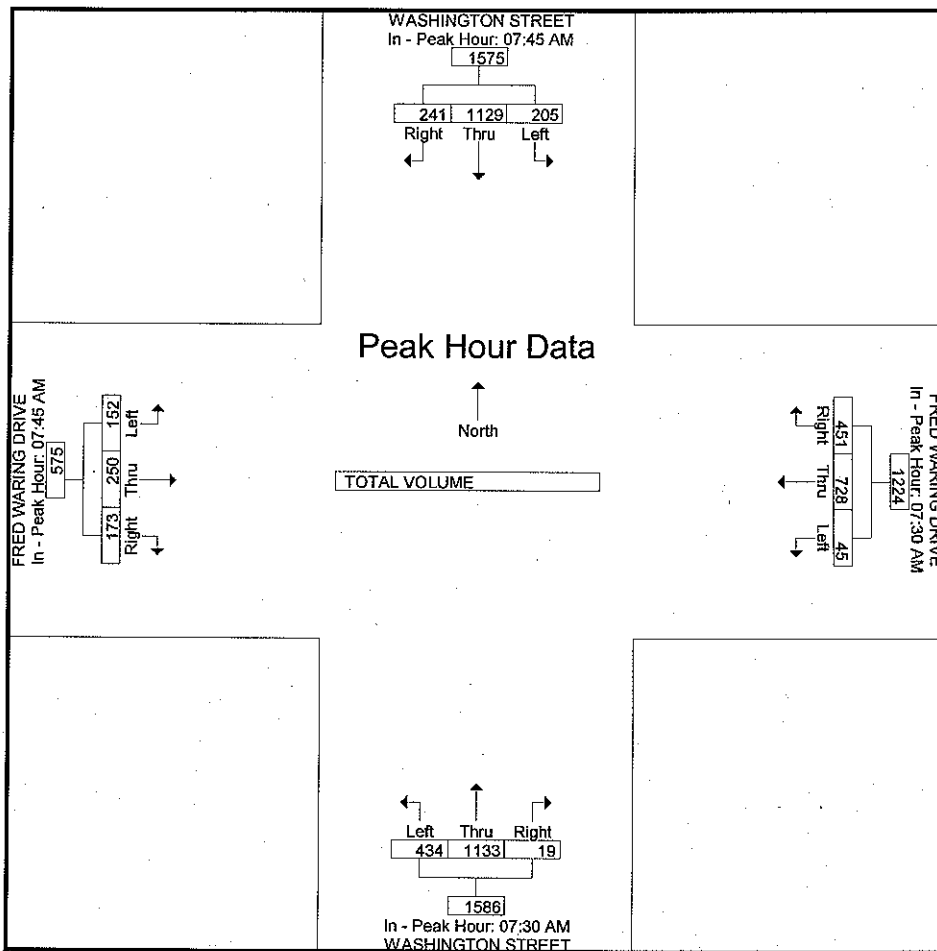
Start Time	WASHINGTON STREET Southbound				FRED WARING DRIVE Westbound				WASHINGTON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	239	46	337	9	199	108	316	117	280	4	401	27	57	24	108	1162
07:45 AM	49	281	77	407	11	191	136	338	121	311	5	437	41	71	43	155	1337
08:00 AM	58	282	52	392	10	180	112	302	115	292	4	411	46	67	46	159	1264
08:15 AM	55	307	52	414	15	158	95	268	81	250	6	337	34	53	42	129	1148
Total Volume	214	1109	227	1550	45	728	451	1224	434	1133	19	1586	148	248	155	551	4911
% App. Total	13.8	71.5	14.6		3.7	59.5	36.8		27.4	71.4	1.2		26.9	45	28.1		
PHF	.922	.903	.737	.936	.750	.915	.829	.905	.897	.911	.792	.907	.804	.873	.842	.866	.918



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	49	281	77	407	9	199	108	316	117	280	4	401	41	71	43	155
+15 mins.	58	282	52	392	11	191	136	338	121	311	5	437	46	67	46	159
+30 mins.	55	307	52	414	10	180	112	302	115	292	4	411	34	53	42	129
+45 mins.	43	259	60	362	15	158	95	268	81	250	6	337	31	59	42	132
Total Volume	205	1129	241	1575	45	728	451	1224	434	1133	19	1586	152	250	173	575
% App. Total	13	71.7	15.3		3.7	59.5	36.8		27.4	71.4	1.2		26.4	43.5	30.1	
PHF	.884	.919	.782	.951	.750	.915	.829	.905	.897	.911	.792	.907	.826	.880	.940	.904



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

File Name : LQWAFWPM
 Site Code : 0032450
 Start Date : 3/29/2006
 Page No : 1

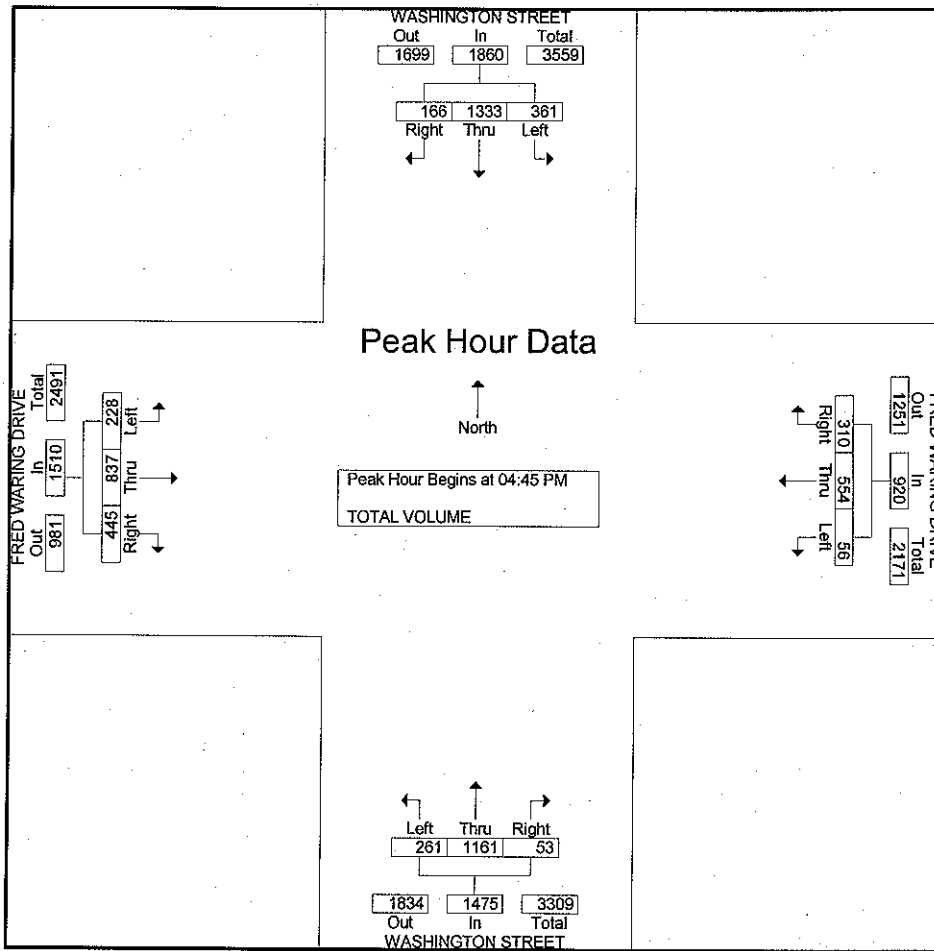
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				FRED WARING DRIVE Westbound				WASHINGTON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:45 PM	91	335	32	458	16	127	107	250	68	342	12	422	50	174	68	292	1422
Total	91	335	32	458	16	127	107	250	68	342	12	422	50	174	68	292	1422
04:00 PM	95	294	45	434	17	102	93	212	74	305	14	393	71	177	75	323	1362
04:15 PM	101	263	39	403	11	137	79	227	75	300	18	393	55	168	108	331	1354
04:30 PM	93	300	28	421	14	136	86	236	88	262	13	363	62	142	85	289	1309
04:45 PM	101	334	43	478	14	128	74	216	62	293	13	368	60	190	110	360	1422
Total	390	1191	155	1736	56	503	332	891	299	1160	58	1517	248	677	378	1303	5447
05:00 PM	93	323	40	456	12	139	74	225	58	292	17	367	44	210	107	361	1409
05:15 PM	84	334	41	459	13	155	86	254	75	297	15	387	67	239	105	411	1511
05:30 PM	83	342	42	467	17	132	76	225	66	279	8	353	57	198	123	378	1423
Grand Total	741	2525	310	3576	114	1056	675	1845	566	2370	110	3046	466	1498	781	2745	11212
Apprch %	20.7	70.6	8.7		6.2	57.2	36.6		18.6	77.8	3.6		17	54.6	28.5		
Total %	6.6	22.5	2.8	31.9	1	9.4	6	16.5	5	21.1	1	27.2	4.2	13.4	7	24.5	

Start Time	WASHINGTON STREET Southbound				FRED WARING DRIVE Westbound				WASHINGTON STREET Northbound				FRED WARING DRIVE 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 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	101	334	43	478	14	128	74	216	62	293	13	368	60	190	110	360	1422
05:00 PM	93	323	40	456	12	139	74	225	58	292	17	367	44	210	107	361	1409
05:15 PM	84	334	41	459	13	155	86	254	75	297	15	387	67	239	105	411	1511
05:30 PM	83	342	42	467	17	132	76	225	66	279	8	353	57	198	123	378	1423
Total Volume	361	1333	166	1860	56	554	310	920	261	1161	53	1475	228	837	445	1510	5765
% App. Total	19.4	71.7	8.9		6.1	60.2	33.7		17.7	78.7	3.6		15.1	55.4	29.5		
PHF	.894	.974	.965	.973	.824	.894	.901	.906	.870	.977	.779	.953	.851	.876	.904	.918	.954

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 EW: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQWAFWPM
 Site Code : 0032450
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				03:45 PM				04:45 PM			
+0 mins.	101	334	43	478	14	136	86	236	68	342	12	422	60	190	110	360
+15 mins.	93	323	40	456	14	128	74	216	74	305	14	393	44	210	107	361
+30 mins.	84	334	41	459	12	139	74	225	75	300	18	393	67	239	105	411
+45 mins.	83	342	42	467	13	155	86	254	88	262	13	363	57	198	123	378
Total Volume	361	1333	166	1860	53	558	320	931	305	1209	57	1571	228	837	445	1510
% App. Total	19.4	71.7	8.9		5.7	59.9	34.4		19.4	77	3.6		15.1	55.4	29.5	
PHF	.894	.974	.965	.973	.946	.900	.930	.916	.866	.884	.792	.931	.851	.876	.904	.918

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

File Name : LQWAMIAM
 Site Code : 0032443
 Start Date : 3/15/2006
 Page No : 1

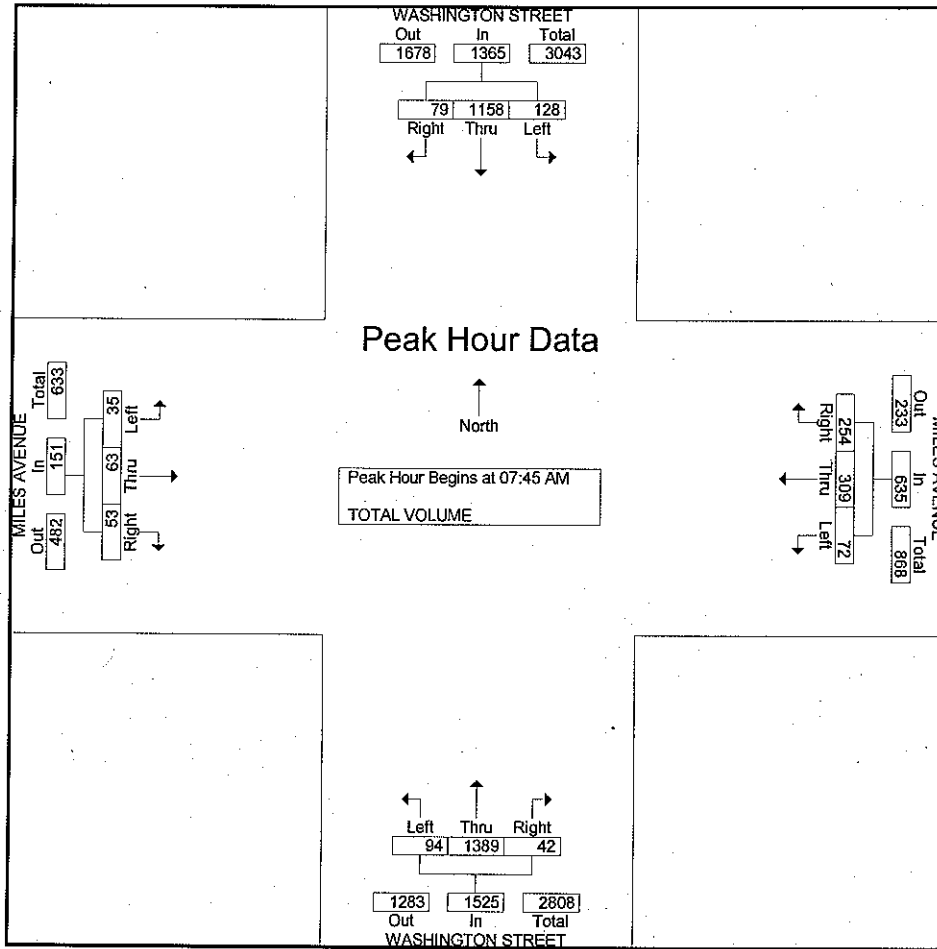
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				MILES AVENUE Westbound				WASHINGTON STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	60	285	14	359	22	46	48	116	3	223	15	241	9	14	11	34	750
07:15 AM	64	254	19	337	21	83	86	190	7	296	19	322	4	29	4	37	886
07:30 AM	35	295	16	346	19	109	85	213	8	322	18	348	3	7	6	16	923
07:45 AM	19	274	17	310	24	97	97	218	25	384	9	418	10	15	14	39	985
Total	178	1108	66	1352	86	335	316	737	43	1225	61	1329	26	65	35	126	3544
08:00 AM	30	329	17	376	14	52	54	120	13	326	4	343	10	9	9	28	867
08:15 AM	35	246	16	297	21	77	58	156	27	342	17	386	6	22	12	40	879
08:30 AM	44	309	29	382	13	83	45	141	29	337	12	378	9	17	18	44	945
08:45 AM	32	271	29	332	23	78	60	161	50	300	11	361	18	20	15	53	907
Total	141	1155	91	1387	71	290	217	578	119	1305	44	1468	43	68	54	165	3598
Grand Total	319	2263	157	2739	157	625	533	1315	162	2530	105	2797	69	133	89	291	7142
Apprch %	11.6	82.6	5.7		11.9	47.5	40.5		5.8	90.5	3.8		23.7	45.7	30.6		
Total %	4.5	31.7	2.2	38.4	2.2	8.8	7.5	18.4	2.3	35.4	1.5	39.2	1	1.9	1.2	4.1	

Start Time	WASHINGTON STREET Southbound				MILES AVENUE Westbound				WASHINGTON STREET Northbound				MILES 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	19	274	17	310	24	97	97	218	25	384	9	418	10	15	14	39	985
08:00 AM	30	329	17	376	14	52	54	120	13	326	4	343	10	9	9	28	867
08:15 AM	35	246	16	297	21	77	58	156	27	342	17	386	6	22	12	40	879
08:30 AM	44	309	29	382	13	83	45	141	29	337	12	378	9	17	18	44	945
Total Volume	128	1158	79	1365	72	309	254	635	94	1389	42	1525	35	63	53	151	3676
% App. Total	9.4	84.8	5.8		11.3	48.7	40		6.2	91.1	2.8		23.2	41.7	35.1		
PHF	.727	.880	.681	.893	.750	.796	.655	.728	.810	.904	.618	.912	.875	.716	.736	.858	.933

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 EW: MILES AVENUE
 WEATHER: SUNNY

File Name : LQWAMIAM
 Site Code : 0032443
 Start Date : 3/15/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:45 AM				08:00 AM			
+0 mins.	30	329	17	376	21	83	86	190	25	384	9	418	10	9	9	28
+15 mins.	35	246	16	297	19	109	85	213	13	326	4	343	6	22	12	40
+30 mins.	44	309	29	382	24	97	97	218	27	342	17	386	9	17	18	44
+45 mins.	32	271	29	332	14	52	54	120	29	337	12	378	18	20	15	53
Total Volume	141	1155	91	1387	78	341	322	741	94	1389	42	1525	43	68	54	165
% App. Total	10.2	83.3	6.6		10.5	46	43.5		6.2	91.1	2.8		26.1	41.2	32.7	
PHF	.801	.878	.784	.908	.813	.782	.830	.850	.810	.904	.618	.912	.597	.773	.750	.778

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

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

File Name : LQWAMIPM
 Site Code : 0032443
 Start Date : 3/21/2006
 Page No : 1

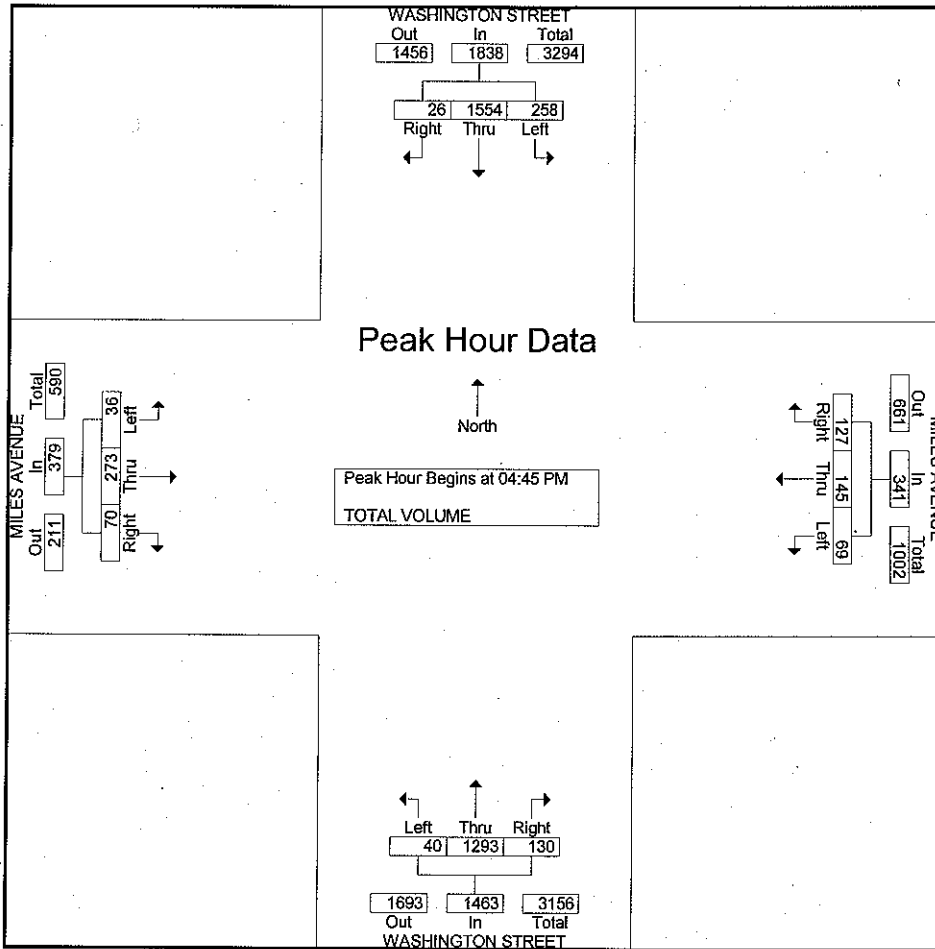
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				MILES AVENUE Westbound				WASHINGTON STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	47	391	6	444	12	30	37	79	3	340	39	382	7	43	9	59	964
04:15 PM	51	319	6	376	16	35	34	85	10	312	27	349	6	47	14	67	877
04:30 PM	50	380	3	433	19	19	32	70	9	312	26	347	9	52	14	75	925
04:45 PM	51	390	6	447	20	40	39	99	10	341	32	383	9	60	9	78	1007
Total	199	1480	21	1700	67	124	142	333	32	1305	124	1461	31	202	46	279	3773
05:00 PM	63	372	7	442	16	30	39	85	11	317	33	361	7	70	24	101	989
05:15 PM	74	426	5	505	18	40	22	80	8	352	34	394	9	75	16	100	1079
05:30 PM	70	366	8	444	15	35	27	77	11	283	31	325	11	68	21	100	946
05:45 PM	56	361	7	424	19	34	21	74	7	280	28	315	10	48	16	74	887
Total	263	1525	27	1815	68	139	109	316	37	1232	126	1395	37	261	77	375	3901
Grand Total	462	3005	48	3515	135	263	251	649	69	2537	250	2856	68	463	123	654	7674
Apprch %	13.1	85.5	1.4		20.8	40.5	38.7		2.4	88.8	8.8		10.4	70.8	18.8		
Total %	6	39.2	0.6	45.8	1.8	3.4	3.3	8.5	0.9	33.1	3.3	37.2	0.9	6	1.6	8.5	

Start Time	WASHINGTON STREET Southbound				MILES AVENUE Westbound				WASHINGTON STREET Northbound				MILES 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	390	6	447	447	447	447	447	10	341	32	383	9	60	9	78	1007
05:00 PM	63	372	7	442	16	30	39	85	85	317	33	361	7	70	70	70	989
05:15 PM	989	989	5	5	18	40	22	80	8	8	8	8	9	9	16	100	100
05:30 PM	70	366	366	444	15	35	27	77	11	283	31	325	325	68	21	100	946
Total Volume	258	1554	26	1838	69	145	127	341	40	1293	130	1463	36	273	70	379	4021
% App. Total	14	84.5	1.4		20.2	42.5	37.2		2.7	88.4	8.9		9.5	72	18.5		
PHF	.872	.912	.813	.910	.863	.906	.814	.861	.909	.918	.956	.928	.818	.910	.729	.938	.932

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

File Name : LQWAMIPM
 Site Code : 0032443
 Start Date : 3/21/2006
 Page No : 2



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

	04:45 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	51	390	6	447	447	447	447	447	9	312	26	347	9	60	9	78
+15 mins.	63	372	7	442	16	30	39	85	10	341	32	383	7	70	70	70
+30 mins.	70	70	5	5	18	40	22	80	80	317	33	361	9	9	16	100
+45 mins.	70	366	366	444	15	35	27	77	8	8	8	8	8	68	21	100
Total Volume	258	1554	26	1838	69	145	127	341	38	1322	125	1485	36	273	70	379
% App. Total	14	84.5	1.4		20.2	42.5	37.2		2.6	89	8.4		9.5	72	18.5	
PHF	.872	.912	.813	.910	.863	.906	.814	.861	.864	.939	.919	.942	.818	.910	.729	.938

CITY OF INDIO
 N/S: WASHINGTON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INWA111AM
 Site Code : 0032411
 Start Date : 3/29/2006
 Page No : 1

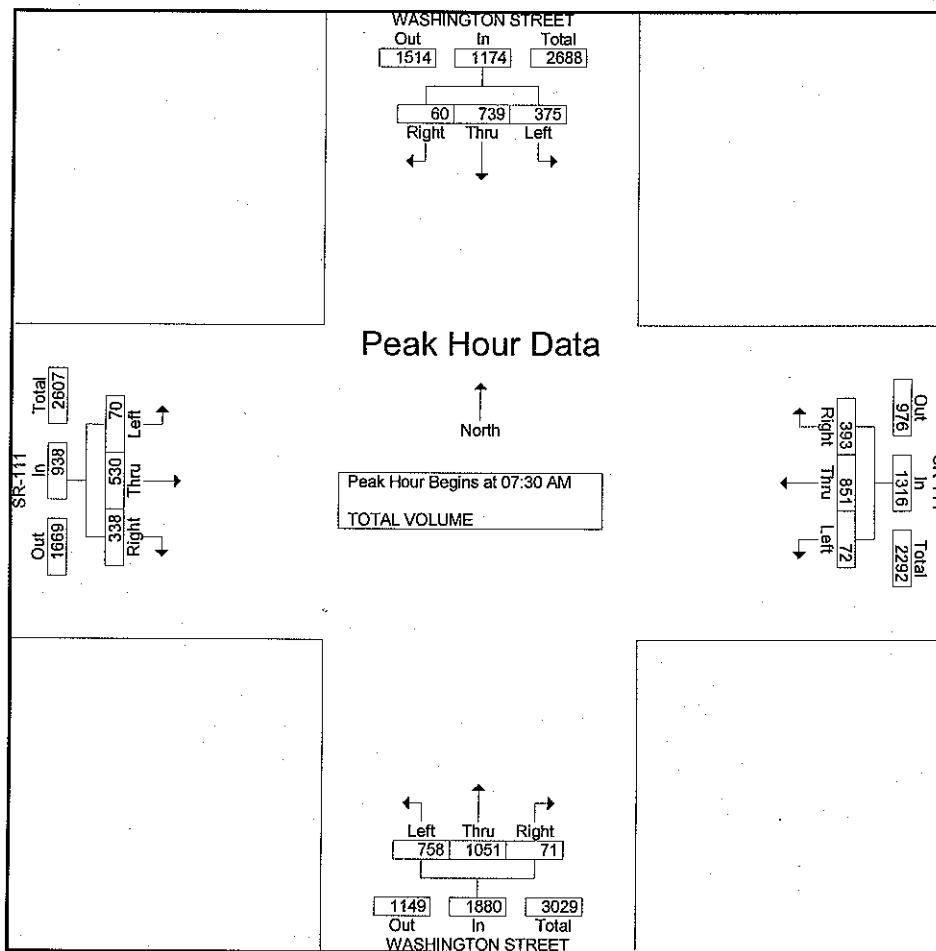
Groups Printed- TOTAL VOLUME

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	Left	Thru	Right	App. Total	
06:45 AM	82	207	22	311	16	157	55	228	111	139	4	254	5	96	46	147	940
Total	82	207	22	311	16	157	55	228	111	139	4	254	5	96	46	147	940
07:00 AM	70	196	6	272	17	147	67	231	159	190	9	358	12	116	69	197	1058
07:15 AM	72	174	12	258	19	195	99	313	138	192	19	349	15	118	55	188	1108
07:30 AM	87	200	11	298	19	239	103	361	222	304	17	543	15	119	70	204	1406
07:45 AM	96	191	14	301	12	239	115	366	203	275	15	493	14	150	91	255	1415
Total	325	761	43	1129	67	820	384	1271	722	961	60	1743	56	503	285	844	4987
08:00 AM	97	180	15	292	21	168	87	276	169	254	18	441	16	114	90	220	1229
08:15 AM	95	168	20	283	20	205	88	313	164	218	21	403	25	147	87	259	1258
08:30 AM	103	217	15	335	19	156	73	248	189	299	32	520	23	142	88	253	1356
Grand Total	702	1533	115	2350	143	1506	687	2336	1355	1871	135	3361	125	1002	596	1723	9770
Apprch %	29.9	65.2	4.9		6.1	64.5	29.4		40.3	55.7	4		7.3	58.2	34.6		
Total %	7.2	15.7	1.2	24.1	1.5	15.4	7	23.9	13.9	19.2	1.4	34.4	1.3	10.3	6.1	17.6	

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	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	87	200	11	298	19	239	103	361	222	304	17	543	15	119	70	204	1406
07:45 AM	96	191	14	301	12	239	115	366	203	275	15	493	14	150	91	255	1415
08:00 AM	97	180	15	292	21	168	87	276	169	254	18	441	16	114	90	220	1229
08:15 AM	95	168	20	283	20	205	88	313	164	218	21	403	25	147	87	259	1258
Total Volume	375	739	60	1174	72	851	393	1316	758	1051	71	1880	70	530	338	938	5308
% App. Total	31.9	62.9	5.1		5.5	64.7	29.9		40.3	55.9	3.8		7.5	56.5	36		
PHF	.966	.924	.750	.975	.857	.890	.854	.899	.854	.864	.845	.866	.700	.883	.929	.905	.938

CITY OF INDIO
 N/S: WASHINGTON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INWA111AM
 Site Code : 0032411
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	96	191	14	301	19	195	99	313	222	304	17	543	14	150	91	255
+15 mins.	97	180	15	292	19	239	103	361	203	275	15	493	16	114	90	220
+30 mins.	95	168	20	283	12	239	115	366	169	254	18	441	25	147	87	259
+45 mins.	103	217	15	335	21	168	87	276	164	218	21	403	23	142	88	253
Total Volume	391	756	64	1211	71	841	404	1316	758	1051	71	1880	78	553	356	987
% App. Total	32.3	62.4	5.3		5.4	63.9	30.7		40.3	55.9	3.8		7.9	56	36.1	
PHF	.949	.871	.800	.904	.845	.880	.878	.899	.854	.864	.845	.866	.780	.922	.978	.953

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: WASHINGTON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INWA111PM
 Site Code : 0032411
 Start Date : 3/22/2006
 Page No : 1

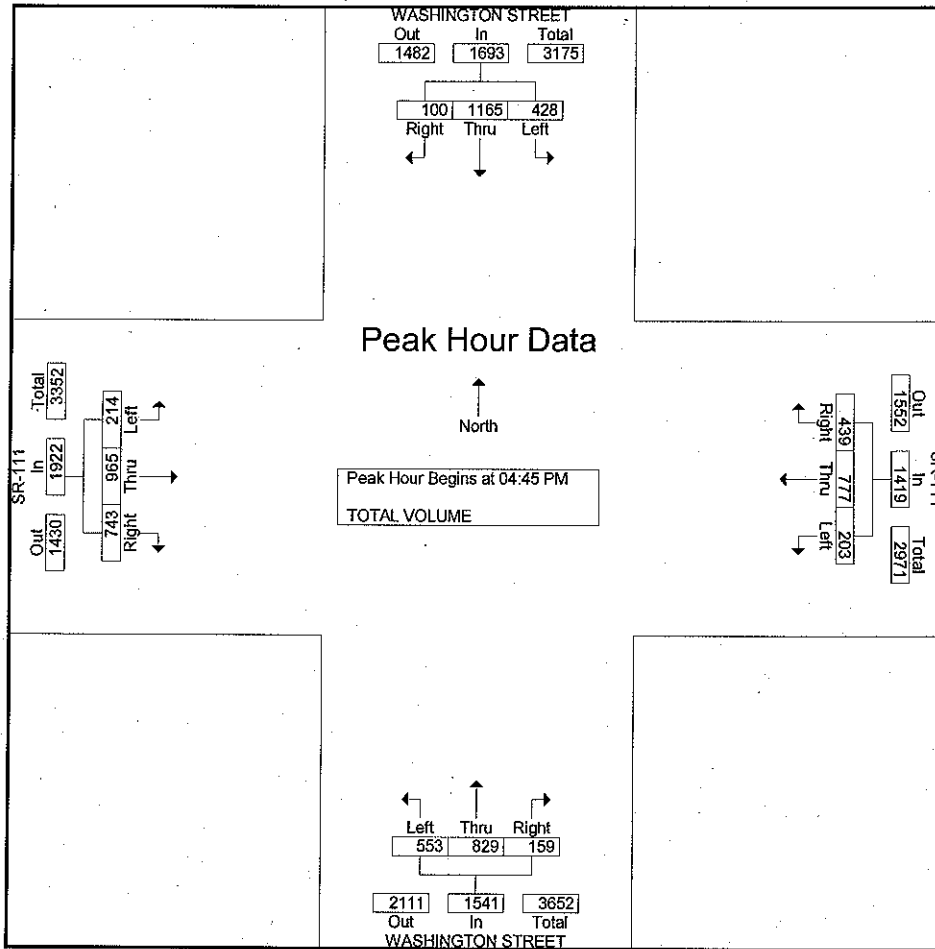
Groups Printed- TOTAL VOLUME

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	Left	Thru	Right	App. Total	
04:00 PM	82	232	16	330	57	209	96	362	147	186	24	357	44	273	194	511	1560
04:15 PM	99	239	27	365	64	214	97	375	118	198	32	348	52	209	158	419	1507
04:30 PM	97	244	26	367	52	173	102	327	134	193	30	357	38	255	165	458	1509
04:45 PM	100	280	25	405	50	211	119	380	143	201	53	397	41	229	150	420	1602
Total	378	995	94	1467	223	807	414	1444	542	778	139	1459	175	966	667	1808	6178
05:00 PM	111	272	24	407	54	175	109	338	125	235	36	396	40	266	201	507	1648
05:15 PM	109	269	25	403	50	194	111	355	149	203	28	380	87	257	195	539	1677
05:30 PM	108	344	26	478	49	197	100	346	136	190	42	368	46	213	197	456	1648
05:45 PM	101	246	40	387	34	146	103	283	131	150	36	317	54	195	176	425	1412
Total	429	1131	115	1675	187	712	423	1322	541	778	142	1461	227	931	769	1927	6385
Grand Total	807	2126	209	3142	410	1519	837	2766	1083	1556	281	2920	402	1897	1436	3735	12563
Apprch %	25.7	67.7	6.7		14.8	54.9	30.3		37.1	53.3	9.6		10.8	50.8	38.4		
Total %	6.4	16.9	1.7	25	3.3	12.1	6.7	22	8.6	12.4	2.2	23.2	3.2	15.1	11.4	29.7	

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	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	100	280	25	405	50	50	50	50	143	201	201	201	41	229	150	420	1602
05:00 PM	1602	272	24	407	407	175	109	338	125	125	36	396	40	40	40	507	1648
05:15 PM	109	269	25	403	50	194	111	355	355	203	28	380	380	257	195	195	195
05:30 PM	108	108	108	108	49	197	100	346	136	190	42	368	46	213	197	456	1648
Total Volume	428	1165	100	1693	203	777	439	1419	553	829	159	1541	214	965	743	1922	6575
% App. Total	25.3	68.8	5.9		14.3	54.8	30.9		35.9	53.8	10.3		11.1	50.2	38.7		
PHF	.964	.847	.962	.885	.940	.921	.922	.934	.928	.882	.750	.970	.615	.907	.924	.891	.980

CITY OF INDIO
 N/S: WASHINGTON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INWA111PM
 Site Code : 0032411
 Start Date : 3/22/2006
 Page No : 2



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

	04:45 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	100	280	25	405	57	209	96	362	143	201	201	201	40	40	40	507
+15 mins.	507	272	24	407	407	407	97	375	125	125	36	396	396	257	195	195
+30 mins.	109	269	25	403	52	173	102	327	327	203	28	380	46	213	197	456
+45 mins.	108	108	108	108	50	211	211	211	136	190	42	368	54	195	176	425
Total Volume	428	1165	100	1693	223	807	414	1444	553	829	159	1541	227	931	769	1927
% App. Total	25.3	68.8	5.9		15.4	55.9	28.7		35.9	53.8	10.3		11.8	48.3	39.9	
PHF	.964	.847	.962	.885	.871	.943	.870	.950	.928	.882	.750	.970	.652	.875	.956	.894

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: DUNE PALMS ROAD
 E/W: SR-111
 WEATHER: SUNNY

File Name : INDP111AM
 Site Code : 0032438
 Start Date : 3/30/2006
 Page No : 1

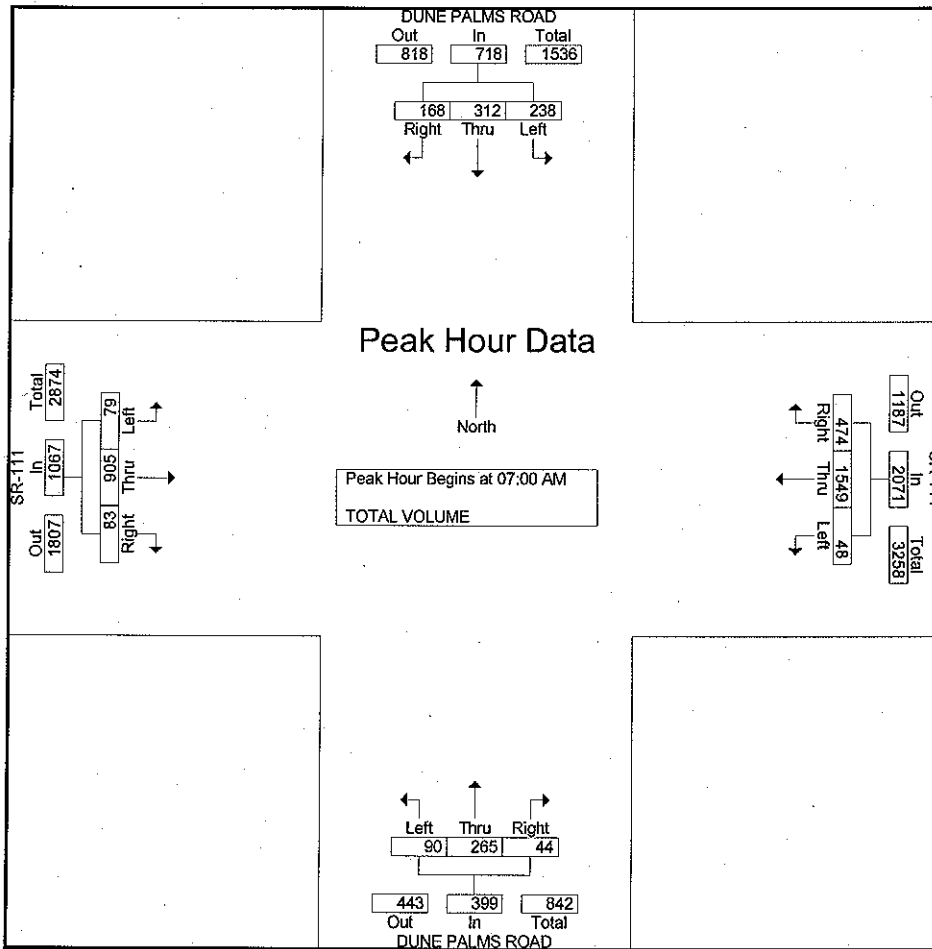
Groups Printed- TOTAL VOLUME

Start Time	DUNE PALMS ROAD Southbound				SR-111 Westbound				DUNE PALMS ROAD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	75	80	46	201	9	354	209	572	20	77	13	110	28	182	16	226	1109
07:15 AM	98	118	78	294	16	481	171	668	25	101	10	136	22	255	25	302	1400
07:30 AM	52	77	31	160	9	411	56	476	27	62	14	103	20	268	26	314	1053
07:45 AM	13	37	13	63	14	303	38	355	18	25	7	50	9	200	16	225	693
Total	238	312	168	718	48	1549	474	2071	90	265	44	399	79	905	83	1067	4255
08:00 AM	26	34	23	83	17	286	41	344	25	31	9	65	19	224	12	255	747
08:15 AM	31	43	21	95	10	403	23	436	23	57	8	88	19	218	14	251	870
08:30 AM	35	42	30	107	8	464	53	525	32	56	16	104	29	196	16	241	977
08:45 AM	28	66	27	121	11	455	42	508	32	27	13	72	19	283	29	331	1032
Total	120	185	101	406	46	1608	159	1813	112	171	46	329	86	921	71	1078	3626
Grand Total	358	497	269	1124	94	3157	633	3884	202	436	90	728	165	1826	154	2145	7881
Apprch %	31.9	44.2	23.9		2.4	81.3	16.3		27.7	59.9	12.4		7.7	85.1	7.2		
Total %	4.5	6.3	3.4	14.3	1.2	40.1	8	49.3	2.6	5.5	1.1	9.2	2.1	23.2	2	27.2	

Start Time	DUNE PALMS ROAD Southbound				SR-111 Westbound				DUNE PALMS ROAD Northbound				SR-111 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	75	80	46	201	9	354	209	572	20	77	13	110	28	182	16	226	1109
07:15 AM	98	118	78	294	16	481	171	668	25	101	10	136	22	255	25	302	1400
07:30 AM	52	77	31	160	9	411	56	476	27	62	14	103	20	268	26	314	1053
07:45 AM	13	37	13	63	14	303	38	355	18	25	7	50	9	200	16	225	693
Total Volume	238	312	168	718	48	1549	474	2071	90	265	44	399	79	905	83	1067	4255
% App. Total	33.1	43.5	23.4		2.3	74.8	22.9		22.6	66.4	11		7.4	84.8	7.8		
PHF	.607	.661	.538	.611	.750	.805	.567	.775	.833	.656	.786	.733	.705	.844	.798	.850	.760

CITY OF INDIO
 N/S: DUNE PALMS ROAD
 E/W: SR-111
 WEATHER: SUNNY

File Name : INDP111AM
 Site Code : 0032438
 Start Date : 3/30/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	75	80	46	201	9	354	209	572	20	77	13	110	22	255	25	302
+15 mins.	98	118	78	294	16	481	171	668	25	101	10	136	20	268	26	314
+30 mins.	52	77	31	160	9	411	56	476	27	62	14	103	9	200	16	225
+45 mins.	13	37	13	63	14	303	38	355	18	25	7	50	19	224	12	255
Total Volume	238	312	168	718	48	1549	474	2071	90	265	44	399	70	947	79	1096
% App. Total	33.1	43.5	23.4		2.3	74.8	22.9		22.6	66.4	11		6.4	86.4	7.2	
PHF	.607	.661	.538	.611	.750	.805	.567	.775	.833	.656	.786	.733	.795	.883	.760	.873

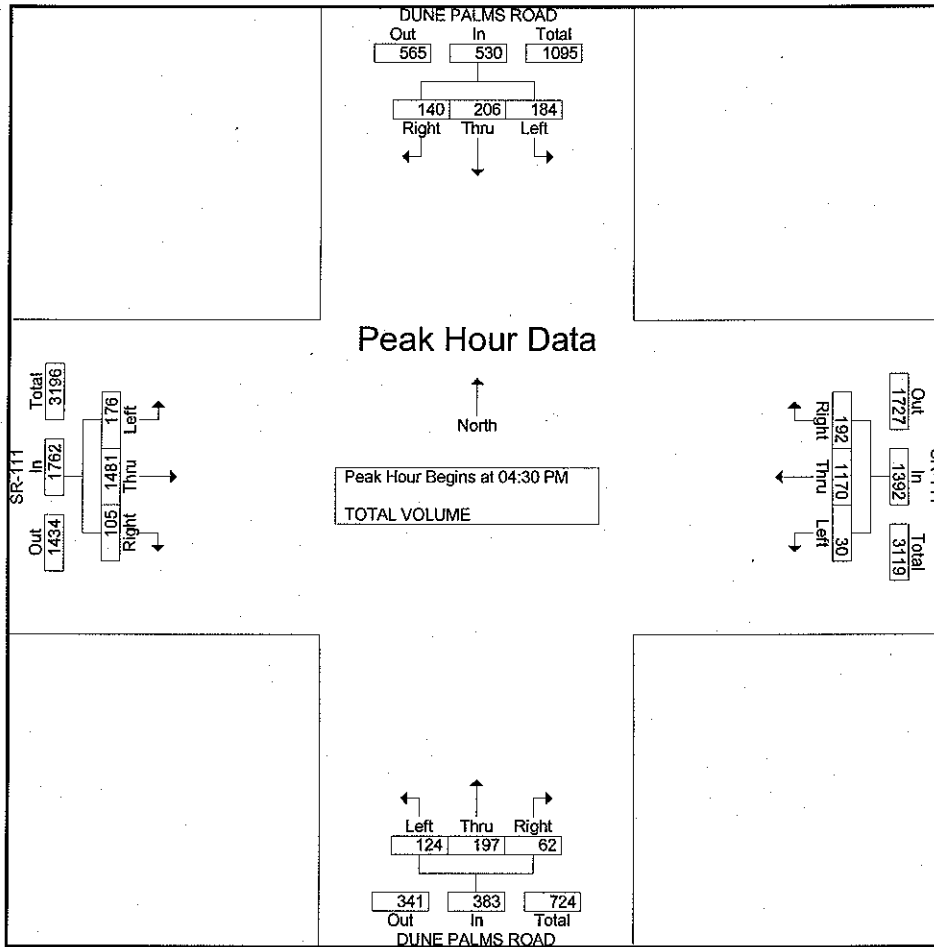
CITY OF INDIO
 N/S: DUNE PALMS ROAD
 E/W: SR-111
 WEATHER: SUNNY

File Name : INDP111PM
 Site Code : 0032408
 Start Date : 3/16/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	DUNE PALMS ROAD Southbound				SR-111 Westbound				DUNE PALMS ROAD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	48	40	25	113	11	283	36	330	36	41	24	101	35	388	30	453	997
04:15 PM	25	39	33	97	9	295	36	340	26	45	13	84	52	319	29	400	921
04:30 PM	57	46	34	137	14	279	44	337	28	46	16	90	46	375	28	449	1013
04:45 PM	40	49	40	129	5	293	54	352	27	40	11	78	46	366	24	436	995
Total	170	174	132	476	39	1150	170	1359	117	172	64	353	179	1448	111	1738	3926
05:00 PM	49	56	35	140	5	290	46	341	36	63	25	124	43	380	24	447	1052
05:15 PM	38	55	31	124	6	308	48	362	33	48	10	91	41	360	29	430	1007
05:30 PM	37	37	29	103	4	304	45	353	22	25	7	54	40	381	26	447	957
05:45 PM	29	36	40	105	11	277	35	323	17	37	6	60	36	343	37	416	904
Total	153	184	135	472	26	1179	174	1379	108	173	48	329	160	1464	116	1740	3920
Grand Total	323	358	267	948	65	2329	344	2738	225	345	112	682	339	2912	227	3478	7846
Approch %	34.1	37.8	28.2		2.4	85.1	12.6		33	50.6	16.4		9.7	83.7	6.5		
Total %	4.1	4.6	3.4	12.1	0.8	29.7	4.4	34.9	2.9	4.4	1.4	8.7	4.3	37.1	2.9	44.3	

Start Time	DUNE PALMS ROAD Southbound				SR-111 Westbound				DUNE PALMS ROAD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	57	46	34	137	14	279	44	337	28	46	16	90	46	375	28	449	1013
04:45 PM	40	49	40	129	5	293	54	352	27	40	11	78	46	366	24	436	995
05:00 PM	49	56	35	140	5	290	46	341	36	63	25	124	43	380	24	447	1052
05:15 PM	38	55	31	124	6	308	48	362	33	48	10	91	41	360	29	430	1007
Total Volume	184	206	140	530	30	1170	192	1392	124	197	62	383	176	1481	105	1762	4067
% App. Total	34.7	38.9	26.4		2.2	84.1	13.8		32.4	51.4	16.2		10	84.1	6		
PHF	.807	.920	.875	.946	.536	.950	.889	.961	.861	.782	.620	.772	.957	.974	.905	.981	.966



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

	04:30 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	57	46	34	137	5	293	54	352	28	46	16	90	46	375	28	449
+15 mins.	40	49	40	129	5	290	46	341	27	40	11	78	46	366	24	436
+30 mins.	49	56	35	140	6	308	48	362	36	63	25	124	43	380	24	447
+45 mins.	38	55	31	124	4	304	45	353	33	48	10	91	41	360	29	430
Total Volume	184	206	140	530	20	1195	193	1408	124	197	62	383	176	1481	105	1762
% App. Total	34.7	38.9	26.4		1.4	84.9	13.7		32.4	51.4	16.2		10	84.1	6	
PHF	.807	.920	.875	.946	.833	.970	.894	.972	.861	.782	.620	.772	.957	.974	.905	.981

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : LQWA48AM
 Site Code : 0037538
 Start Date : 4/18/2006
 Page No : 1

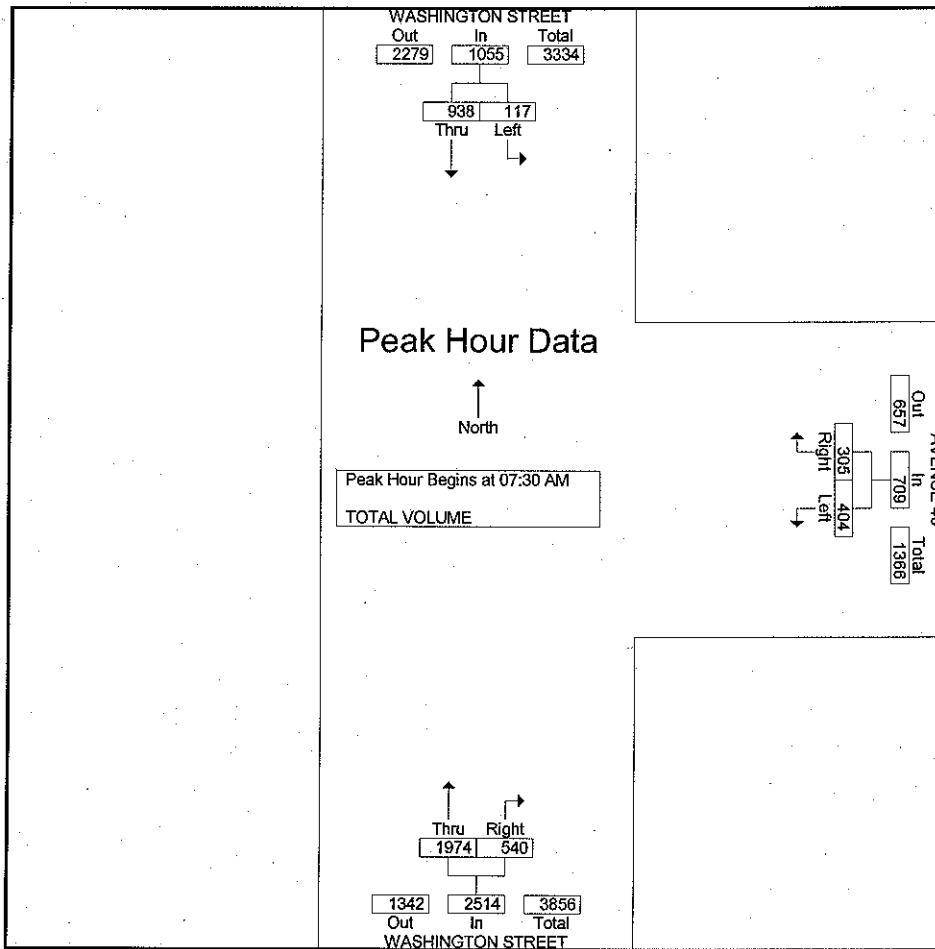
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound			AVENUE 48 Westbound			WASHINGTON STREET Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	21	211	232	65	43	108	393	105	498	838
07:15 AM	21	201	222	73	81	154	399	92	491	867
07:30 AM	31	231	262	75	79	154	615	137	752	1168
07:45 AM	35	231	266	116	78	194	453	199	652	1112
Total	108	874	982	329	281	610	1860	533	2393	3985
08:00 AM	23	254	277	120	72	192	477	109	586	1055
08:15 AM	28	222	250	93	76	169	429	95	524	943
08:30 AM	20	220	240	80	92	172	423	68	491	903
08:45 AM	37	227	264	93	77	170	380	48	428	862
Total	108	923	1031	386	317	703	1709	320	2029	3763
Grand Total	216	1797	2013	715	598	1313	3569	853	4422	7748
Apprch %	10.7	89.3		54.5	45.5		80.7	19.3		
Total %	2.8	23.2	26	9.2	7.7	16.9	46.1	11	57.1	

Start Time	WASHINGTON STREET Southbound			AVENUE 48 Westbound			WASHINGTON STREET Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	31	231	262	75	79	154	615	137	752	1168
07:45 AM	35	231	266	116	78	194	453	199	652	1112
08:00 AM	23	254	277	120	72	192	477	109	586	1055
08:15 AM	28	222	250	93	76	169	429	95	524	943
Total Volume	117	938	1055	404	305	709	1974	540	2514	4278
% App. Total	11.1	88.9		57	43		78.5	21.5		
PHF	.836	.923	.952	.842	.965	.914	.802	.678	.836	.916

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : LQWA48AM
 Site Code : 0037538
 Start Date : 4/18/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:45 AM			07:30 AM		
+0 mins.	31	231	262	116	78	194	615	137	752
+15 mins.	35	231	266	120	72	192	453	199	652
+30 mins.	23	254	277	93	76	169	477	109	586
+45 mins.	28	222	250	80	92	172	429	95	524
Total Volume	117	938	1055	409	318	727	1974	540	2514
% App. Total	11.1	88.9		56.3	43.7		78.5	21.5	
PHF	.836	.923	.952	.852	.864	.937	.802	.678	.836

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 47/HIGHLAND PALMS DRIVE
 WEATHER: SUNNY

File Name : LQWA47PM
 Site Code : 0037508
 Start Date : 4/13/2006
 Page No : 1

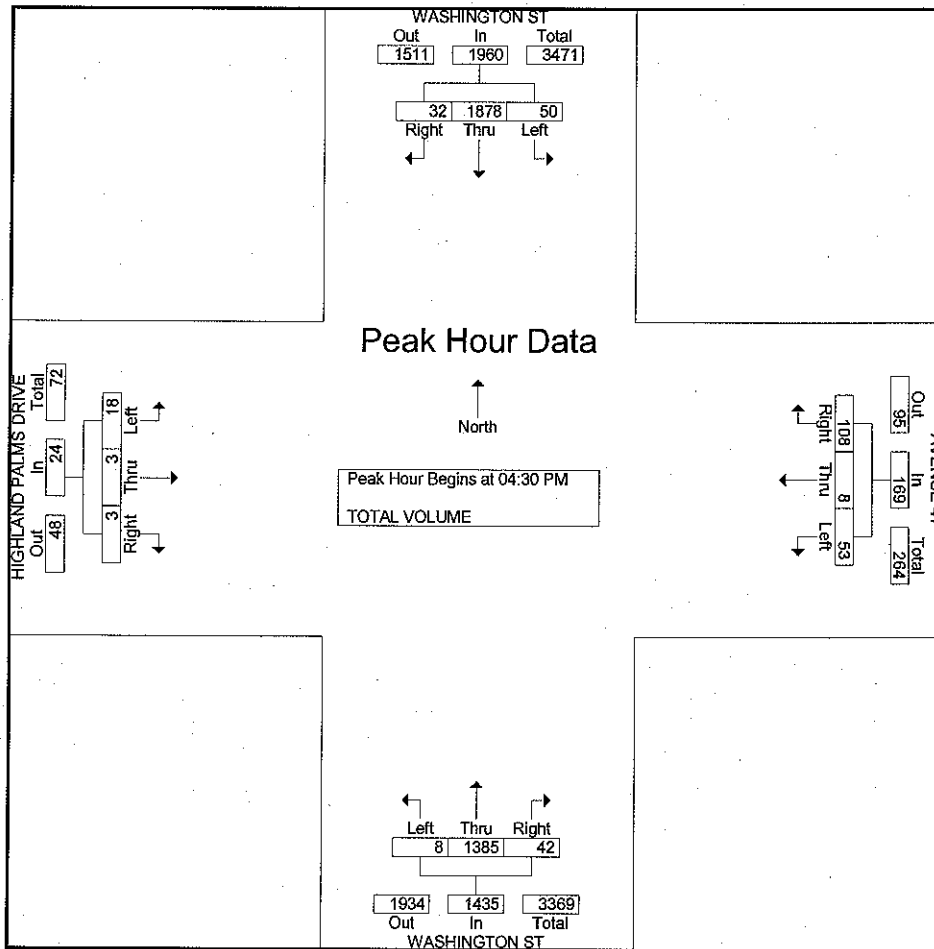
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON ST Southbound				AVENUE 47 Westbound				WASHINGTON ST Northbound				HIGHLAND PALMS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	21	447	9	477	14	1	25	40	4	295	17	316	1	3	2	6	839
04:15 PM	17	388	6	411	16	0	14	30	4	301	12	317	2	1	0	3	761
04:30 PM	15	479	2	496	12	3	26	41	1	325	12	338	9	0	0	9	884
04:45 PM	11	451	10	472	12	2	24	38	1	350	14	365	2	1	0	3	878
Total	64	1765	27	1856	54	6	89	149	10	1271	55	1336	14	5	2	21	3362
05:00 PM	12	437	14	463	13	2	37	52	4	363	8	375	5	1	2	8	898
05:15 PM	12	511	6	529	16	1	21	38	2	347	8	357	2	1	1	4	928
05:30 PM	7	479	6	492	10	3	26	39	1	297	13	311	14	0	1	15	857
05:45 PM	12	436	12	460	12	5	9	26	8	331	12	351	12	1	1	14	851
Total	43	1863	38	1944	51	11	93	155	15	1338	41	1394	33	3	5	41	3534
Grand Total	107	3628	65	3800	105	17	182	304	25	2609	96	2730	47	8	7	62	6896
Apprch %	2.8	95.5	1.7		34.5	5.6	59.9		0.9	95.6	3.5		75.8	12.9	11.3		
Total %	1.6	52.6	0.9	55.1	1.5	0.2	2.6	4.4	0.4	37.8	1.4	39.6	0.7	0.1	0.1	0.9	

Start Time	WASHINGTON ST Southbound				AVENUE 47 Westbound				WASHINGTON ST Northbound				HIGHLAND PALMS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	479	2	496	12	3	26	41	1	325	12	338	9	0	0	9	884
04:45 PM	11	451	10	472	12	2	24	38	1	350	14	365	2	1	0	3	878
05:00 PM	12	437	14	463	13	2	37	52	4	363	8	375	5	1	2	8	898
05:15 PM	12	511	6	529	16	1	21	38	2	347	8	357	2	1	1	4	928
Total Volume	50	1878	32	1960	53	8	108	169	8	1385	42	1435	18	3	3	24	3588
% App. Total	2.6	95.8	1.6		31.4	4.7	63.9		0.6	96.5	2.9		75	12.5	12.5		
PHF	.833	.919	.571	.926	.828	.667	.730	.813	.500	.954	.750	.957	.500	.750	.375	.667	.967

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 47/HIGHLAND PALMS DRIVE
 WEATHER: SUNNY

File Name : LQWA47PM
 Site Code : 0037508
 Start Date : 4/13/2006
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	15	479	2	496	12	3	26	41	1	325	12	338	5	1	2	8
+15 mins.	11	451	10	472	12	2	24	38	1	350	14	365	2	1	1	4
+30 mins.	12	437	14	463	13	2	37	52	4	363	8	375	14	0	1	15
+45 mins.	12	511	6	529	16	1	21	38	2	347	8	357	12	1	1	14
Total Volume	50	1878	32	1960	53	8	108	169	8	1385	42	1435	33	3	5	41
% App. Total	2.6	95.8	1.6		31.4	4.7	63.9		0.6	96.5	2.9		80.5	7.3	12.2	
PHF	.833	.919	.571	.926	.828	.667	.730	.813	.500	.954	.750	.957	.589	.750	.625	.683

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 47/HIGHLAND PALMS DRIVE
 WEATHER: SUNNY

File Name : LQWA47AM
 Site Code : 0037511
 Start Date : 4/26/2006
 Page No : 1

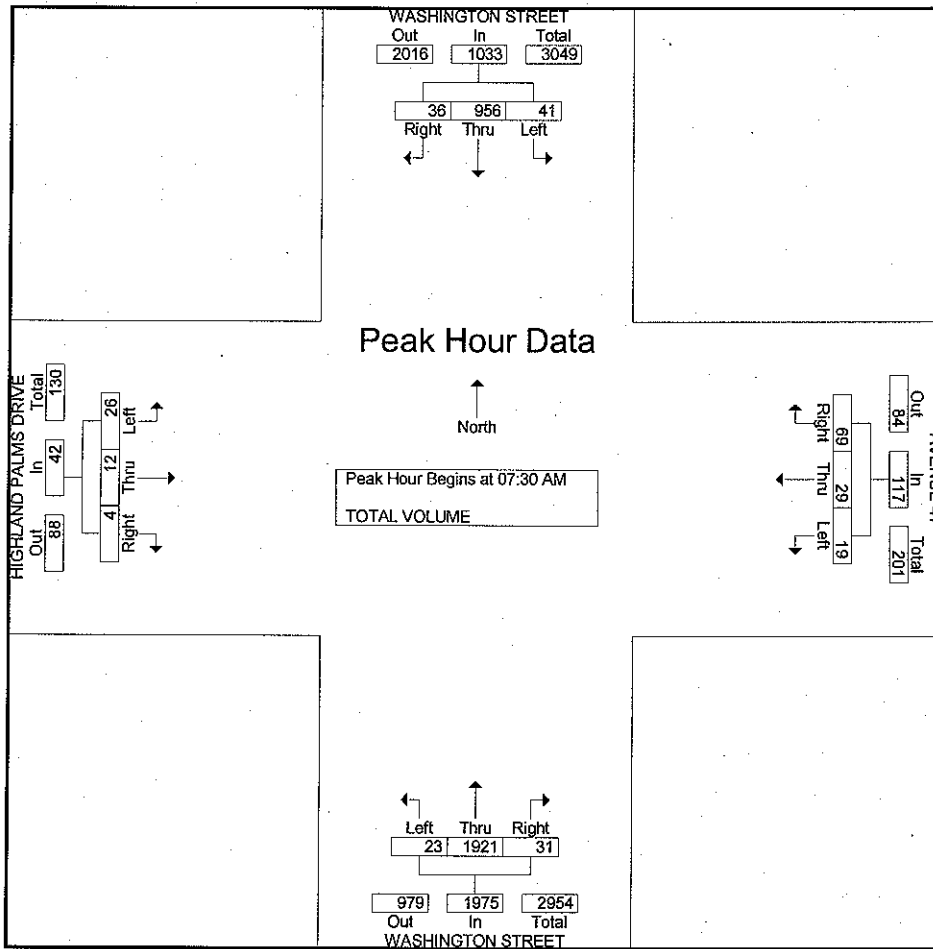
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				AVENUE 47 Westbound				WASHINGTON STREET Northbound				HIGHLAND PALMS DRIVE 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	2	176	1	179	2	0	7	9	3	355	3	361	2	0	1	3	552
06:45 AM	9	301	1	311	4	2	8	14	0	319	6	325	2	2	0	4	654
Total	11	477	2	490	6	2	15	23	3	674	9	686	4	2	1	7	1206
07:00 AM	4	252	5	261	2	3	13	18	2	335	13	350	8	2	0	10	639
07:15 AM	7	226	2	235	8	9	11	28	6	428	6	440	5	2	0	7	710
07:30 AM	11	228	5	244	6	12	20	38	3	517	9	529	8	3	1	12	823
07:45 AM	12	267	20	299	4	12	21	37	13	553	8	574	1	4	1	6	916
Total	34	973	32	1039	20	36	65	121	24	1833	36	1893	22	11	2	35	3088
08:00 AM	7	250	8	265	2	2	12	16	2	391	4	397	10	1	1	12	690
08:15 AM	11	211	3	225	7	3	16	26	5	460	10	475	7	4	1	12	738
08:30 AM	15	269	4	288	10	2	26	38	3	452	12	467	21	5	0	26	819
Grand Total	78	2180	49	2307	45	45	134	224	37	3810	71	3918	64	23	5	92	6541
Apprch %	3.4	94.5	2.1		20.1	20.1	59.8		0.9	97.2	1.8		69.6	25	5.4		
Total %	1.2	33.3	0.7	35.3	0.7	0.7	2	3.4	0.6	58.2	1.1	59.9	1	0.4	0.1	1.4	

Start Time	WASHINGTON STREET Southbound				AVENUE 47 Westbound				WASHINGTON STREET Northbound				HIGHLAND PALMS DRIVE 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 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	228	5	244	6	12	20	38	3	517	9	529	8	3	1	12	823
07:45 AM	12	267	20	299	4	12	21	37	13	553	8	574	1	4	1	6	916
08:00 AM	7	250	8	265	2	2	12	16	2	391	4	397	10	1	1	12	690
08:15 AM	11	211	3	225	7	3	16	26	5	460	10	475	7	4	1	12	738
Total Volume	41	956	36	1033	19	29	69	117	23	1921	31	1975	26	12	4	42	3167
% App. Total	4	92.5	3.5		16.2	24.8	59		1.2	97.3	1.6		61.9	28.6	9.5		
PHF	.854	.895	.450	.864	.679	.604	.821	.770	.442	.868	.775	.860	.650	.750	1.000	.875	.864

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 47/HIGHLAND PALMS DRIVE
 WEATHER: SUNNY

File Name : LQWA47AM
 Site Code : 0037511
 Start Date : 4/26/2006
 Page No : 2



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

	07:45 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	12	267	20	299	2	3	13	18	3	517	9	529	1	4	1	6
+15 mins.	7	250	8	265	8	9	11	28	13	553	8	574	10	1	1	12
+30 mins.	11	211	3	225	6	12	20	38	2	391	4	397	7	4	1	12
+45 mins.	15	269	4	288	4	12	21	37	5	460	10	475	21	5	0	26
Total Volume	45	997	35	1077	20	36	65	121	23	1921	31	1975	39	14	3	56
% App. Total	4.2	92.6	3.2		16.5	29.8	53.7		1.2	97.3	1.6		69.6	25	5.4	
PHF	.750	.927	.438	.901	.625	.750	.774	.796	.442	.868	.775	.860	.464	.700	.750	.538

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

File Name : LQWACHAPM
 Site Code : 0037557
 Start Date : 4/12/2006
 Page No : 1

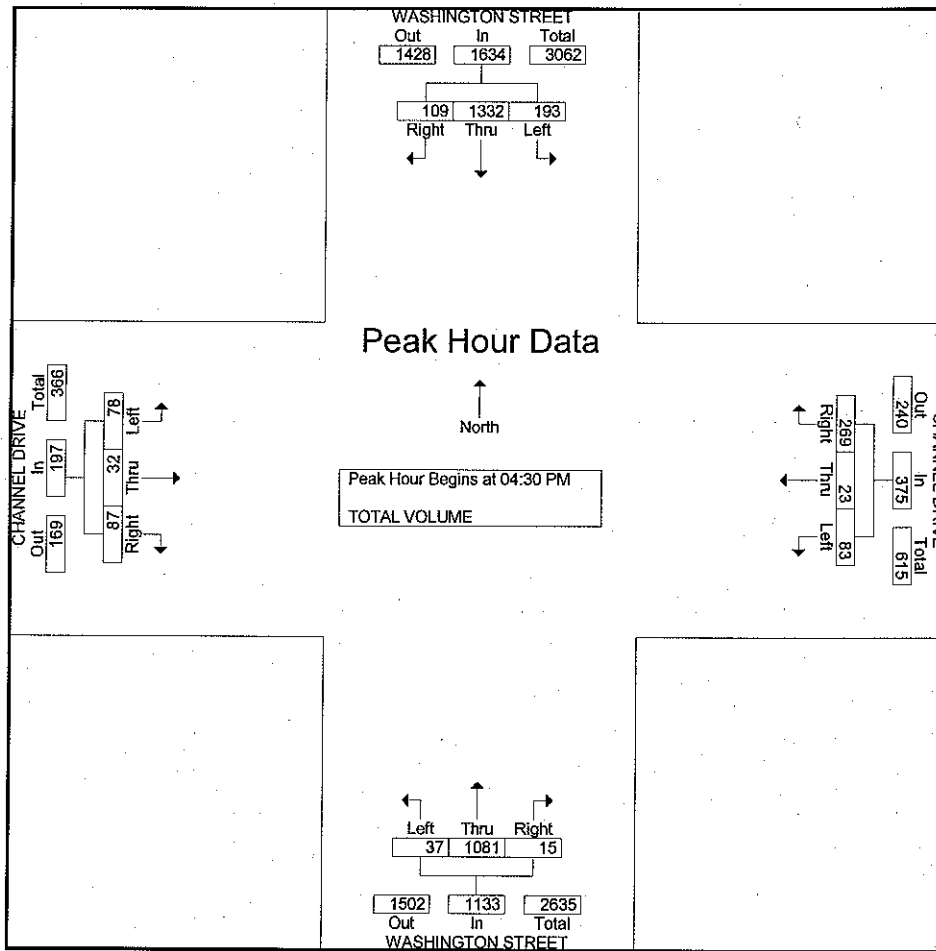
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				CHANNEL DRIVE Westbound				WASHINGTON STREET Northbound				CHANNEL DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	37	312	27	376	18	12	66	96	6	304	2	312	25	8	23	56	840
04:15 PM	49	341	26	416	23	14	63	100	9	248	3	260	27	5	22	54	830
04:30 PM	58	325	26	409	17	5	83	105	10	259	4	273	23	7	25	55	842
04:45 PM	50	314	34	398	25	10	66	101	6	270	2	278	17	10	22	49	826
Total	194	1292	113	1599	83	41	278	402	31	1081	11	1123	92	30	92	214	3338
05:00 PM	46	346	25	417	17	6	56	79	10	278	7	295	18	7	14	39	830
05:15 PM	39	347	24	410	24	2	64	90	11	274	2	287	20	8	26	54	841
05:30 PM	50	315	23	388	24	10	58	92	11	268	1	280	18	4	19	41	801
05:45 PM	39	364	30	433	13	4	52	69	15	207	1	223	18	7	30	55	780
Total	174	1372	102	1648	78	22	230	330	47	1027	11	1085	74	26	89	189	3252
Grand Total	368	2664	215	3247	161	63	508	732	78	2108	22	2208	166	56	181	403	6590
Apprch %	11.3	82	6.6		22	8.6	69.4		3.5	95.5	1		41.2	13.9	44.9		
Total %	5.6	40.4	3.3	49.3	2.4	1	7.7	11.1	1.2	32	0.3	33.5	2.5	0.8	2.7	6.1	

Start Time	WASHINGTON STREET Southbound				CHANNEL DRIVE Westbound				WASHINGTON STREET Northbound				CHANNEL DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	58	325	26	409	17	5	83	105	10	259	4	273	23	7	25	55	842
04:45 PM	50	314	34	398	25	10	66	101	6	270	2	278	17	10	22	49	826
05:00 PM	46	346	25	417	17	6	56	79	10	278	7	295	18	7	14	39	830
05:15 PM	39	347	24	410	24	2	64	90	11	274	2	287	20	8	26	54	841
Total Volume	193	1332	109	1634	83	23	269	375	37	1081	15	1133	78	32	87	197	3339
% App. Total	11.8	81.5	6.7		22.1	6.1	71.7		3.3	95.4	1.3		39.6	16.2	44.2		
PHF	.832	.960	.801	.980	.830	.575	.810	.893	.841	.972	.536	.960	.848	.800	.837	.895	.991

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

File Name : LQWACHAPM
 Site Code : 0037557
 Start Date : 4/12/2006
 Page No : 2



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

	05:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	46	346	25	417	18	12	66	96	6	270	2	278	25	8	23	56
+15 mins.	39	347	24	410	23	14	63	100	10	278	7	295	27	5	22	54
+30 mins.	50	315	23	388	17	5	83	105	11	274	2	287	23	7	25	55
+45 mins.	39	364	30	433	25	10	66	101	11	268	1	280	17	10	22	49
Total Volume	174	1372	102	1648	83	41	278	402	38	1090	12	1140	92	30	92	214
% App. Total	10.6	83.3	6.2		20.6	10.2	69.2		3.3	95.6	1.1		43	14	43	
PHF	.870	.942	.850	.952	.830	.732	.837	.957	.864	.980	.429	.966	.852	.750	.920	.955

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

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

File Name : LQWACHAAM
 Site Code : 0037511
 Start Date : 4/13/2006
 Page No : 1

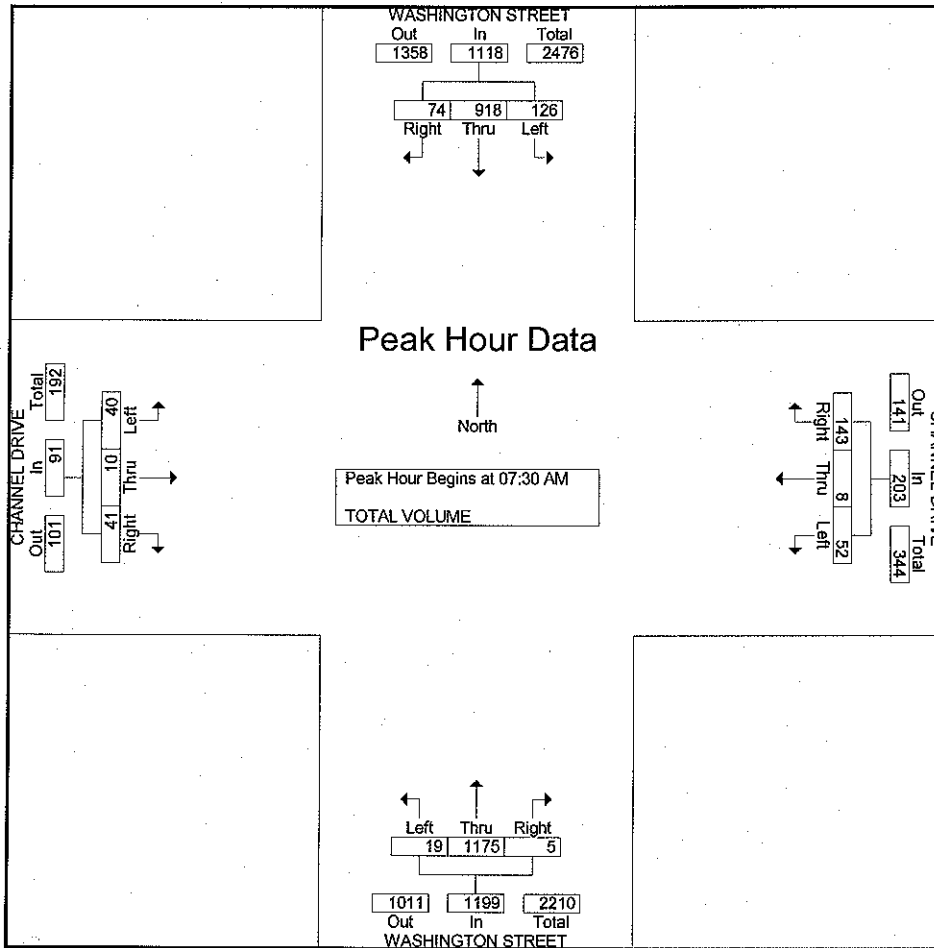
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				CHANNEL DRIVE Westbound				WASHINGTON STREET Northbound				CHANNEL DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	30	274	17	321	22	1	25	48	1	202	3	206	5	2	6	13	588
Total	30	274	17	321	22	1	25	48	1	202	3	206	5	2	6	13	588
07:00 AM	26	252	18	296	16	0	16	32	2	173	4	179	8	1	9	18	525
07:15 AM	20	228	18	266	19	1	25	45	1	225	0	226	8	1	10	19	556
07:30 AM	28	208	16	252	13	2	31	46	2	317	0	319	9	1	8	18	635
07:45 AM	24	229	21	274	16	3	33	52	7	328	2	337	11	4	10	25	688
Total	98	917	73	1088	64	6	105	175	12	1043	6	1061	36	7	37	80	2404
08:00 AM	42	229	21	292	11	1	50	62	3	260	3	266	10	3	12	25	645
08:15 AM	32	252	16	300	12	2	29	43	7	270	0	277	10	2	11	23	643
08:30 AM	30	230	17	277	17	4	25	46	8	263	3	274	12	3	13	28	625
Grand Total	232	1902	144	2278	126	14	234	374	31	2038	15	2084	73	17	79	169	4905
Apprch %	10.2	83.5	6.3		33.7	3.7	62.6		1.5	97.8	0.7		43.2	10.1	46.7		
Total %	4.7	38.8	2.9	46.4	2.6	0.3	4.8	7.6	0.6	41.5	0.3	42.5	1.5	0.3	1.6	3.4	

Start Time	WASHINGTON STREET Southbound				CHANNEL DRIVE Westbound				WASHINGTON STREET Northbound				CHANNEL DRIVE 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	208	16	252	13	2	31	46	2	317	0	319	9	1	8	18	635
07:45 AM	24	229	21	274	16	3	33	52	7	328	2	337	11	4	10	25	688
08:00 AM	42	229	21	292	11	1	50	62	3	260	3	266	10	3	12	25	645
08:15 AM	32	252	16	300	12	2	29	43	7	270	0	277	10	2	11	23	643
Total Volume	126	918	74	1118	52	8	143	203	19	1175	5	1199	40	10	41	91	2611
% App. Total	11.3	82.1	6.6		25.6	3.9	70.4		1.6	98	0.4		44	11	45.1		
PHF	.750	.911	.881	.932	.813	.667	.715	.819	.679	.896	.417	.889	.909	.625	.854	.910	.949

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

File Name : LQWACHAAM
 Site Code : 0037511
 Start Date : 4/13/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	24	229	21	274	19	1	25	45	2	317	0	319	11	4	10	25
+15 mins.	42	229	21	292	13	2	31	46	7	328	2	337	10	3	12	25
+30 mins.	32	252	16	300	16	3	33	52	3	260	3	266	10	2	11	23
+45 mins.	30	230	17	277	11	1	50	62	7	270	0	277	12	3	13	28
Total Volume	128	940	75	1143	59	7	139	205	19	1175	5	1199	43	12	46	101
% App. Total	11.2	82.2	6.6		28.8	3.4	67.8		1.6	98	0.4		42.6	11.9	45.5	
PHF	.762	.933	.893	.953	.776	.583	.695	.827	.679	.896	.417	.889	.896	.750	.885	.902

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : LQDPMIPM
 Site Code : 0037547
 Start Date : 4/12/2006
 Page No : 1

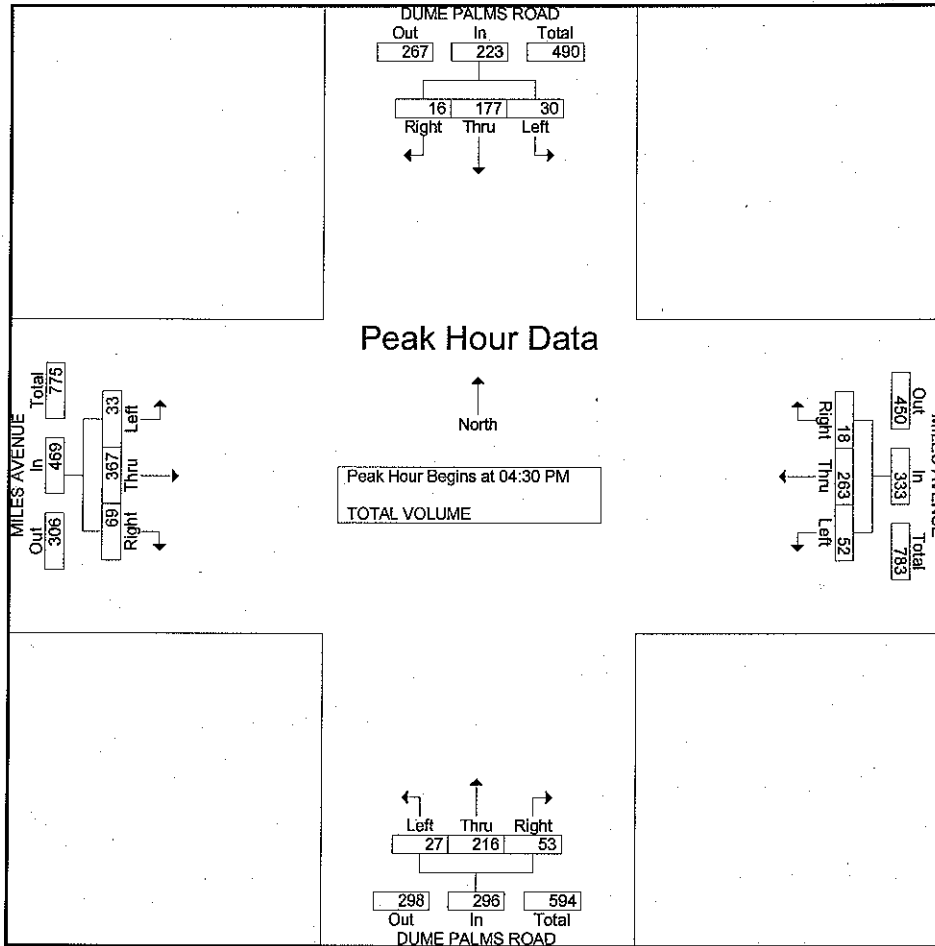
Groups Printed- TOTAL VOLUME

Start Time	DUNE PALMS ROAD Southbound				MILES AVENUE Westbound				DUNE PALMS ROAD Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	50	4	62	14	43	3	60	9	53	14	76	7	80	17	104	302
04:15 PM	8	47	5	60	16	47	3	66	10	57	12	79	6	78	19	103	308
04:30 PM	5	38	3	46	10	66	4	80	8	55	16	79	11	68	16	95	300
04:45 PM	10	41	5	56	18	65	4	87	5	55	9	69	3	87	12	102	314
Total	31	176	17	224	58	221	14	293	32	220	51	303	27	313	64	404	1224
05:00 PM	9	44	6	59	8	63	7	78	7	55	14	76	8	94	18	120	333
05:15 PM	6	54	2	62	16	69	3	88	7	51	14	72	11	118	23	152	374
05:30 PM	7	44	5	56	15	55	4	74	11	50	17	78	11	70	10	91	299
05:45 PM	7	54	5	66	11	63	4	78	7	52	11	70	7	78	12	97	311
Total	29	196	18	243	50	250	18	318	32	208	56	296	37	360	63	460	1317
Grand Total	60	372	35	467	108	471	32	611	64	428	107	599	64	673	127	864	2541
Apprch %	12.8	79.7	7.5		17.7	77.1	5.2		10.7	71.5	17.9		7.4	77.9	14.7		
Total %	2.4	14.6	1.4	18.4	4.3	18.5	1.3	24	2.5	16.8	4.2	23.6	2.5	26.5	5	34	

Start Time	DUNE PALMS ROAD Southbound				MILES AVENUE Westbound				DUNE PALMS ROAD Northbound				MILES 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	38	3	46	10	66	4	80	8	55	16	79	11	68	16	95	300
04:45 PM	10	41	5	56	18	65	4	87	5	55	9	69	3	87	12	102	314
05:00 PM	9	44	6	59	8	63	7	78	7	55	14	76	8	94	18	120	333
05:15 PM	6	54	2	62	16	69	3	88	7	51	14	72	11	118	23	152	374
Total Volume	30	177	16	223	52	263	18	333	27	216	53	296	33	367	69	469	1321
% App. Total	13.5	79.4	7.2		15.6	79	5.4		9.1	73	17.9		7	78.3	14.7		
PHF	.750	.819	.667	.899	.722	.953	.643	.946	.844	.982	.828	.937	.750	.778	.750	.771	.883

CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : LQDPMIPM
 Site Code : 0037547
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 Page No : 2



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

	05:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	9	44	6	59	10	66	4	80	9	53	14	76	11	68	16	95
+15 mins.	6	54	2	62	18	65	4	87	10	57	12	79	3	87	12	102
+30 mins.	7	44	5	56	8	63	7	78	8	55	16	79	8	94	18	120
+45 mins.	7	54	5	66	16	69	3	88	5	55	9	69	11	118	23	152
Total Volume	29	196	18	243	52	263	18	333	32	220	51	303	33	367	69	469
% App. Total	11.9	80.7	7.4		15.6	79	5.4		10.6	72.6	16.8		7	78.3	14.7	
PHF	.806	.907	.750	.920	.722	.953	.643	.946	.800	.965	.797	.959	.750	.778	.750	.771

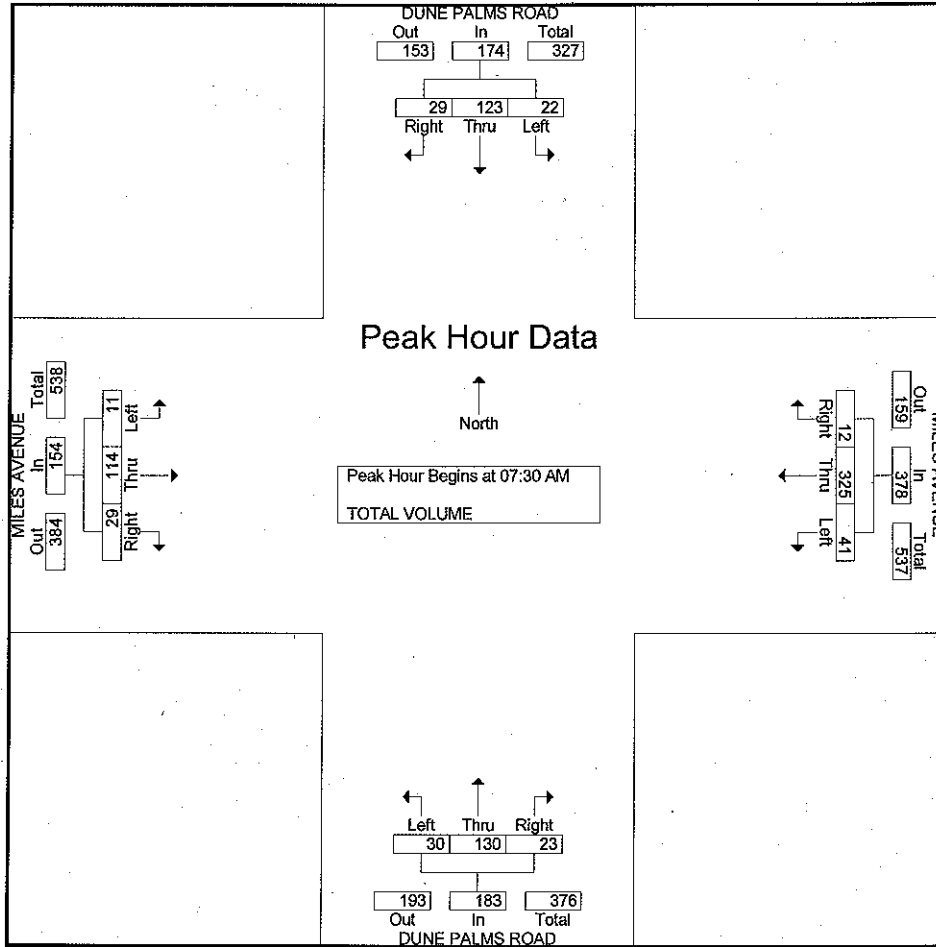
CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : LQDPMIAM
 Site Code : 0037547
 Start Date : 4/12/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	DUNE PALMS ROAD Southbound				MILES AVENUE Westbound				DUNE PALMS ROAD Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	1	27	4	32	11	51	0	62	4	16	2	22	5	13	2	20	136
Total	1	27	4	32	11	51	0	62	4	16	2	22	5	13	2	20	136
07:00 AM	1	20	2	23	5	55	4	64	8	17	6	31	4	11	5	20	138
07:15 AM	5	22	3	30	7	68	1	76	6	23	9	38	1	27	6	34	178
07:30 AM	6	32	4	42	11	105	4	120	12	38	8	58	2	32	7	41	261
07:45 AM	7	29	13	49	11	87	4	102	6	31	4	41	1	25	10	36	228
Total	19	103	22	144	34	315	13	362	32	109	27	168	8	95	28	131	805
08:00 AM	5	26	5	36	4	74	3	81	9	30	2	41	7	38	2	47	205
08:15 AM	4	36	7	47	15	59	1	75	3	31	9	43	1	19	10	30	195
08:30 AM	3	41	8	52	16	78	6	100	5	33	4	42	6	43	10	59	253
Grand Total	32	233	46	311	80	577	23	680	53	219	44	316	27	208	52	287	1594
Aprch %	10.3	74.9	14.8		11.8	84.9	3.4		16.8	69.3	13.9		9.4	72.5	18.1		
Total %	2	14.6	2.9	19.5	5	36.2	1.4	42.7	3.3	13.7	2.8	19.8	1.7	13	3.3	18	

Start Time	DUNE PALMS ROAD Southbound				MILES AVENUE Westbound				DUNE PALMS ROAD Northbound				MILES 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	32	4	42	11	105	4	120	12	38	8	58	2	32	7	41	261
07:45 AM	7	29	13	49	11	87	4	102	6	31	4	41	1	25	10	36	228
08:00 AM	5	26	5	36	4	74	3	81	9	30	2	41	7	38	2	47	205
08:15 AM	4	36	7	47	15	59	1	75	3	31	9	43	1	19	10	30	195
Total Volume	22	123	29	174	41	325	12	378	30	130	23	183	11	114	29	154	889
% App. Total	12.6	70.7	16.7		10.8	86	3.2		16.4	71	12.6		7.1	74	18.8		
PHF	.786	.854	.558	.888	.683	.774	.750	.788	.625	.855	.639	.789	.393	.750	.725	.819	.852



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	7	29	13	49	7	68	1	76	12	38	8	58	1	25	10	36
+15 mins.	5	26	5	36	11	105	4	120	6	31	4	41	7	38	2	47
+30 mins.	4	36	7	47	11	87	4	102	9	30	2	41	1	19	10	30
+45 mins.	3	41	8	52	4	74	3	81	3	31	9	43	6	43	10	59
Total Volume	19	132	33	184	33	334	12	379	30	130	23	183	15	125	32	172
% App. Total	10.3	71.7	17.9		8.7	88.1	3.2		16.4	71	12.6		8.7	72.7	18.6	
PHF	.679	.805	.635	.885	.750	.795	.750	.790	.625	.855	.639	.789	.536	.727	.800	.729

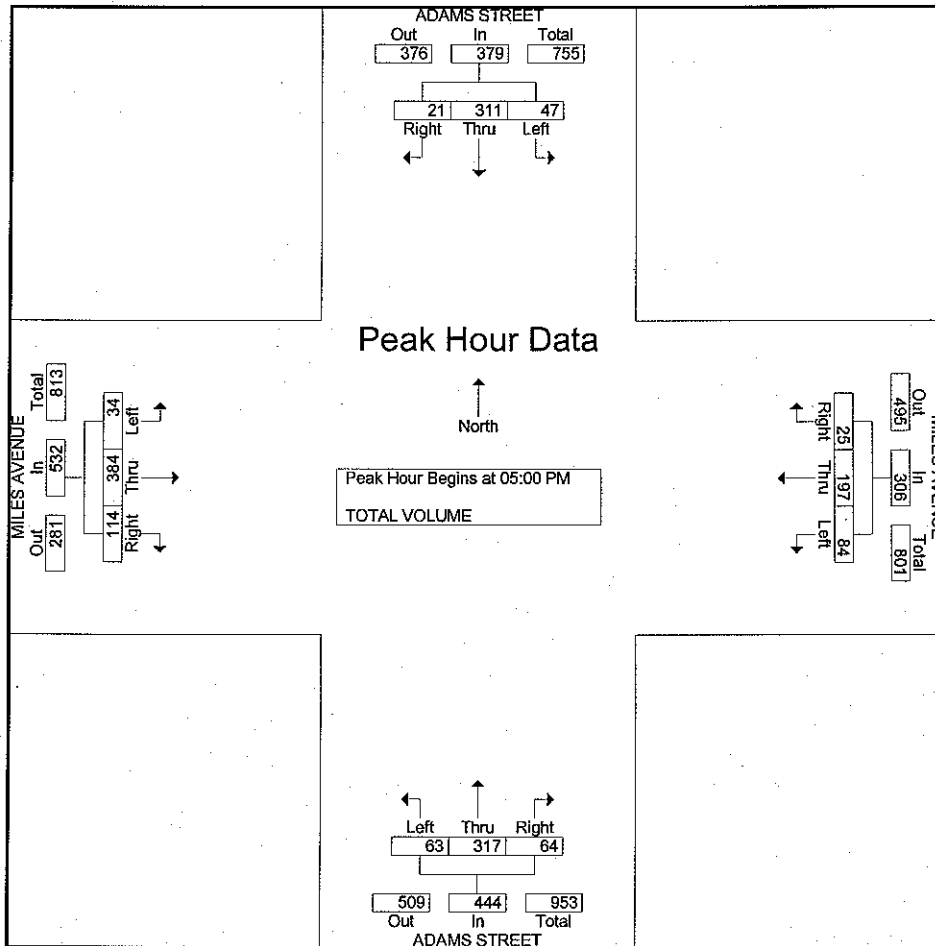
CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : LQADMIPM
 Site Code : 0037551
 Start Date : 4/12/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	ADAMS STREET Southbound				MILES AVENUE Westbound				ADAMS STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	63	7	83	10	38	7	55	17	77	11	105	9	86	14	109	352
04:15 PM	6	61	4	71	21	40	2	63	20	70	27	117	7	71	22	100	351
04:30 PM	10	63	4	77	20	54	6	80	21	79	21	121	5	73	23	101	379
04:45 PM	7	73	3	83	19	49	9	77	14	73	24	111	5	78	16	99	370
Total	36	260	18	314	70	181	24	275	72	299	83	454	26	308	75	409	1452
05:00 PM	17	72	2	91	22	43	12	77	10	93	15	118	8	99	28	135	421
05:15 PM	15	79	9	103	21	55	10	86	23	65	18	106	7	127	26	160	455
05:30 PM	8	76	5	89	22	41	3	66	14	70	16	100	13	83	31	127	382
05:45 PM	7	84	5	96	19	58	0	77	16	89	15	120	6	75	29	110	403
Total	47	311	21	379	84	197	25	306	63	317	64	444	34	384	114	532	1661
Grand Total	83	571	39	693	154	378	49	581	135	616	147	898	60	692	189	941	3113
Apprch %	12	82.4	5.6		26.5	65.1	8.4		15	68.6	16.4		6.4	73.5	20.1		
Total %	2.7	18.3	1.3	22.3	4.9	12.1	1.6	18.7	4.3	19.8	4.7	28.8	1.9	22.2	6.1	30.2	

Start Time	ADAMS STREET Southbound				MILES AVENUE Westbound				ADAMS STREET Northbound				MILES 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	72	2	91	22	43	12	77	10	93	15	118	8	99	28	135	421
05:15 PM	15	79	9	103	21	55	10	86	23	65	18	106	7	127	26	160	455
05:30 PM	8	76	5	89	22	41	3	66	14	70	16	100	13	83	31	127	382
05:45 PM	7	84	5	96	19	58	0	77	16	89	15	120	6	75	29	110	403
Total Volume	47	311	21	379	84	197	25	306	63	317	64	444	34	384	114	532	1661
% App. Total	12.4	82.1	5.5		27.5	64.4	8.2		14.2	71.4	14.4		6.4	72.2	21.4		
PHF	.691	.926	.583	.920	.955	.849	.521	.890	.685	.852	.889	.925	.654	.756	.919	.831	.913



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

	05:00 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	17	72	2	91	20	54	6	80	20	70	27	117	8	99	28	135
+15 mins.	15	79	9	103	19	49	9	77	21	79	21	121	7	127	26	160
+30 mins.	8	76	5	89	22	43	12	77	14	73	24	111	13	83	31	127
+45 mins.	7	84	5	96	21	55	10	86	10	93	15	118	6	75	29	110
Total Volume	47	311	21	379	82	201	37	320	65	315	87	467	34	384	114	532
% App. Total	12.4	82.1	5.5		25.6	62.8	11.6		13.9	67.5	18.6		6.4	72.2	21.4	
PHF	.691	.926	.583	.920	.932	.914	.771	.930	.774	.847	.806	.965	.654	.756	.919	.831

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : LQADMIAM
 Site Code : 0037551
 Start Date : 4/12/2006
 Page No : 1

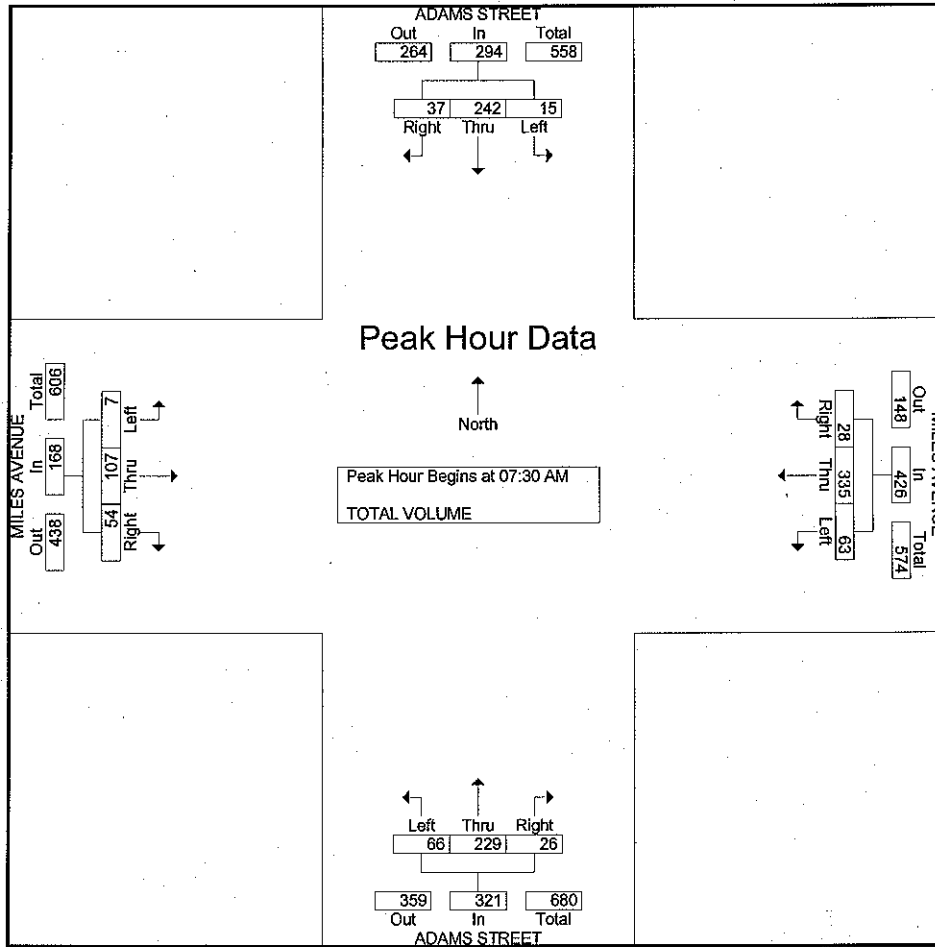
Groups Printed- TOTAL VOLUME

Start Time	ADAMS STREET Southbound				MILES AVENUE Westbound				ADAMS STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	0	44	9	53	8	58	7	73	9	39	1	49	1	13	11	25	200
Total	0	44	9	53	8	58	7	73	9	39	1	49	1	13	11	25	200
07:00 AM	1	30	7	38	10	53	2	65	12	32	1	45	1	21	13	35	183
07:15 AM	3	37	1	41	12	67	7	86	14	43	5	62	4	24	9	37	226
07:30 AM	6	56	10	72	16	95	4	115	20	66	8	94	1	26	12	39	320
07:45 AM	3	74	11	88	25	108	9	142	25	52	5	82	1	26	16	43	355
Total	13	197	29	239	63	323	22	408	71	193	19	283	7	97	50	154	1084
08:00 AM	3	54	7	64	8	72	5	85	8	62	9	79	2	33	12	47	275
08:15 AM	3	58	9	70	14	60	10	84	13	49	4	66	3	22	14	39	259
08:30 AM	1	43	4	48	9	79	5	93	26	49	9	84	5	41	14	60	285
Grand Total	20	396	58	474	102	592	49	743	127	392	42	561	18	206	101	325	2103
Apprch %	4.2	83.5	12.2		13.7	79.7	6.6		22.6	69.9	7.5		5.5	63.4	31.1		
Total %	1	18.8	2.8	22.5	4.9	28.2	2.3	35.3	6	18.6	2	26.7	0.9	9.8	4.8	15.5	

Start Time	ADAMS STREET Southbound				MILES AVENUE Westbound				ADAMS STREET Northbound				MILES 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	56	10	72	16	95	4	115	20	66	8	94	1	26	12	39	320
07:45 AM	3	74	11	88	25	108	9	142	25	52	5	82	1	26	16	43	355
08:00 AM	3	54	7	64	8	72	5	85	8	62	9	79	2	33	12	47	275
08:15 AM	3	58	9	70	14	60	10	84	13	49	4	66	3	22	14	39	259
Total Volume	15	242	37	294	63	335	28	426	66	229	26	321	7	107	54	168	1209
% App. Total	5.1	82.3	12.6		14.8	78.6	6.6		20.6	71.3	8.1		4.2	63.7	32.1		
PHF	.625	.818	.841	.835	.630	.775	.700	.750	.660	.867	.722	.854	.583	.811	.844	.894	.851

CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : LQADMIAM
 Site Code : 0037551
 Start Date : 4/12/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	6	56	10	72	12	67	7	86	20	66	8	94	1	26	16	43
+15 mins.	3	74	11	88	16	95	4	115	25	52	5	82	2	33	12	47
+30 mins.	3	54	7	64	25	108	9	142	8	62	9	79	3	22	14	39
+45 mins.	3	58	9	70	8	72	5	85	13	49	4	66	5	41	14	60
Total Volume	15	242	37	294	61	342	25	428	66	229	26	321	11	122	56	189
% App. Total	5.1	82.3	12.6		14.3	79.9	5.8		20.6	71.3	8.1		5.8	64.6	29.6	
PHF	.625	.818	.841	.835	.610	.792	.694	.754	.660	.867	.722	.854	.550	.744	.875	.788

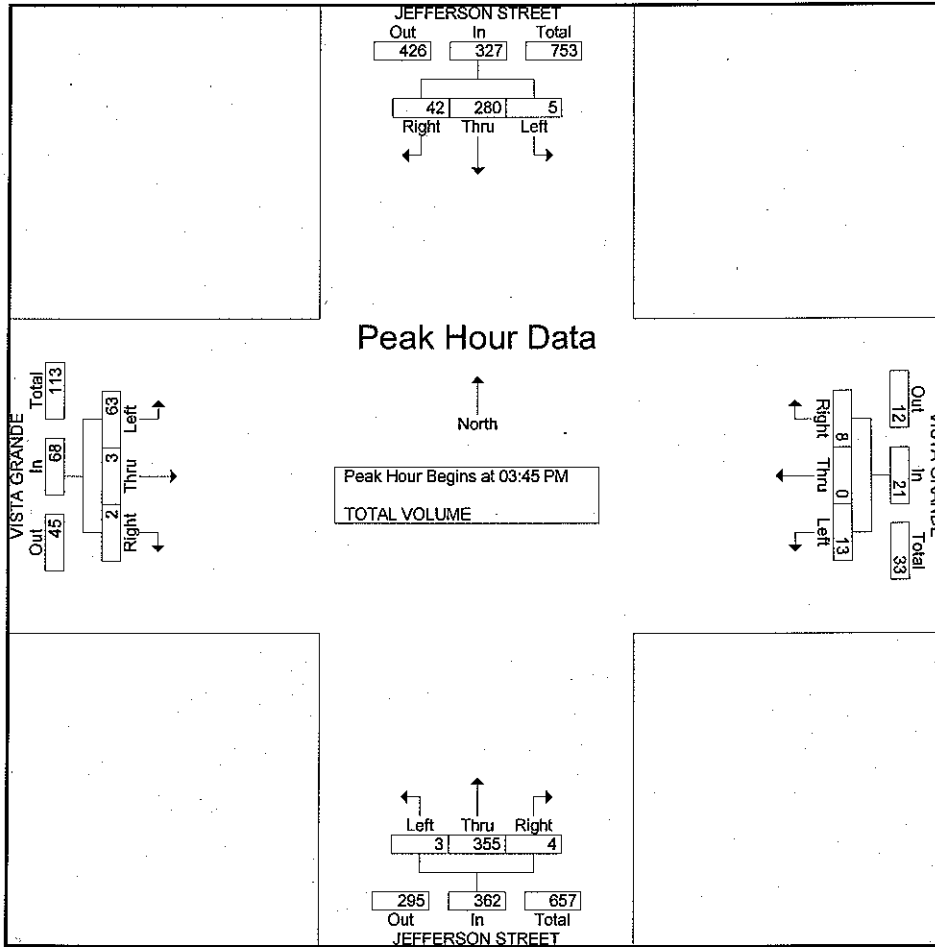
CITY OF LA QUINTA
 N/S: JEFFERSON STREET
 E/W: VISTA GRANDE
 WEATHER: SUNNY

File Name : LQJEVGP
 Site Code : 0037536
 Start Date : 4/12/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				VISTA GRANDE Westbound				JEFFERSON STREET Northbound				VISTA GRANDE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:45 PM	0	69	12	81	6	0	5	11	0	82	1	83	14	0	0	14	189
Total	0	69	12	81	6	0	5	11	0	82	1	83	14	0	0	14	189
04:00 PM	4	80	11	95	2	0	1	3	1	96	1	98	15	2	0	17	213
04:15 PM	0	74	8	82	3	0	0	3	1	92	2	95	13	1	2	16	196
04:30 PM	1	57	11	69	2	0	2	4	1	85	0	86	21	0	0	21	180
04:45 PM	1	73	8	82	1	0	2	3	0	59	1	60	8	0	2	10	155
Total	6	284	38	328	8	0	5	13	3	332	4	339	57	3	4	64	744
05:00 PM	0	85	9	74	0	0	0	0	0	67	0	67	12	0	3	15	156
05:15 PM	2	59	16	77	1	1	3	5	0	62	2	64	18	0	1	19	165
05:30 PM	6	87	4	97	5	0	4	9	0	69	5	74	9	0	0	9	189
Grand Total	14	564	79	657	20	1	17	38	3	612	12	627	110	3	8	121	1443
Apprch %	2.1	85.8	12		52.6	2.6	44.7		0.5	97.6	1.9		90.9	2.5	6.6		
Total %	1	39.1	5.5	45.5	1.4	0.1	1.2	2.6	0.2	42.4	0.8	43.5	7.6	0.2	0.6	8.4	

Start Time	JEFFERSON STREET Southbound				VISTA GRANDE Westbound				JEFFERSON STREET Northbound				VISTA GRANDE 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 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	69	12	81	6	0	5	11	0	82	1	83	14	0	0	14	189
04:00 PM	4	80	11	95	2	0	1	3	1	96	1	98	15	2	0	17	213
04:15 PM	0	74	8	82	3	0	0	3	1	92	2	95	13	1	2	16	196
04:30 PM	1	57	11	69	2	0	2	4	1	85	0	86	21	0	0	21	180
Total Volume	5	280	42	327	13	0	8	21	3	355	4	362	63	3	2	68	778
% App. Total	1.5	85.6	12.8		61.9	0	38.1		0.8	98.1	1.1		92.6	4.4	2.9		
PHF	.313	.875	.875	.861	.542	.000	.400	.477	.750	.924	.500	.923	.750	.375	.250	.810	.913



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				03:45 PM				03:45 PM				03:45 PM			
+0 mins.	1	73	8	82	6	0	5	11	0	82	1	83	14	0	0	14
+15 mins.	0	65	9	74	2	0	1	3	1	96	1	98	15	2	0	17
+30 mins.	2	59	16	77	3	0	0	3	1	92	2	95	13	1	2	16
+45 mins.	6	87	4	97	2	0	2	4	1	85	0	86	21	0	0	21
Total Volume	9	284	37	330	13	0	8	21	3	355	4	362	63	3	2	68
% App. Total	2.7	86.1	11.2		61.9	0	38.1		0.8	98.1	1.1		92.6	4.4	2.9	
PHF	.375	.816	.578	.851	.542	.000	.400	.477	.750	.924	.500	.923	.750	.375	.250	.810

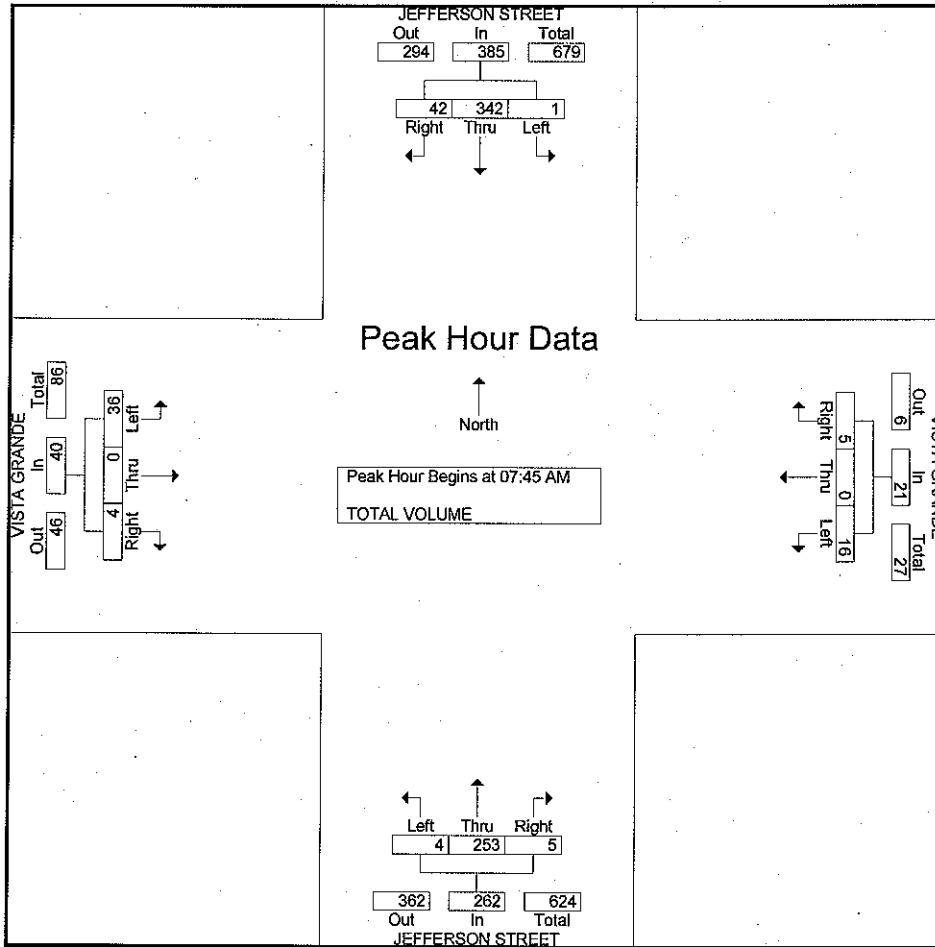
CITY OF LA QUINTA
 N/S: JEFFERSON STREET
 E/W: VISTA GRANDE
 WEATHER: SUNNY

File Name : LQJEVGAM
 Site Code : 0037538
 Start Date : 4/13/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				VISTA GRANDE Westbound				JEFFERSON STREET Northbound				VISTA GRANDE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	70	6	79	2	0	0	2	0	47	0	47	4	0	0	4	
07:15 AM	0	74	5	79	1	0	4	5	1	48	2	51	5	0	1	6	
07:30 AM	1	87	11	99	2	0	2	4	2	59	1	62	7	0	0	7	
07:45 AM	1	89	11	101	6	0	0	6	2	67	1	70	8	0	3	11	
Total	5	320	33	358	11	0	6	17	5	221	4	230	24	0	4	28	
08:00 AM	0	86	6	92	4	0	1	5	1	61	1	63	8	0	0	8	
08:15 AM	0	71	10	81	1	0	1	2	0	66	1	67	8	0	1	9	
08:30 AM	0	96	15	111	5	0	3	8	1	59	2	62	12	0	0	12	
08:45 AM	0	90	12	102	7	0	3	10	0	61	3	64	7	0	0	7	
Total	0	343	43	386	17	0	8	25	2	247	7	256	35	0	1	36	
Grand Total	5	663	76	744	28	0	14	42	7	468	11	486	59	0	5	64	
Apprch %	0.7	89.1	10.2		66.7	0	33.3		1.4	96.3	2.3		92.2	0	7.8		
Total %	0.4	49.6	5.7	55.7	2.1	0	1	3.1	0.5	35	0.8	36.4	4.4	0	0.4	4.8	

Start Time	JEFFERSON STREET Southbound				VISTA GRANDE Westbound				JEFFERSON STREET Northbound				VISTA GRANDE 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	89	11	101	6	0	0	6	2	67	1	70	8	0	3	11	
08:00 AM	0	86	6	92	4	0	1	5	1	61	1	63	8	0	0	8	
08:15 AM	0	71	10	81	1	0	1	2	0	66	1	67	8	0	1	9	
08:30 AM	0	96	15	111	5	0	3	8	1	59	2	62	12	0	0	12	
Total Volume	1	342	42	385	16	0	5	21	4	253	5	262	36	0	4	40	
% App. Total	0.3	88.8	10.9		76.2	0	23.8		1.5	96.6	1.9		90	0	10		
PHF	.250	.891	.700	.867	.667	.000	.417	.656	.500	.944	.625	.936	.750	.000	.333	.833	



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				07:45 AM			
+0 mins.	0	86	6	92	4	0	1	5	2	59	1	62	8	0	3	11
+15 mins.	0	71	10	81	1	0	1	2	2	67	1	70	8	0	0	8
+30 mins.	0	96	15	111	5	0	3	8	1	61	1	63	8	0	1	9
+45 mins.	0	90	12	102	7	0	3	10	0	66	1	67	12	0	0	12
Total Volume	0	343	43	386	17	0	8	25	5	253	4	262	36	0	4	40
% App. Total	0	88.9	11.1		68	0	32		1.9	96.6	1.5		90	0	10	
PHF	.000	.893	.717	.869	.607	.000	.667	.625	.625	.944	1.000	.936	.750	.000	.333	.833

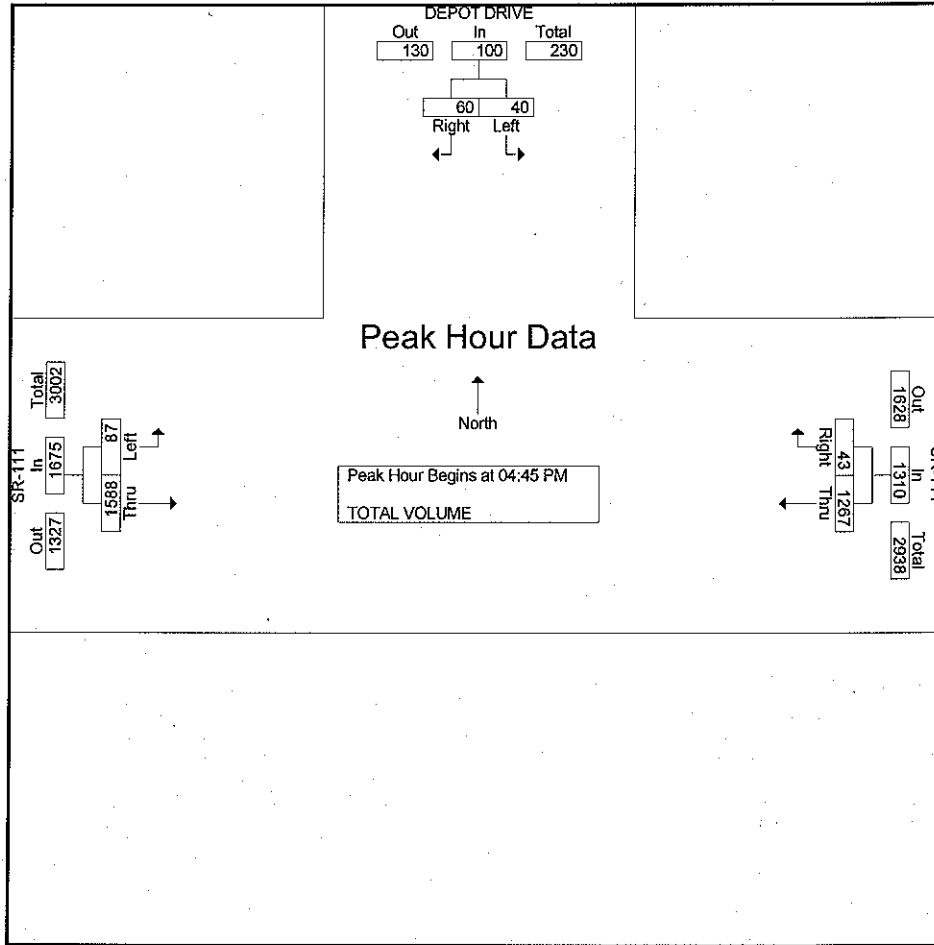
CITY OF LA QUINTA
 N/S: DEPOT DRIVE
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQDE111PM
 Site Code : 0037559
 Start Date : 4/12/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	DEPOT DRIVE Southbound			SR-111 Westbound			SR-111 Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	10	25	35	299	9	308	28	412	440	783
04:15 PM	12	12	24	332	12	344	40	342	382	750
04:30 PM	13	18	31	343	16	359	29	359	388	778
04:45 PM	13	11	24	311	9	320	19	388	407	751
Total	48	66	114	1285	46	1331	116	1501	1617	3062
05:00 PM	16	11	27	301	18	319	24	371	395	741
05:15 PM	5	15	20	327	4	331	19	441	460	811
05:30 PM	6	23	29	328	12	340	25	388	413	782
05:45 PM	6	10	16	281	7	288	26	363	389	693
Total	33	59	92	1237	41	1278	94	1563	1657	3027
Grand Total	81	125	206	2522	87	2609	210	3064	3274	6089
Apprch %	39.3	60.7		96.7	3.3		6.4	93.6		
Total %	1.3	2.1	3.4	41.4	1.4	42.8	3.4	50.3	53.8	

Start Time	DEPOT DRIVE Southbound			SR-111 Westbound			SR-111 Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	13	11	24	311	9	320	19	388	407	751
05:00 PM	16	11	27	301	18	319	24	371	395	741
05:15 PM	5	15	20	327	4	331	19	441	460	811
05:30 PM	6	23	29	328	12	340	25	388	413	782
Total Volume	40	60	100	1267	43	1310	87	1588	1675	3085
% App. Total	40	60		96.7	3.3		5.2	94.8		
PHF	.625	.652	.862	.966	.597	.963	.870	.900	.910	.951



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

	04:00 PM			04:15 PM			04:45 PM		
+0 mins.	10	25	35	332	12	344	19	388	407
+15 mins.	12	12	24	343	16	359	24	371	395
+30 mins.	13	18	31	311	9	320	19	441	460
+45 mins.	13	11	24	301	18	319	25	388	413
Total Volume	48	66	114	1287	55	1342	87	1588	1675
% App. Total	42.1	57.9		95.9	4.1		5.2	94.8	
PHF	.923	.660	.814	.938	.764	.935	.870	.900	.910

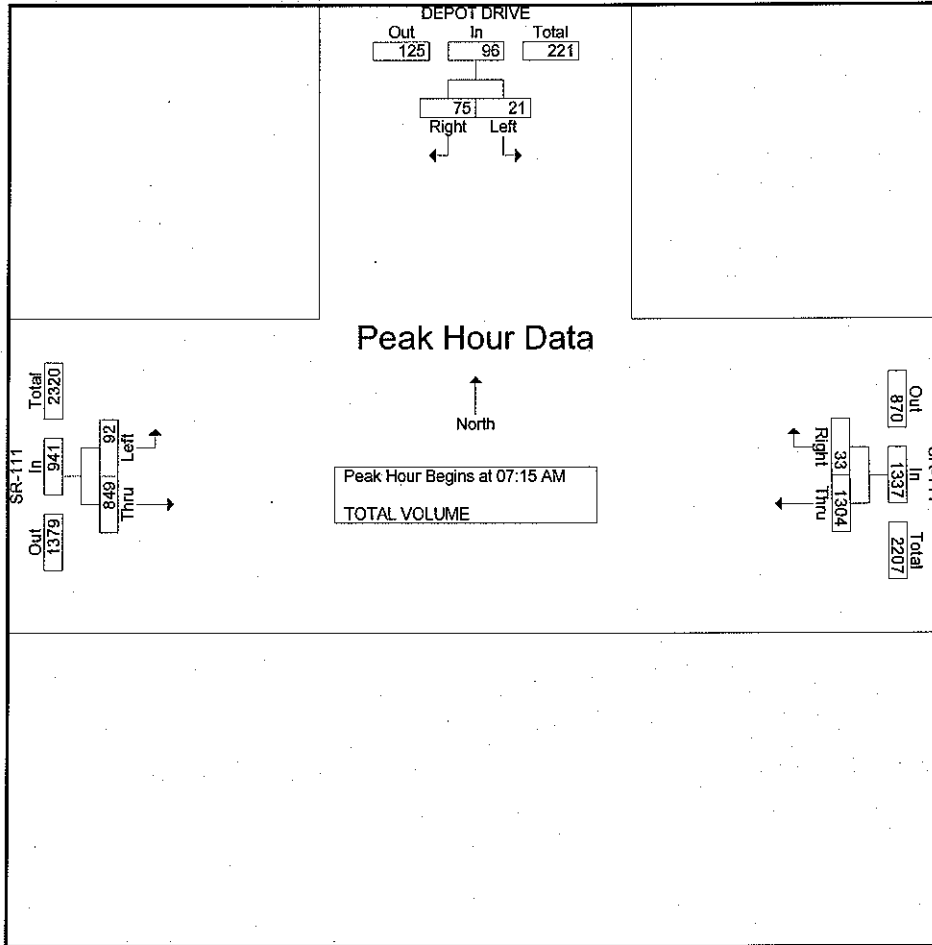
CITY OF LA QUINTA
 N/S:DEPOT DRIVE
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQDE111AM
 Site Code : 0037543
 Start Date : 4/20/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	DEPOT DRIVE Southbound			SR-111 Westbound			SR-111 Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
06:45 AM	1	7	8	269	8	277	13	152	165	450
Total	1	7	8	269	8	277	13	152	165	450
07:00 AM	2	6	8	259	5	264	11	180	191	463
07:15 AM	2	19	21	354	6	360	27	204	231	612
07:30 AM	6	15	21	373	11	384	16	220	236	641
07:45 AM	7	26	33	296	8	304	29	230	259	596
Total	17	66	83	1282	30	1312	83	834	917	2312
08:00 AM	6	15	21	281	8	289	20	195	215	525
08:15 AM	8	17	25	258	8	266	23	172	195	486
08:30 AM	5	21	26	246	13	259	29	190	219	504
08:45 AM	13	30	43	265	11	276	26	201	227	546
Total	32	83	115	1050	40	1090	98	758	856	2061
Grand Total	50	156	206	2601	78	2679	194	1744	1938	4823
Apprch %	24.3	75.7		97.1	2.9		10	90		
Total %	1	3.2	4.3	53.9	1.6	55.5	4	36.2	40.2	

Start Time	DEPOT DRIVE Southbound			SR-111 Westbound			SR-111 Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 06:45 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	19	21	354	6	360	27	204	231	612
07:30 AM	6	15	21	373	11	384	16	220	236	641
07:45 AM	7	26	33	296	8	304	29	230	259	596
08:00 AM	6	15	21	281	8	289	20	195	215	525
Total Volume	21	75	96	1304	33	1337	92	849	941	2374
% App. Total	21.9	78.1		97.5	2.5		9.8	90.2		
PHF	.750	.721	.727	.874	.750	.870	.793	.923	.908	.926



Peak Hour Analysis From 06:45 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:15 AM		
+0 mins.	6	15	21	354	6	360	27	204	231
+15 mins.	8	17	25	373	11	384	16	220	236
+30 mins.	5	21	26	296	8	304	29	230	259
+45 mins.	13	30	43	281	8	289	20	195	215
Total Volume	32	83	115	1304	33	1337	92	849	941
% App. Total	27.8	72.2		97.5	2.5		9.8	90.2	
PHF	.615	.692	.669	.874	.750	.870	.793	.923	.908

CITY OF LA QUINTA
 N/S: LA QUINTA CENTER
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQLQC111PM
 Site Code : 0037538
 Start Date : 4/20/2006
 Page No : 1

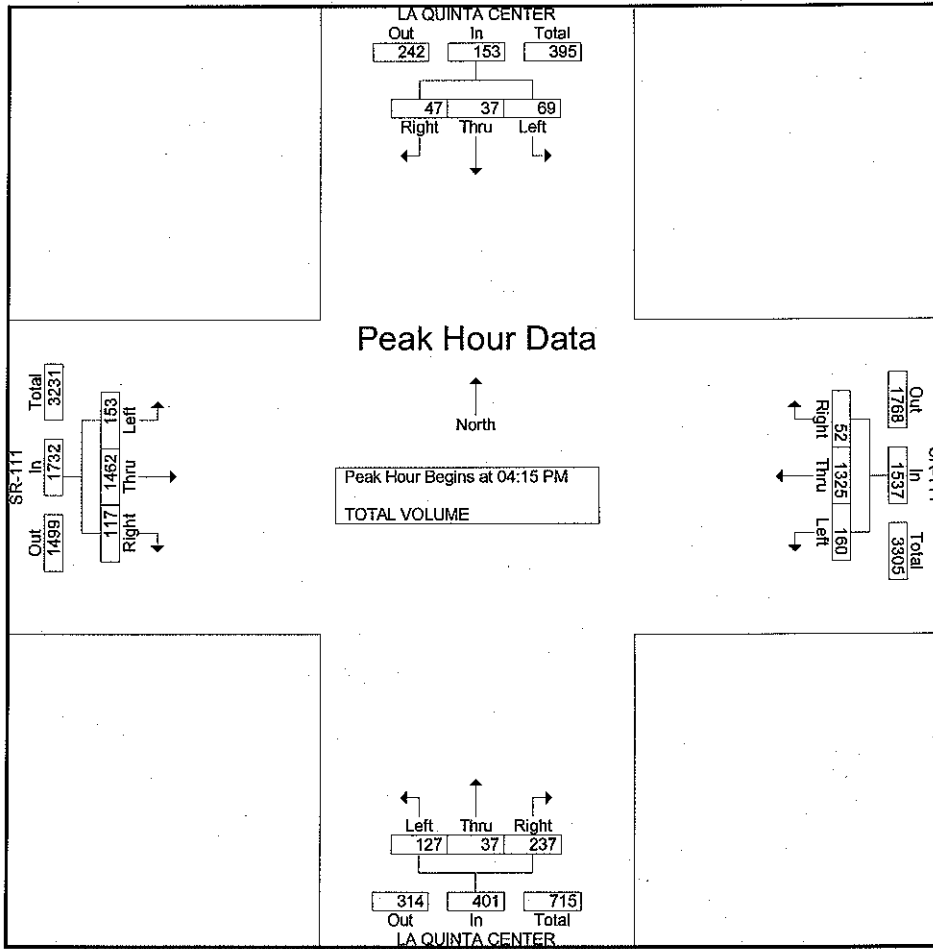
Groups Printed- TOTAL VOLUME

Start Time	LA QUINTA CENTER Southbound				SR-111 Westbound				LA QUINTA CENTER Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	8	9	16	33	48	257	36	341	21	16	41	78	19	394	26	439	891
04:15 PM	11	5	10	26	34	379	11	424	36	10	74	120	27	397	26	450	1020
04:30 PM	14	7	14	35	48	310	11	369	26	14	44	84	11	334	28	373	861
04:45 PM	19	14	13	46	41	336	13	390	35	5	62	102	18	398	34	450	988
Total	52	35	53	140	171	1282	71	1524	118	45	221	384	75	1523	114	1712	3760
05:00 PM	25	11	10	46	37	300	17	354	30	8	57	95	97	333	29	459	954
05:15 PM	13	12	19	44	28	299	25	352	16	10	30	56	25	329	23	377	829
05:30 PM	14	13	15	42	46	289	26	361	40	20	52	112	18	315	17	350	865
05:45 PM	17	8	20	45	42	240	25	307	32	16	49	97	23	331	18	372	821
Total	69	44	64	177	153	1128	93	1374	118	54	188	360	163	1308	87	1558	3469
Grand Total	121	79	117	317	324	2410	164	2898	236	99	409	744	238	2831	201	3270	7229
Apprch %	38.2	24.9	36.9		11.2	83.2	5.7		31.7	13.3	55		7.3	86.6	6.1		
Total %	1.7	1.1	1.6	4.4	4.5	33.3	2.3	40.1	3.3	1.4	5.7	10.3	3.3	39.2	2.8	45.2	

Start Time	LA QUINTA CENTER Southbound				SR-111 Westbound				LA QUINTA CENTER Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	5	10	26	34	379	11	424	36	10	74	120	27	397	26	450	1020
04:30 PM	14	7	14	35	48	310	11	369	26	14	44	84	11	334	28	373	861
04:45 PM	19	14	13	46	41	336	13	390	35	5	62	102	18	398	34	450	988
05:00 PM	25	11	10	46	37	300	17	354	30	8	57	95	97	333	29	459	954
Total Volume	69	37	47	153	160	1325	52	1537	127	37	237	401	153	1462	117	1732	3823
% App. Total	45.1	24.2	30.7		10.4	86.2	3.4		31.7	9.2	59.1		8.8	84.4	6.8		
PHF	.690	.661	.839	.832	.833	.874	.765	.906	.882	.661	.801	.835	.394	.918	.860	.943	.937

CITY OF LA QUINTA
 N/S: LA QUINTA CENTER
 EW: SR-111
 WEATHER: SUNNY

File Name : LQLQC111PM
 Site Code : 0037538
 Start Date : 4/20/2006
 Page No : 2



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

	04:45 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	19	14	13	46	34	379	11	424	36	10	74	120	27	397	26	450
+15 mins.	25	11	10	46	48	310	11	369	26	14	44	84	11	334	28	373
+30 mins.	13	12	19	44	41	336	13	390	35	5	62	102	18	398	34	450
+45 mins.	14	13	15	42	37	300	17	354	30	8	57	95	97	333	29	459
Total Volume	71	50	57	178	160	1325	52	1537	127	37	237	401	153	1462	117	1732
% App. Total	39.9	28.1	32		10.4	86.2	3.4		31.7	9.2	59.1		8.8	84.4	6.8	
PHF	.710	.893	.750	.967	.833	.874	.765	.906	.882	.661	.801	.835	.394	.918	.860	.943

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF LA QUINTA
 N/S: LA QUINTA CENTER
 EW: SR-111
 WEATHER: SUNNY

File Name : LQLQC111AM1
 Site Code : 0037501
 Start Date : 4/20/2006
 Page No : 1

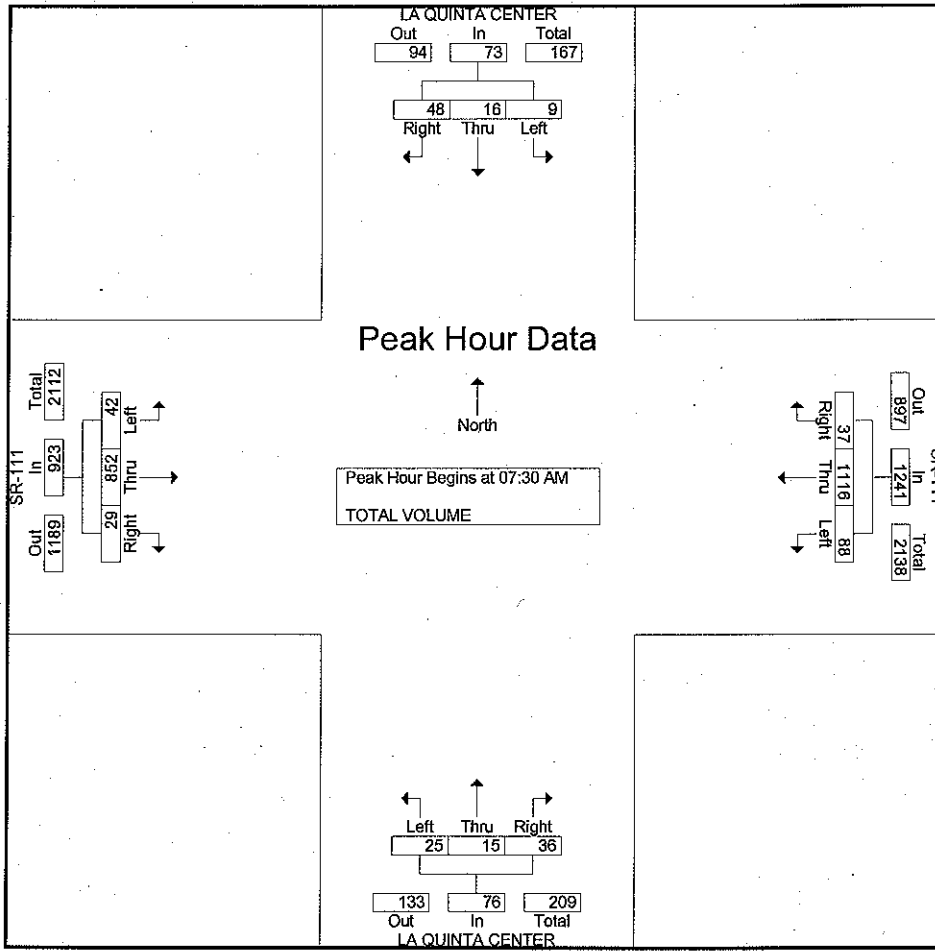
Groups Printed- TOTAL VOLUME

Start Time	LA QUINTA CENTER Southbound				SR-111 Westbound				LA QUINTA CENTER Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	9	9	8	214	6	228	4	4	7	15	4	172	4	180	432
07:15 AM	1	1	9	11	11	252	7	270	6	1	8	15	10	189	5	204	500
07:30 AM	3	1	11	15	10	355	7	372	9	1	5	15	7	233	4	244	646
07:45 AM	4	11	13	28	33	277	13	323	5	4	6	15	13	198	8	219	585
Total	8	13	42	63	62	1098	33	1193	24	10	26	60	34	792	21	847	2163
08:00 AM	1	1	11	13	24	246	9	279	6	2	13	21	12	202	7	221	534
08:15 AM	1	3	13	17	21	238	8	267	5	8	12	25	10	219	10	239	548
08:30 AM	5	4	15	24	12	251	8	271	14	7	17	38	8	177	9	194	527
08:45 AM	2	3	9	14	32	254	13	299	12	6	26	44	11	221	13	245	602
Total	9	11	48	68	89	989	38	1116	37	23	68	128	41	819	39	899	2211
Grand Total	17	24	90	131	151	2087	71	2309	61	33	94	188	75	1611	60	1746	4374
Apprch %	13	18.3	68.7		6.5	90.4	3.1		32.4	17.6	50		4.3	92.3	3.4		
Total %	0.4	0.5	2.1	3	3.5	47.7	1.6	52.8	1.4	0.8	2.1	4.3	1.7	36.8	1.4	39.9	

Start Time	LA QUINTA CENTER Southbound				SR-111 Westbound				LA QUINTA CENTER Northbound				SR-111 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	1	11	15	10	355	7	372	9	1	5	15	7	233	4	244	646
07:45 AM	4	11	13	28	33	277	13	323	5	4	6	15	13	198	8	219	585
08:00 AM	1	1	11	13	24	246	9	279	6	2	13	21	12	202	7	221	534
08:15 AM	1	3	13	17	21	238	8	267	5	8	12	25	10	219	10	239	548
Total Volume	9	16	48	73	88	1116	37	1241	25	15	36	76	42	852	29	923	2313
% App. Total	12.3	21.9	65.8		7.1	89.9	3		32.9	19.7	47.4		4.6	92.3	3.1		
PHF	.563	.364	.923	.652	.667	.786	.712	.834	.694	.469	.692	.760	.808	.914	.725	.946	.895

CITY OF LA QUINTA
 N/S: LA QUINTA CENTER
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQLQC111AM1
 Site Code : 0037501
 Start Date : 4/20/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	4	11	13	28	11	252	7	270	6	2	13	21	7	233	4	244
+15 mins.	1	1	11	13	10	355	7	372	5	8	12	25	13	198	8	219
+30 mins.	1	3	13	17	33	277	13	323	14	7	17	38	12	202	7	221
+45 mins.	5	4	15	24	24	246	9	279	12	6	26	44	10	219	10	239
Total Volume	11	19	52	82	78	1130	36	1244	37	23	68	128	42	852	29	923
% App. Total	13.4	23.2	63.4		6.3	90.8	2.9		28.9	18	53.1		4.6	92.3	3.1	
PHF	.550	.432	.867	.732	.591	.796	.692	.836	.661	.719	.654	.727	.808	.914	.725	.946

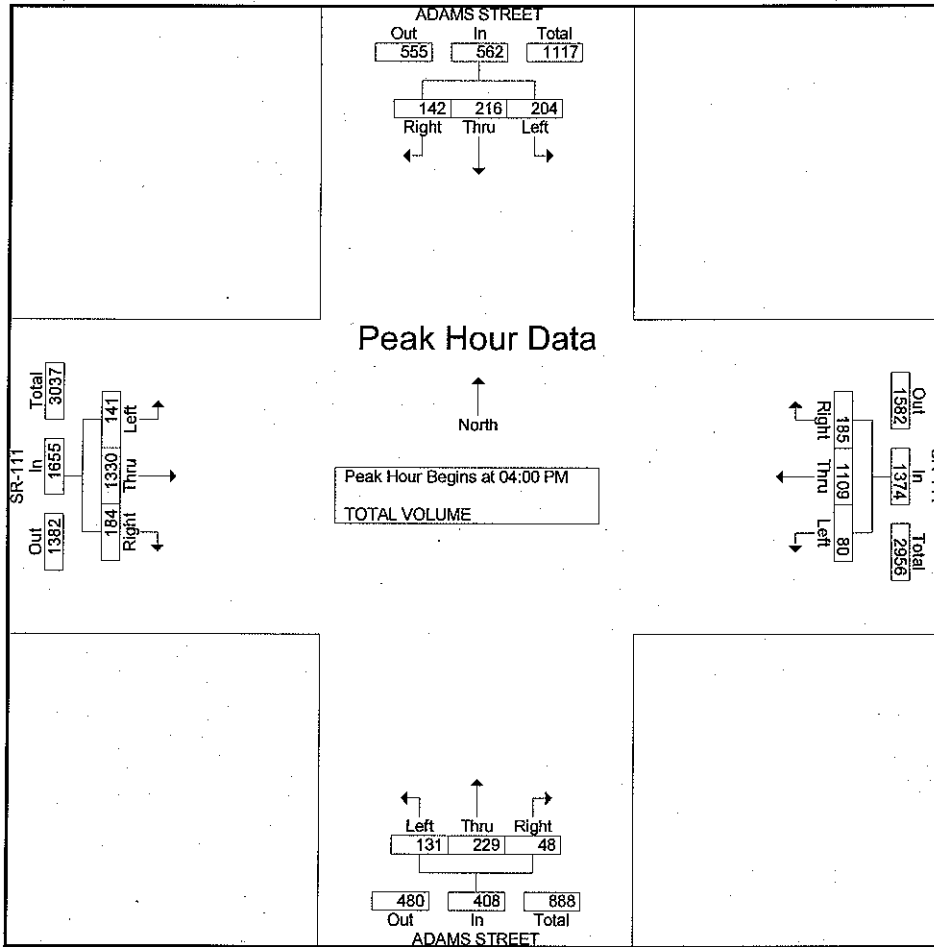
CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQAD111PM
 Site Code : 0037511
 Start Date : 4/12/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	ADAMS STREET Southbound				SR-111 Westbound				ADAMS STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	44	41	42	127	18	282	54	354	41	64	9	114	38	344	47	429	1024
04:15 PM	52	63	39	154	20	276	44	340	28	55	16	99	29	314	40	383	976
04:30 PM	55	54	30	139	14	295	50	359	40	57	15	112	37	328	47	412	1022
04:45 PM	53	58	31	142	28	256	37	321	22	53	8	83	37	344	50	431	977
Total	204	216	142	562	80	1109	185	1374	131	229	48	408	141	1330	184	1655	3999
05:00 PM	50	58	28	136	17	241	37	295	22	41	10	73	39	317	30	386	890
05:15 PM	56	68	33	157	20	254	46	320	36	51	6	93	33	352	46	431	1001
05:30 PM	69	61	26	156	12	249	35	296	31	52	18	101	38	309	63	410	963
05:45 PM	60	53	31	144	15	250	39	304	30	57	10	97	26	281	50	357	902
Total	235	240	118	593	64	994	157	1215	119	201	44	364	136	1259	189	1584	3756
Grand Total	439	456	260	1155	144	2103	342	2589	250	430	92	772	277	2589	373	3239	7755
Apprch %	38	39.5	22.5		5.6	81.2	13.2		32.4	55.7	11.9		8.6	79.9	11.5		
Total %	5.7	5.9	3.4	14.9	1.9	27.1	4.4	33.4	3.2	5.5	1.2	10	3.6	33.4	4.8	41.8	

Start Time	ADAMS STREET Southbound				SR-111 Westbound				ADAMS STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	44	41	42	127	18	282	54	354	41	64	9	114	38	344	47	429	1024
04:15 PM	52	63	39	154	20	276	44	340	28	55	16	99	29	314	40	383	976
04:30 PM	55	54	30	139	14	295	50	359	40	57	15	112	37	328	47	412	1022
04:45 PM	53	58	31	142	28	256	37	321	22	53	8	83	37	344	50	431	977
Total Volume	204	216	142	562	80	1109	185	1374	131	229	48	408	141	1330	184	1655	3999
% App. Total	36.3	38.4	25.3		5.8	80.7	13.5		32.1	56.1	11.8		8.5	80.4	11.1		
PHF	.927	.857	.845	.912	.714	.940	.856	.957	.799	.895	.750	.895	.928	.967	.920	.960	.976



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

	05:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	50	58	28	136	.18	282	54	354	41	64	9	114	37	328	47	412
+15 mins.	56	68	33	157	20	276	44	340	28	55	16	99	37	344	50	431
+30 mins.	69	61	26	156	14	295	50	359	40	57	15	112	39	317	30	386
+45 mins.	60	53	31	144	28	256	37	321	22	53	8	83	33	352	46	431
Total Volume	235	240	118	593	80	1109	185	1374	131	229	48	408	146	1341	173	1660
% App. Total	39.6	40.5	19.9		5.8	80.7	13.5		32.1	56.1	11.8		8.8	80.8	10.4	
PHF	.851	.882	.894	.944	.714	.940	.856	.957	.799	.895	.750	.895	.936	.952	.865	.963

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
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 951-247-6716

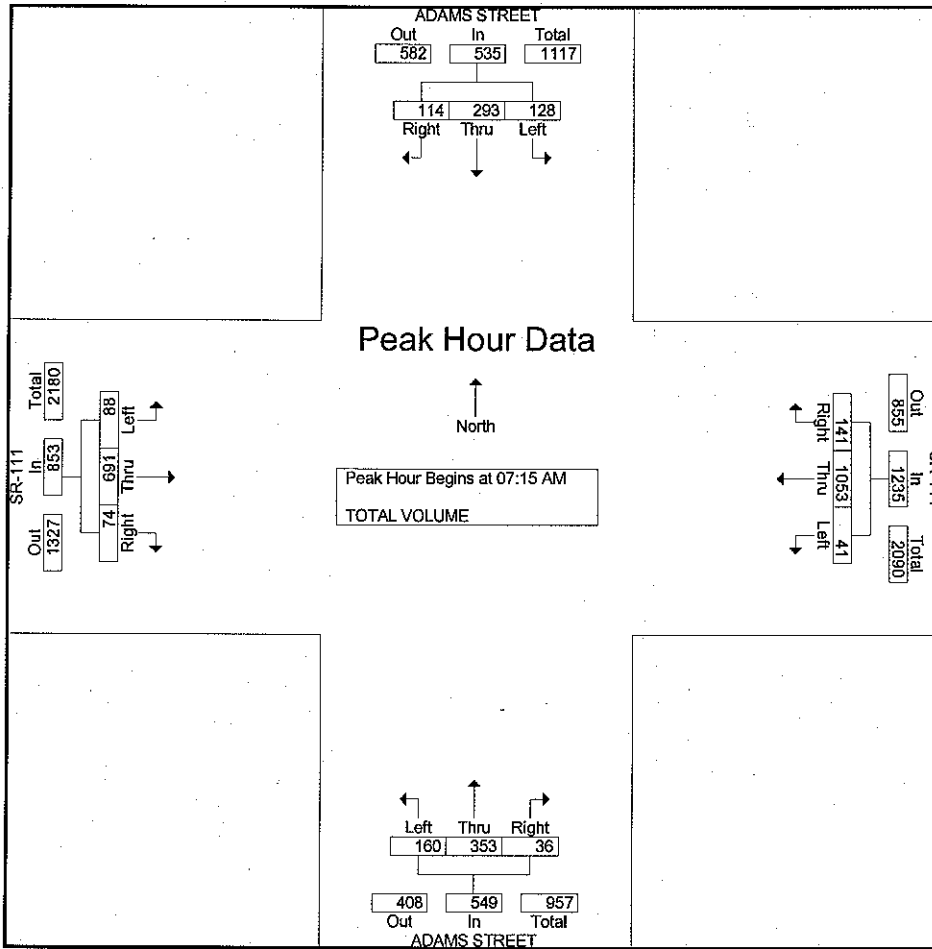
CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQAD111AM
 Site Code : 0037543
 Start Date : 4/19/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	ADAMS STREET Southbound				SR-111 Westbound				ADAMS STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	18	41	9	68	6	188	16	210	25	41	8	74	16	158	10	184	536
Total	18	41	9	68	6	188	16	210	25	41	8	74	16	158	10	184	536
07:00 AM	30	53	20	103	10	148	15	173	30	89	6	125	19	131	24	174	575
07:15 AM	27	70	27	124	4	251	40	295	18	125	13	156	37	160	11	208	783
07:30 AM	40	114	39	193	11	255	26	292	54	125	8	187	20	165	28	213	885
07:45 AM	35	57	25	117	15	304	46	365	43	61	5	109	9	216	15	240	831
Total	132	294	111	537	40	958	127	1125	145	400	32	577	85	672	78	835	3074
08:00 AM	26	52	23	101	11	243	29	283	45	42	10	97	22	150	20	192	673
08:15 AM	36	53	25	114	10	242	23	275	43	42	14	99	15	175	14	204	692
08:30 AM	26	50	24	100	8	212	29	249	49	55	9	113	13	175	17	205	667
Grand Total	238	490	192	920	75	1843	224	2142	307	580	73	960	151	1330	139	1620	5642
Apprch %	25.9	53.3	20.9		3.5	86	10.5		32	60.4	7.6		9.3	82.1	8.6		
Total %	4.2	8.7	3.4	16.3	1.3	32.7	4	38	5.4	10.3	1.3	17	2.7	23.6	2.5	28.7	

Start Time	ADAMS STREET Southbound				SR-111 Westbound				ADAMS STREET Northbound				SR-111 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	27	70	27	124	4	251	40	295	18	125	13	156	37	160	11	208	783
07:30 AM	40	114	39	193	11	255	26	292	54	125	8	187	20	165	28	213	885
07:45 AM	35	57	25	117	15	304	46	365	43	61	5	109	9	216	15	240	831
08:00 AM	26	52	23	101	11	243	29	283	45	42	10	97	22	150	20	192	673
Total Volume	128	293	114	535	41	1053	141	1235	160	353	36	549	88	691	74	853	3172
% App. Total	23.9	54.8	21.3		3.3	85.3	11.4		29.1	64.3	6.6		10.3	81	8.7		
PHF	.800	.643	.731	.693	.683	.866	.766	.846	.741	.706	.692	.734	.595	.800	.661	.889	.896



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	30	53	20	103	4	251	40	295	30	89	6	125	37	160	11	208
+15 mins.	27	70	27	124	11	255	26	292	18	125	13	156	20	165	28	213
+30 mins.	40	114	39	193	15	304	46	365	54	125	8	187	9	216	15	240
+45 mins.	35	57	25	117	11	243	29	283	43	61	5	109	22	150	20	192
Total Volume	132	294	111	537	41	1053	141	1235	145	400	32	577	88	691	74	853
% App. Total	24.6	54.7	20.7		3.3	85.3	11.4		25.1	69.3	5.5		10.3	81	8.7	
PHF	.825	.645	.712	.696	.683	.866	.766	.846	.671	.800	.615	.771	.595	.800	.661	.889

CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQDPFWPM
 Site Code : 0037550
 Start Date : 4/12/2006
 Page No : 1

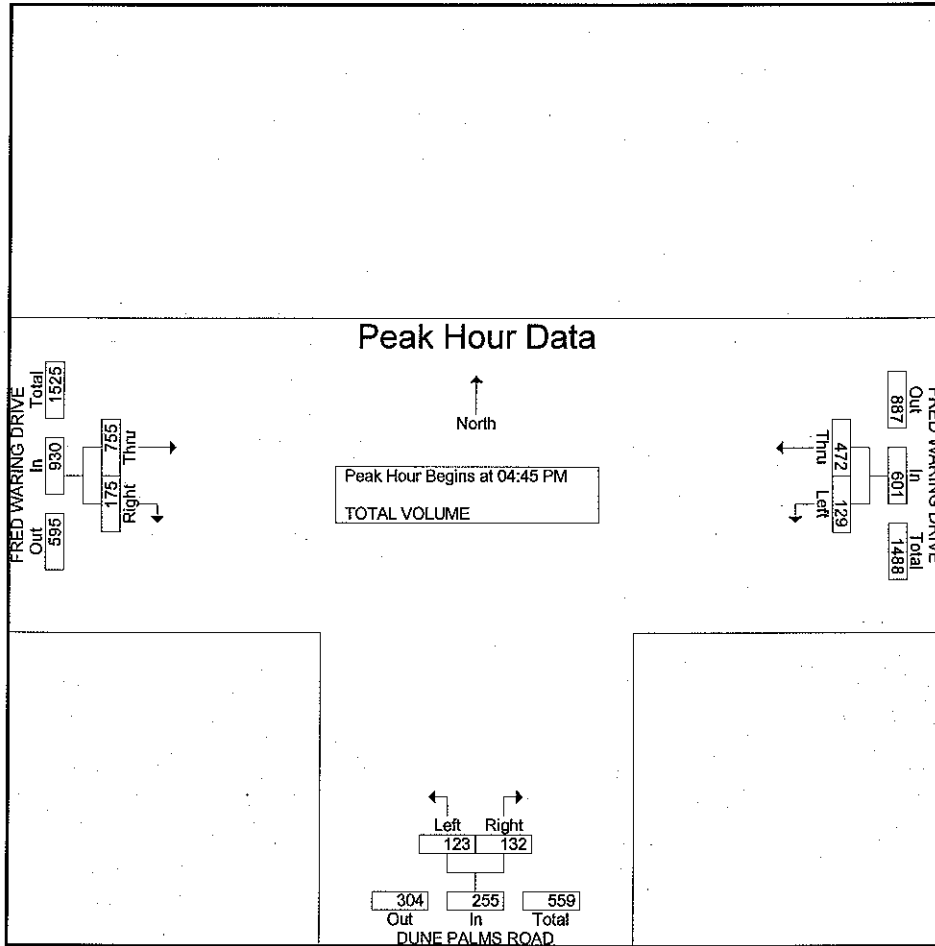
Groups Printed- TOTAL VOLUME

Start Time	FRED WARING DRIVE Westbound			DUNE PALMS ROAD Northbound			FRED WARING DRIVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	30	103	133	32	32	64	185	40	225	422
04:15 PM	28	113	141	36	21	57	178	39	217	415
04:30 PM	18	118	136	40	32	72	158	33	191	399
04:45 PM	30	116	146	28	26	54	194	41	235	435
Total	106	450	556	136	111	247	715	153	868	1671
05:00 PM	35	108	143	39	33	72	181	37	218	433
05:15 PM	38	109	147	31	26	57	189	60	249	453
05:30 PM	26	139	165	25	47	72	191	37	228	465
05:45 PM	33	111	144	27	27	54	150	33	183	381
Total	132	467	599	122	133	255	711	167	878	1732
Grand Total	238	917	1155	258	244	502	1426	320	1746	3403
Apprch %	20.6	79.4		51.4	48.6		81.7	18.3		
Total %	7	26.9	33.9	7.6	7.2	14.8	41.9	9.4	51.3	

Start Time	FRED WARING DRIVE Westbound			DUNE PALMS ROAD Northbound			FRED WARING DRIVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	30	116	146	28	26	54	194	41	235	435
05:00 PM	35	108	143	39	33	72	181	37	218	433
05:15 PM	38	109	147	31	26	57	189	60	249	453
05:30 PM	26	139	165	25	47	72	191	37	228	465
Total Volume	129	472	601	123	132	255	755	175	930	1786
% App. Total	21.5	78.5		48.2	51.8		81.2	18.8		
PHF	.849	.849	.911	.788	.702	.885	.973	.729	.934	.960

CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 EW: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQDPFWPM
 Site Code : 0037550
 Start Date : 4/12/2006
 Page No : 2



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

	04:45 PM			04:15 PM			04:45 PM		
+0 mins.	30	116	146	36	21	57	194	41	235
+15 mins.	35	108	143	40	32	72	181	37	218
+30 mins.	38	109	147	28	26	54	189	60	249
+45 mins.	26	139	165	39	33	72	191	37	228
Total Volume	129	472	601	143	112	255	755	175	930
% App. Total	21.5	78.5		56.1	43.9		81.2	18.8	
PHF	.849	.849	.911	.894	.848	.885	.973	.729	.934

CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 E/W: FRED WAING DRIVE
 WEATHER: SUNNY

File Name : LQDPFWAM
 Site Code : 0037550
 Start Date : 4/12/2006
 Page No : 1

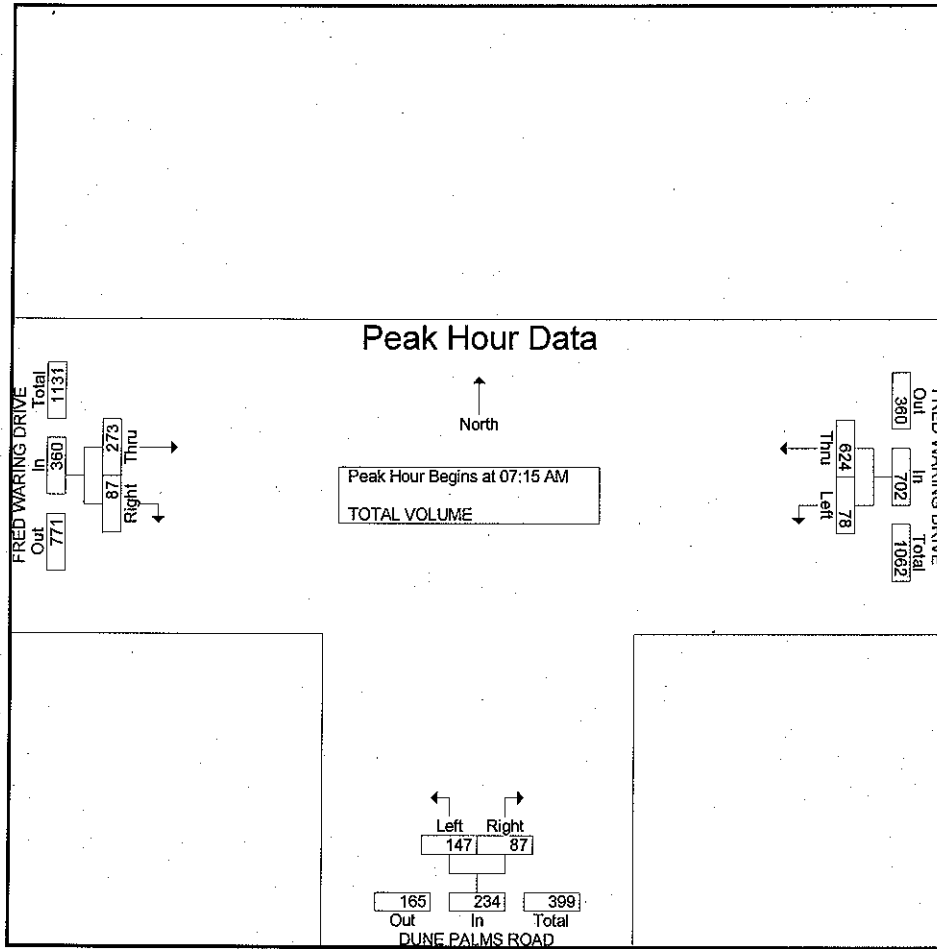
Groups Printed- TOTAL VOLUME

Start Time	FRED WARING DRIVE Westbound			DUNE PALMS ROAD Northbound			FRED WARING DRIVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:45 AM	11	152	163	17	11	28	46	16	62	253
Total	11	152	163	17	11	28	46	16	62	253
07:00 AM	19	132	151	27	14	41	61	12	73	265
07:15 AM	16	145	161	40	13	53	61	14	75	289
07:30 AM	21	180	201	43	28	71	54	23	77	349
07:45 AM	25	161	186	29	24	53	81	29	110	349
Total	81	618	699	139	79	218	257	78	335	1252
08:00 AM	16	138	154	35	22	57	77	21	98	309
08:15 AM	29	124	153	29	21	50	54	14	68	271
08:30 AM	26	165	191	34	22	56	63	21	84	331
Grand Total	163	1197	1360	254	155	409	497	150	647	2416
Apprch %	12	88		62.1	37.9		76.8	23.2		
Total %	6.7	49.5	56.3	10.5	6.4	16.9	20.6	6.2	26.8	

Start Time	FRED WARING DRIVE Westbound			DUNE PALMS ROAD Northbound			FRED WARING DRIVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	16	145	161	40	13	53	61	14	75	289
07:30 AM	21	180	201	43	28	71	54	23	77	349
07:45 AM	25	161	186	29	24	53	81	29	110	349
08:00 AM	16	138	154	35	22	57	77	21	98	309
Total Volume	78	624	702	147	87	234	273	87	360	1296
% App. Total	11.1	88.9		62.8	37.2		75.8	24.2		
PHF	.780	.867	.873	.855	.777	.824	.843	.750	.818	.928

CITY OF LA QUINTA
 N/S: DUNE PALMS ROAD
 E/W: FRED WAING DRIVE
 WEATHER: SUNNY

File Name : LQDPFWAM
 Site Code : 0037550
 Start Date : 4/12/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	16	145	161	40	13	53	61	14	75
+15 mins.	21	180	201	43	28	71	54	23	77
+30 mins.	25	161	186	29	24	53	81	29	110
+45 mins.	16	138	154	35	22	57	77	21	98
Total Volume	78	624	702	147	87	234	273	87	360
% App. Total	11.1	88.9		62.8	37.2		75.8	24.2	
PHF	.780	.867	.873	.855	.777	.824	.843	.750	.818

CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQADFWPM
 Site Code : 0037535
 Start Date : 4/12/2006
 Page No : 1

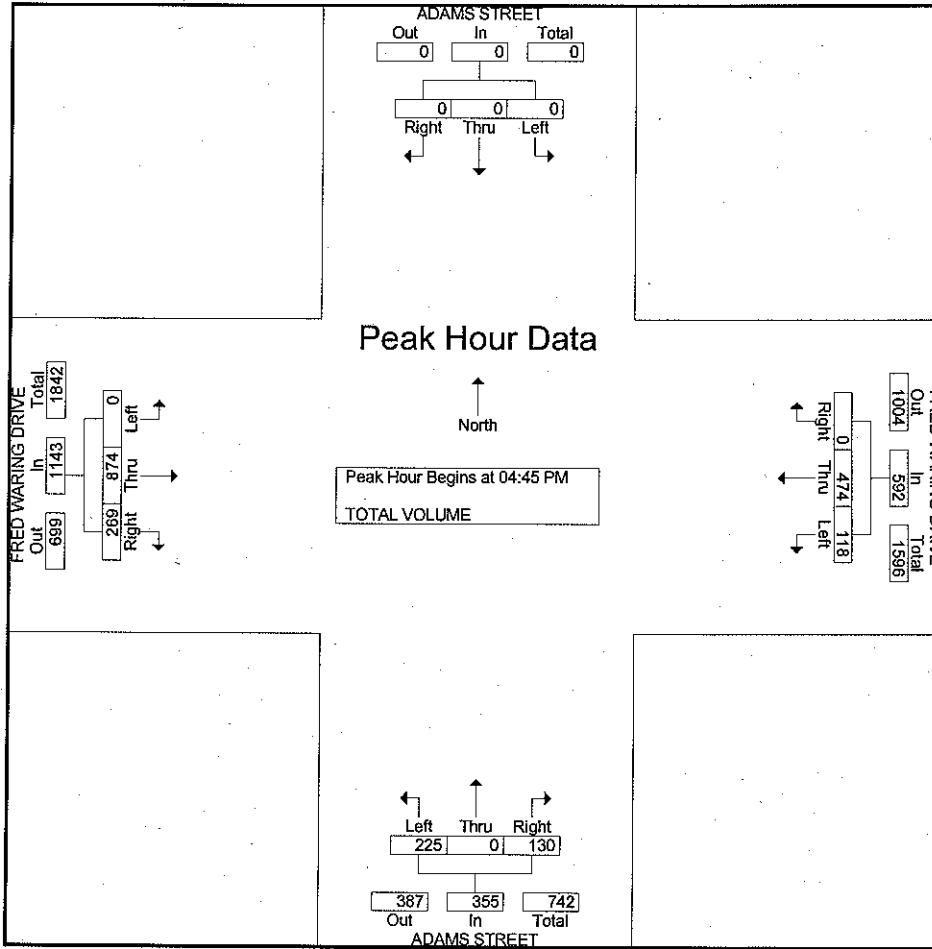
Groups Printed- TOTAL VOLUME

Start Time	ADAMS STREET Southbound				FRED WARING DRIVE Westbound				ADAMS STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	29	111	0	140	50	0	26	76	0	203	50	253	469
04:15 PM	0	0	0	0	22	133	0	155	54	0	22	76	0	199	52	251	482
04:30 PM	0	0	0	0	22	135	0	157	56	0	35	91	0	160	50	210	458
04:45 PM	0	0	0	0	25	108	0	133	52	0	31	83	0	221	62	283	499
Total	0	0	0	0	98	487	0	585	212	0	114	326	0	783	214	997	1908
05:00 PM	0	0	0	0	28	116	0	144	63	0	35	98	0	207	70	277	519
05:15 PM	0	0	0	0	29	118	0	147	61	0	24	85	0	235	77	312	544
05:30 PM	0	0	0	0	36	132	0	168	49	0	40	89	0	211	60	271	528
05:45 PM	0	0	0	0	38	107	0	145	75	0	22	97	0	173	52	225	467
Total	0	0	0	0	131	473	0	604	248	0	121	369	0	826	259	1085	2058
Grand Total	0	0	0	0	229	960	0	1189	460	0	235	695	0	1609	473	2082	3966
Apprch %	0	0	0	0	19.3	80.7	0		66.2	0	33.8		0	77.3	22.7		
Total %	0	0	0	0	5.8	24.2	0	30	11.6	0	5.9	17.5	0	40.6	11.9	52.5	

Start Time	ADAMS STREET Southbound				FRED WARING DRIVE Westbound				ADAMS STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	25	108	0	133	52	0	31	83	0	221	62	283	499
05:00 PM	0	0	0	0	28	116	0	144	63	0	35	98	0	207	70	277	519
05:15 PM	0	0	0	0	29	118	0	147	61	0	24	85	0	235	77	312	544
05:30 PM	0	0	0	0	36	132	0	168	49	0	40	89	0	211	60	271	528
Total Volume	0	0	0	0	118	474	0	592	225	0	130	355	0	874	269	1143	2090
% App. Total	0	0	0	0	19.9	80.1	0		63.4	0	36.6		0	76.5	23.5		
PHF	.000	.000	.000	.000	.819	.898	.000	.881	.893	.000	.813	.906	.000	.930	.873	.916	.960

CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQADFWPM
 Site Code : 0037535
 Start Date : 4/12/2006
 Page No : 2



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

	04:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	28	116	0	144	63	0	35	98	0	221	62	283
+15 mins.	0	0	0	0	29	118	0	147	61	0	24	85	0	207	70	277
+30 mins.	0	0	0	0	36	132	0	168	49	0	40	89	0	235	77	312
+45 mins.	0	0	0	0	38	107	0	145	75	0	22	97	0	211	60	271
Total Volume	0	0	0	0	131	473	0	604	248	0	121	369	0	874	269	1143
% App. Total	0	0	0	0	21.7	78.3	0		67.2	0	32.8		0	76.5	23.5	
PHF	.000	.000	.000	.000	.862	.896	.000	.899	.827	.000	.756	.941	.000	.930	.873	.916

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQADFWAM
 Site Code : 0037535
 Start Date : 4/12/2006
 Page No : 1

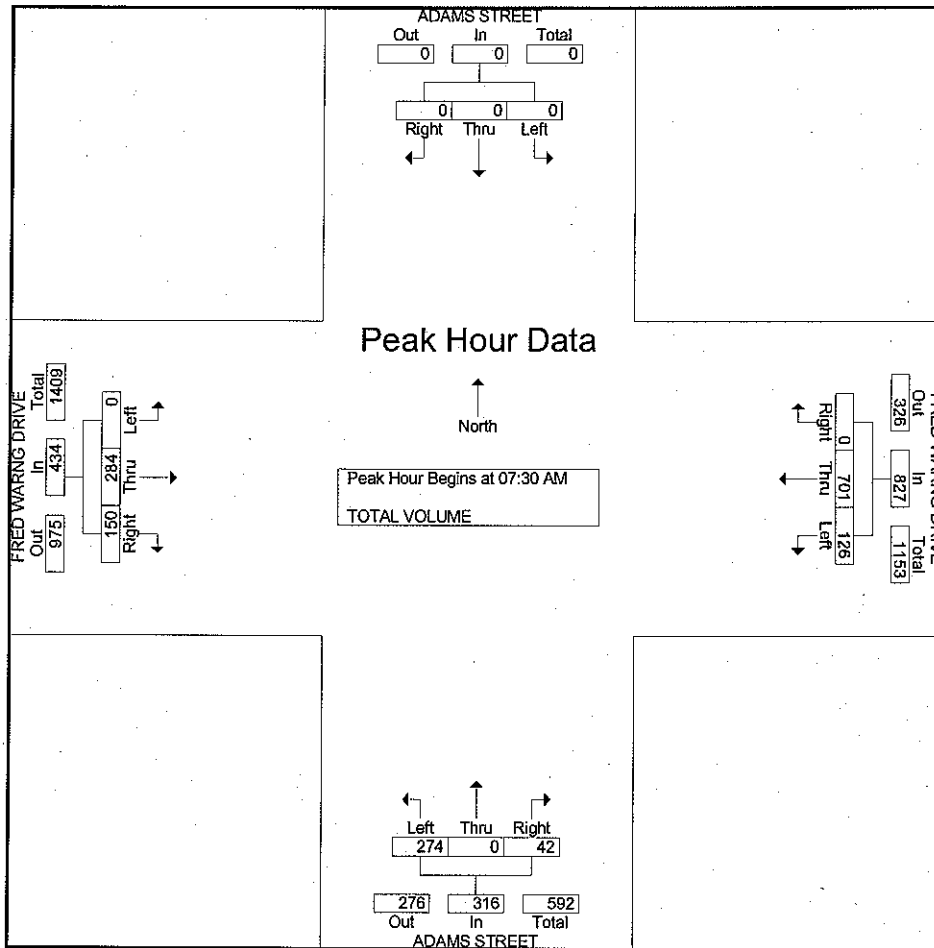
Groups Printed- TOTAL VOLUME

Start Time	ADAMS STREET Southbound				FRED WARNG DRIVE Westbound				ADAMS STREET Northbound				FRED WARNG DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	0	0	0	0	23	161	0	184	40	0	6	46	0	48	20	68	298
Total	0	0	0	0	23	161	0	184	40	0	6	46	0	48	20	68	298
07:00 AM	0	0	0	0	22	151	0	173	33	0	8	41	0	48	28	76	290
07:15 AM	0	0	0	0	15	170	0	185	48	0	7	55	0	60	30	90	330
07:30 AM	0	0	0	0	26	196	0	222	65	0	6	71	0	54	38	92	385
07:45 AM	0	0	0	0	35	197	0	232	70	0	13	83	0	87	36	123	438
Total	0	0	0	0	98	714	0	812	216	0	34	250	0	249	132	381	1443
08:00 AM	0	0	0	0	36	155	0	191	68	0	14	82	0	70	43	113	386
08:15 AM	0	0	0	0	29	153	0	182	71	0	9	80	0	73	33	106	368
08:30 AM	0	0	0	0	20	155	0	175	53	0	13	66	0	50	29	79	320
08:45 AM	0	0	0	0	32	148	0	180	72	0	16	88	0	73	34	107	375
Total	0	0	0	0	117	611	0	728	264	0	52	316	0	266	139	405	1449
Grand Total	0	0	0	0	238	1486	0	1724	520	0	92	612	0	563	291	854	3190
Apprch %	0	0	0	0	13.8	86.2	0		85	0	15		0	65.9	34.1		
Total %	0	0	0	0	7.5	46.6	0	54	16.3	0	2.9	19.2	0	17.6	9.1	26.8	

Start Time	ADAMS STREET Southbound				FRED WARNG DRIVE Westbound				ADAMS STREET Northbound				FRED WARNG DRIVE 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 06:45 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	26	196	0	222	65	0	6	71	0	54	38	92	385
07:45 AM	0	0	0	0	35	197	0	232	70	0	13	83	0	87	36	123	438
08:00 AM	0	0	0	0	36	155	0	191	68	0	14	82	0	70	43	113	386
08:15 AM	0	0	0	0	29	153	0	182	71	0	9	80	0	73	33	106	368
Total Volume	0	0	0	0	126	701	0	827	274	0	42	316	0	284	150	434	1577
% App. Total	0	0	0	0	15.2	84.8	0		86.7	0	13.3		0	65.4	34.6		
PHF	.000	.000	.000	.000	.875	.890	.000	.891	.965	.000	.750	.952	.000	.816	.872	.882	.900

CITY OF LA QUINTA
 N/S: ADAMS STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : LQADFWAM
 Site Code : 0037535
 Start Date : 4/12/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	15	170	0	185	65	0	6	71	0	54	38	92
+15 mins.	0	0	0	0	26	196	0	222	70	0	13	83	0	87	36	123
+30 mins.	0	0	0	0	35	197	0	232	68	0	14	82	0	70	43	113
+45 mins.	0	0	0	0	36	155	0	191	71	0	9	80	0	73	33	106
Total Volume	0	0	0	0	112	718	0	830	274	0	42	316	0	284	150	434
% App. Total	0	0	0	0	13.5	86.5	0	894	86.7	0	13.3	965	0	65.4	34.6	882
PHF	.000	.000	.000	.000	.778	.911	.000	.894	.965	.000	.750	.952	.000	.816	.872	.882

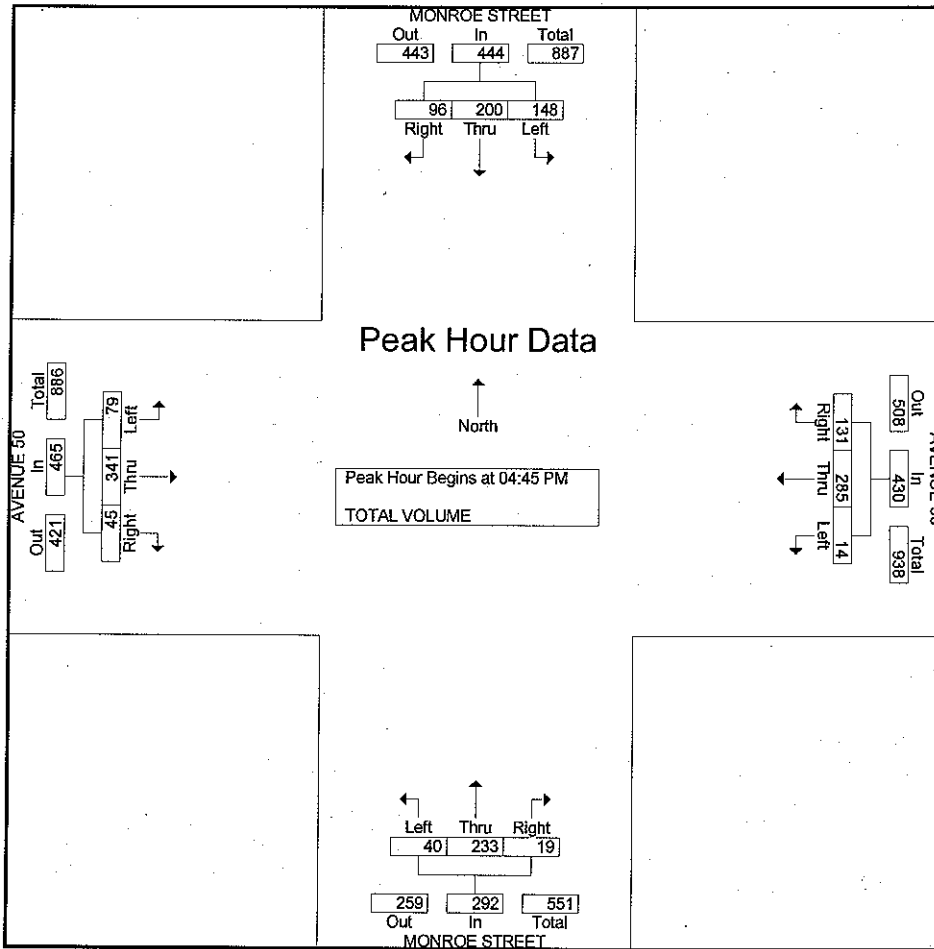
CITY OF INDIO
 N/S: MONROE STREET
 E/W: AVENUE 50
 WEATHER: SUNNY

File Name : INMO50PM
 Site Code : 0032457
 Start Date : 3/16/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				AVENUE 50 Westbound				MONROE STREET Northbound				AVENUE 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	39	54	12	105	3	55	37	95	13	47	2	62	14	88	10	112	374
04:15 PM	40	50	15	105	2	58	46	106	8	70	1	79	20	92	10	122	412
04:30 PM	34	50	18	102	3	59	35	97	8	54	3	65	14	69	15	98	362
04:45 PM	48	53	23	124	6	75	28	109	11	51	4	66	22	80	10	112	411
Total	161	207	68	436	14	247	146	407	40	222	10	272	70	329	45	444	1559
05:00 PM	29	54	25	108	1	74	32	107	11	61	3	75	18	87	14	119	409
05:15 PM	35	54	27	116	4	68	34	106	6	70	5	81	16	84	8	108	411
05:30 PM	36	39	21	96	3	68	37	108	12	51	7	70	23	90	13	126	400
05:45 PM	45	39	22	106	8	51	30	89	9	50	7	66	15	79	10	104	365
Total	145	186	95	426	16	261	133	410	38	232	22	292	72	340	45	457	1585
Grand Total	306	393	163	862	30	508	279	817	78	454	32	564	142	669	90	901	3144
Approch %	35.5	45.6	18.9		3.7	62.2	34.1		13.8	80.5	5.7		15.8	74.3	10		
Total %	9.7	12.5	5.2	27.4	1	16.2	8.9	26	2.5	14.4	1	17.9	4.5	21.3	2.9	28.7	

Start Time	MONROE STREET Southbound				AVENUE 50 Westbound				MONROE STREET Northbound				AVENUE 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	48	53	23	124	6	75	28	109	11	51	4	66	22	80	10	112	411
05:00 PM	29	54	25	108	1	74	32	107	11	61	3	75	18	87	14	119	409
05:15 PM	35	54	27	116	4	68	34	106	6	70	5	81	16	84	8	108	411
05:30 PM	36	39	21	96	3	68	37	108	12	51	7	70	23	90	13	126	400
Total Volume	148	200	96	444	14	285	131	430	40	233	19	292	79	341	45	465	1631
% App. Total	33.3	45	21.6		3.3	66.3	30.5		13.7	79.8	6.5		17	73.3	9.7		
PHF	.771	.926	.889	.895	.583	.950	.885	.986	.833	.832	.679	.901	.859	.947	.804	.923	.992



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

	04:30 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	34	50	18	102	6	75	28	109	11	51	4	66	22	80	10	112
+15 mins.	48	53	23	124	1	74	32	107	11	61	3	75	18	87	14	119
+30 mins.	29	54	25	108	4	68	34	106	6	70	5	81	16	84	8	108
+45 mins.	35	54	27	116	3	68	37	108	12	51	7	70	23	90	13	126
Total Volume	146	211	93	450	14	285	131	430	40	233	19	292	79	341	45	465
% App. Total	32.4	46.9	20.7		3.3	66.3	30.5		13.7	79.8	6.5		17	73.3	9.7	
PHF	.760	.977	.861	.907	.583	.950	.885	.986	.833	.832	.679	.901	.859	.947	.804	.923

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

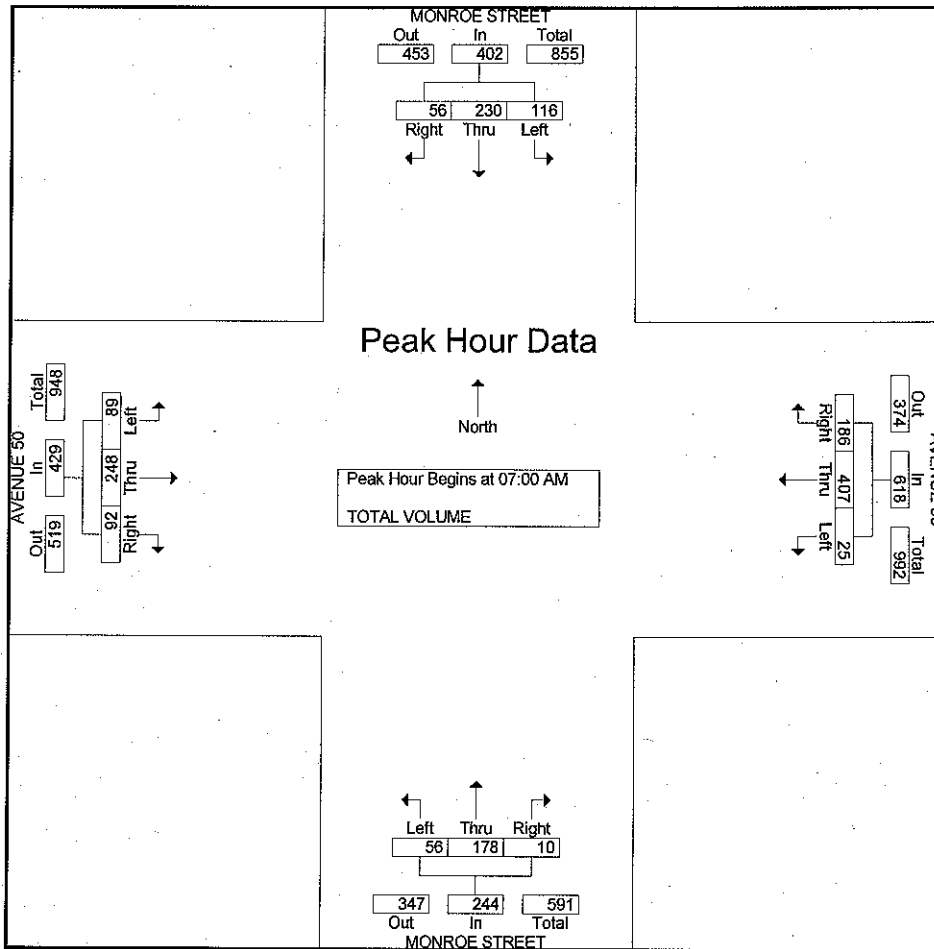
CITY OF INDIO
 N/S: MONROE TREET
 E/W: AVENUE 50
 WEATHER: SUNNY

File Name : INMO50AM
 Site Code : 0032410
 Start Date : 3/16/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				AVENUE 50 Westbound				MONROE STREET Northbound				AVENUE 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	71	11	94	6	96	37	139	13	37	3	53	16	34	23	73	359
07:15 AM	23	65	11	99	8	97	52	157	21	50	4	75	26	75	22	123	454
07:30 AM	40	53	17	110	6	108	56	170	13	44	3	60	20	67	21	108	448
07:45 AM	41	41	17	99	5	106	41	152	9	47	0	56	27	72	26	125	432
Total	116	230	56	402	25	407	186	618	56	178	10	244	89	248	92	429	1693
08:00 AM	34	48	21	103	4	76	18	98	5	30	3	38	8	58	16	82	321
08:15 AM	16	61	19	96	6	68	19	93	12	41	7	60	23	45	10	78	327
08:30 AM	15	51	14	80	6	81	17	104	10	42	2	54	12	54	13	79	317
08:45 AM	28	31	8	67	5	55	35	95	4	33	7	44	13	30	6	49	255
Total	93	191	62	346	21	280	89	390	31	146	19	196	56	187	45	288	1220
Grand Total	209	421	118	748	46	687	275	1008	87	324	29	440	145	435	137	717	2913
Approch %	27.9	56.3	15.8		4.6	68.2	27.3		19.8	73.6	6.6		20.2	60.7	19.1		
Total %	7.2	14.5	4.1	25.7	1.6	23.6	9.4	34.6	3	11.1	1	15.1	5	14.9	4.7	24.6	

Start Time	MONROE STREET Southbound				AVENUE 50 Westbound				MONROE STREET Northbound				AVENUE 50 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	71	11	94	6	96	37	139	13	37	3	53	16	34	23	73	359
07:15 AM	23	65	11	99	8	97	52	157	21	50	4	75	26	75	22	123	454
07:30 AM	40	53	17	110	6	108	56	170	13	44	3	60	20	67	21	108	448
07:45 AM	41	41	17	99	5	106	41	152	9	47	0	56	27	72	26	125	432
Total Volume	116	230	56	402	25	407	186	618	56	178	10	244	89	248	92	429	1693
% App. Total	28.9	57.2	13.9		4	65.9	30.1		23	73	4.1		20.7	57.8	21.4		
PHF	.707	.810	.824	.914	.781	.942	.830	.909	.667	.890	.625	.813	.824	.827	.885	.858	.932



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	23	65	11	99	6	96	37	139	13	37	3	53	26	75	22	123
+15 mins.	40	53	17	110	8	97	52	157	21	50	4	75	20	67	21	108
+30 mins.	41	41	17	99	6	108	56	170	13	44	3	60	27	72	26	125
+45 mins.	34	48	21	103	5	106	41	152	9	47	0	56	8	58	16	82
Total Volume	138	207	66	411	25	407	186	618	56	178	10	244	81	272	85	438
% App. Total	33.6	50.4	16.1		4	65.9	30.1		23	73	4.1		18.5	62.1	19.4	
PHF	.841	.796	.786	.934	.781	.942	.830	.909	.667	.890	.625	.813	.750	.907	.817	.876

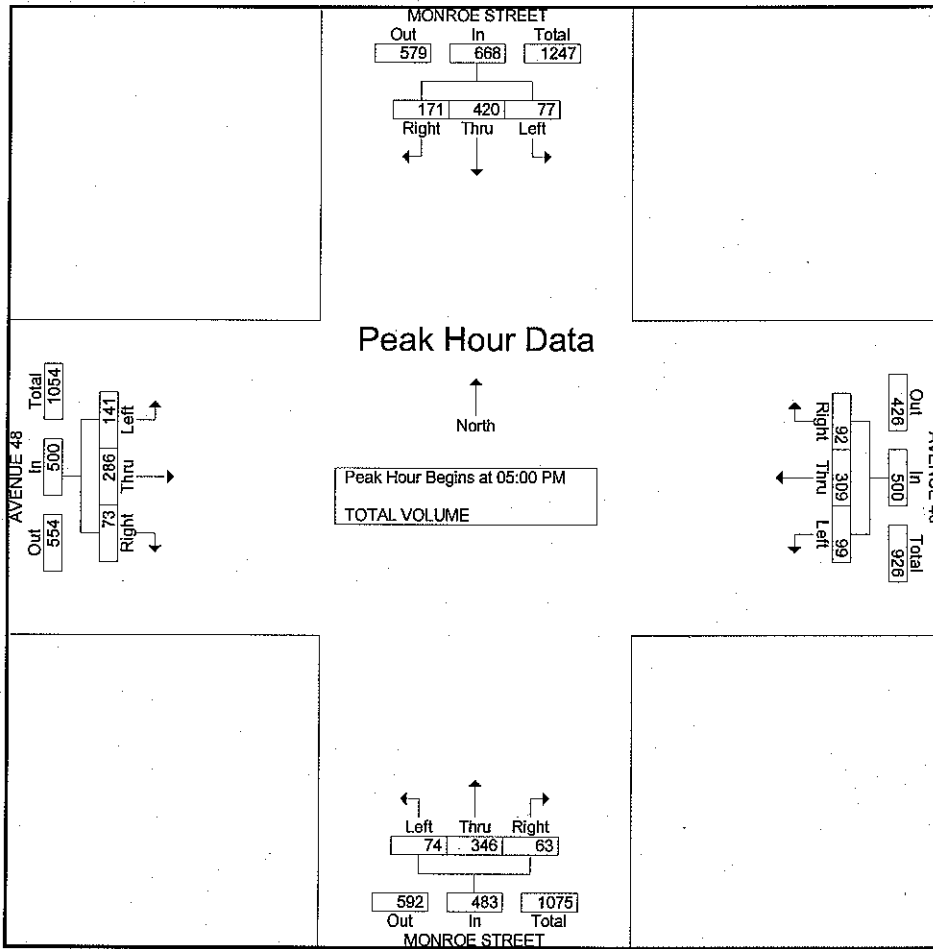
CITY OF INDIO
 N/S: MONROE STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INMO48PM
 Site Code : 0032425
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				AVENUE 48 Westbound				MONROE STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	24	83	41	148	14	89	29	132	1	60	16	77	21	81	15	117	474
04:15 PM	27	72	32	131	21	76	23	120	8	54	9	71	29	90	13	132	454
04:30 PM	26	93	53	172	21	71	25	117	13	79	13	105	20	82	19	121	515
04:45 PM	36	64	39	139	13	71	35	119	8	50	14	72	37	79	18	134	464
Total	113	312	165	590	69	307	112	488	30	243	52	325	107	332	65	504	1907
05:00 PM	20	119	51	190	19	72	18	109	12	77	15	104	38	69	16	123	526
05:15 PM	13	91	45	149	40	93	27	160	16	58	22	96	43	73	19	135	540
05:30 PM	25	95	46	166	17	81	28	126	21	90	12	123	35	66	20	121	536
05:45 PM	19	115	29	163	23	63	19	105	25	121	14	160	25	78	18	121	549
Total	77	420	171	668	99	309	92	500	74	346	63	483	141	286	73	500	2151
Grand Total	190	732	336	1258	168	616	204	988	104	589	115	808	248	618	138	1004	4058
Approch %	15.1	58.2	26.7		17	62.3	20.6		12.9	72.9	14.2		24.7	61.6	13.7		
Total %	4.7	18	8.3	31	4.1	15.2	5	24.3	2.6	14.5	2.8	19.9	6.1	15.2	3.4	24.7	

Start Time	MONROE STREET Southbound				AVENUE 48 Westbound				MONROE STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	119	51	190	19	72	18	109	12	77	15	104	38	69	16	123	526
05:15 PM	13	91	45	149	40	93	27	160	16	58	22	96	43	73	19	135	540
05:30 PM	25	95	46	166	17	81	28	126	21	90	12	123	35	66	20	121	536
05:45 PM	19	115	29	163	23	63	19	105	25	121	14	160	25	78	18	121	549
Total Volume	77	420	171	668	99	309	92	500	74	346	63	483	141	286	73	500	2151
% App. Total	11.5	62.9	25.6		19.8	61.8	18.4		15.3	71.6	13		28.2	57.2	14.6		
PHF	.770	.882	.838	.879	.619	.831	.821	.781	.740	.715	.716	.755	.820	.917	.913	.926	.980



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

	05:00 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	20	119	51	190	13	71	35	119	12	77	15	104	20	82	19	121
+15 mins.	13	91	45	149	19	72	18	109	16	58	22	96	37	79	18	134
+30 mins.	25	95	46	166	40	93	27	160	21	90	12	123	38	69	16	123
+45 mins.	19	115	29	163	17	81	28	126	25	121	14	160	43	73	19	135
Total Volume	77	420	171	668	89	317	108	514	74	346	63	483	138	303	72	513
% App. Total	11.5	62.9	25.6		17.3	61.7	21		15.3	71.6	13		26.9	59.1	14	
PHF	.770	.882	.838	.879	.556	.852	.771	.803	.740	.715	.716	.755	.802	.924	.947	.950

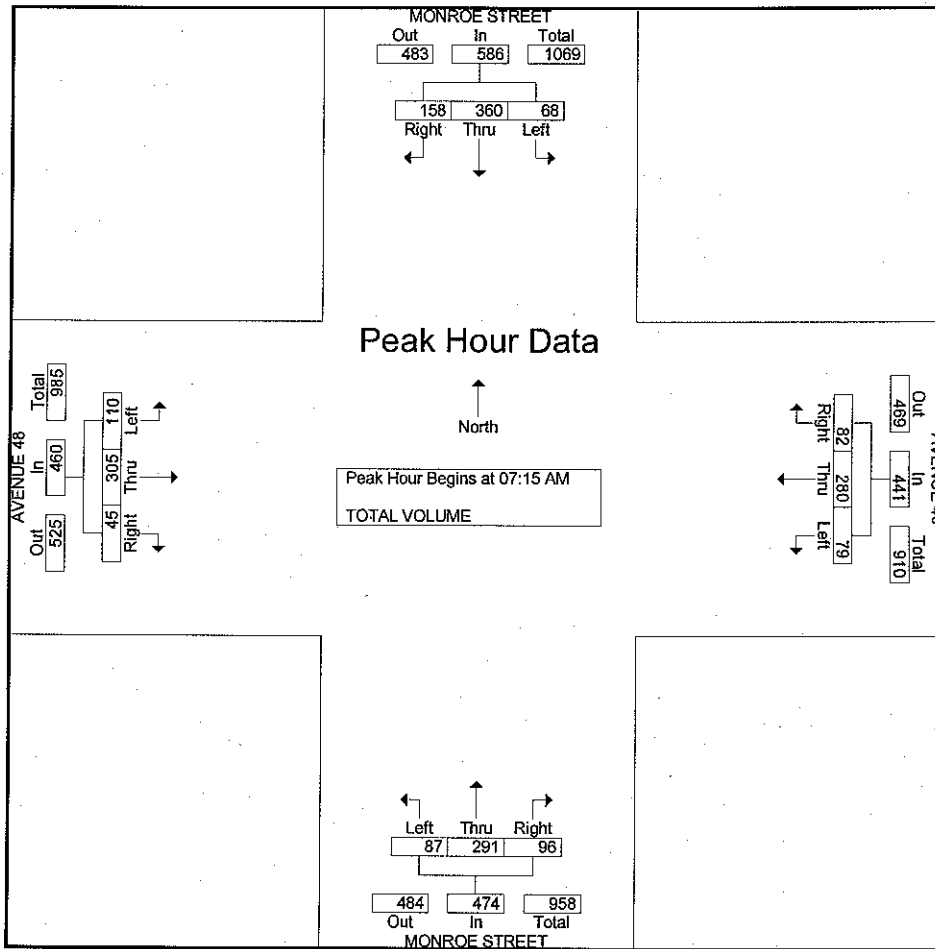
CITY OF INDIO
 N/S: MONROE STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INMO48AM
 Site Code : 0032457
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				AVENUE 48 Westbound				MONROE STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	21	136	37	194	14	84	15	113	23	67	15	105	21	43	7	71	483
Total	21	136	37	194	14	84	15	113	23	67	15	105	21	43	7	71	483
07:00 AM	15	72	23	110	14	75	23	112	24	71	19	114	32	51	9	92	428
07:15 AM	21	96	44	161	14	71	15	100	22	83	18	123	27	62	6	95	479
07:30 AM	16	100	44	160	36	70	14	120	31	64	35	130	31	83	11	125	535
07:45 AM	20	87	39	146	13	66	24	103	18	69	26	113	28	85	17	130	492
Total	72	355	150	577	77	282	76	435	95	287	98	480	118	281	43	442	1934
08:00 AM	11	77	31	119	16	73	29	118	16	75	17	108	24	75	11	110	455
08:15 AM	17	69	27	113	10	59	28	97	22	74	15	111	15	68	7	90	411
08:30 AM	10	80	33	123	9	49	24	82	13	85	9	107	21	45	14	80	392
Grand Total	131	717	278	1126	126	547	172	845	169	588	154	911	199	512	82	793	3675
Apprch %	11.6	63.7	24.7		14.9	64.7	20.4		18.6	64.5	16.9		25.1	64.6	10.3		
Total %	3.6	19.5	7.6	30.6	3.4	14.9	4.7	23	4.6	16	4.2	24.8	5.4	13.9	2.2	21.6	

Start Time	MONROE STREET Southbound				AVENUE 48 Westbound				MONROE STREET Northbound				AVENUE 48 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	96	44	161	14	71	15	100	22	83	18	123	27	62	6	95	479
07:30 AM	16	100	44	160	36	70	14	120	31	64	35	130	31	83	11	125	535
07:45 AM	20	87	39	146	13	66	24	103	18	69	26	113	28	85	17	130	492
08:00 AM	11	77	31	119	16	73	29	118	16	75	17	108	24	75	11	110	455
Total Volume	68	360	158	586	79	280	82	441	87	291	96	474	110	305	45	460	1961
% App. Total	11.6	61.4	27		17.9	63.5	18.6		18.4	61.4	20.3		23.9	66.3	9.8		
PHF	.810	.900	.898	.910	.549	.959	.707	.919	.702	.877	.686	.912	.887	.897	.662	.885	.916



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				07:00 AM				07:15 AM			
+0 mins.	21	136	37	194	14	84	15	113	24	71	19	114	27	62	6	95
+15 mins.	15	72	23	110	14	75	23	112	22	83	18	123	31	83	11	125
+30 mins.	21	96	44	161	14	71	15	100	31	64	35	130	28	85	17	130
+45 mins.	16	100	44	160	36	70	14	120	18	69	26	113	24	75	11	110
Total Volume	73	404	148	625	78	300	67	445	95	287	98	480	110	305	45	460
% App. Total	11.7	64.6	23.7		17.5	67.4	15.1		19.8	59.8	20.4		23.9	66.3	9.8	
PHF	.869	.743	.841	.805	.542	.893	.728	.927	.766	.864	.700	.923	.887	.897	.662	.885

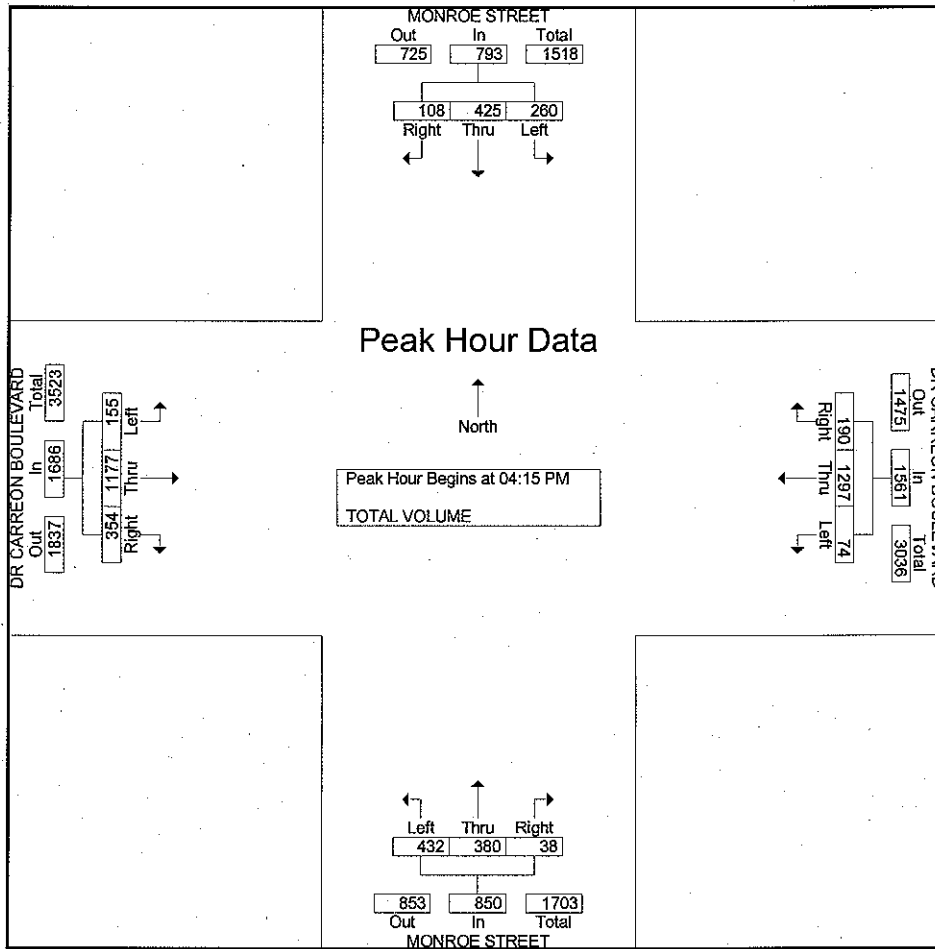
CITY OF INDIO
 N/S: MONROE STREET
 E/W: DR CARREON BOULEVARD
 WEATHER: SUNNY

File Name : INMODCPM
 Site Code : 0032438
 Start Date : 3/16/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				DR CARREON BOULEVARD Westbound				MONROE STREET Northbound				DR CARREON BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	62	101	24	187	24	268	44	336	98	103	11	212	34	323	104	461	1196
04:15 PM	64	95	29	188	18	263	36	317	109	84	9	202	56	298	84	438	1145
04:30 PM	46	117	31	194	14	301	49	364	109	83	6	198	23	331	104	458	1214
04:45 PM	72	102	31	205	20	293	46	359	111	109	13	233	47	256	65	368	1165
Total	244	415	115	774	76	1125	175	1376	427	379	39	845	160	1208	357	1725	4720
05:00 PM	78	111	17	206	22	440	59	521	103	104	10	217	29	292	101	422	1366
05:15 PM	48	98	25	171	16	258	49	323	93	75	2	170	36	223	106	365	1029
05:30 PM	79	87	29	195	21	270	55	346	109	82	8	199	43	276	113	432	1172
05:45 PM	77	88	24	189	35	279	50	364	69	84	14	167	38	246	76	360	1080
Total	282	384	95	761	94	1247	213	1554	374	345	34	753	146	1037	396	1579	4647
Grand Total	526	799	210	1535	170	2372	388	2930	801	724	73	1598	306	2245	753	3304	9367
Apprch %	34.3	52.1	13.7		5.8	81	13.2		50.1	45.3	4.6		9.3	67.9	22.8		
Total %	5.6	8.5	2.2	16.4	1.8	25.3	4.1	31.3	8.6	7.7	0.8	17.1	3.3	24	8	35.3	

Start Time	MONROE STREET Southbound				DR CARREON BOULEVARD Westbound				MONROE STREET Northbound				DR CARREON BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	64	95	29	188	18	263	36	317	109	84	9	202	56	298	84	438	1145
04:30 PM	46	117	31	194	14	301	49	364	109	83	6	198	23	331	104	458	1214
04:45 PM	72	102	31	205	20	293	46	359	111	109	13	233	47	256	65	368	1165
05:00 PM	78	111	17	206	22	440	59	521	103	104	10	217	29	292	101	422	1366
Total Volume	260	425	108	793	74	1297	190	1561	432	380	38	850	155	1177	354	1686	4890
% App. Total	32.8	53.6	13.6		4.7	83.1	12.2		50.8	44.7	4.5		9.2	69.8	21		
PHF	.833	.908	.871	.962	.841	.737	.805	.749	.973	.872	.731	.912	.692	.889	.851	.920	.895



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

	04:15 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	64	95	29	188	14	301	49	364	109	84	9	202	34	323	104	461
+15 mins.	46	117	31	194	20	293	46	359	109	83	6	198	56	298	84	438
+30 mins.	72	102	31	205	22	440	59	521	111	109	13	233	23	331	104	458
+45 mins.	78	111	17	206	16	258	49	323	103	104	10	217	47	256	65	368
Total Volume	260	425	108	793	72	1292	203	1567	432	380	38	850	160	1208	357	1725
% App. Total	32.8	53.6	13.6		4.6	82.5	13		50.8	44.7	4.5		9.3	70	20.7	
PHF	.833	.908	.871	.962	.818	.734	.860	.752	.973	.872	.731	.912	.714	.912	.858	.935

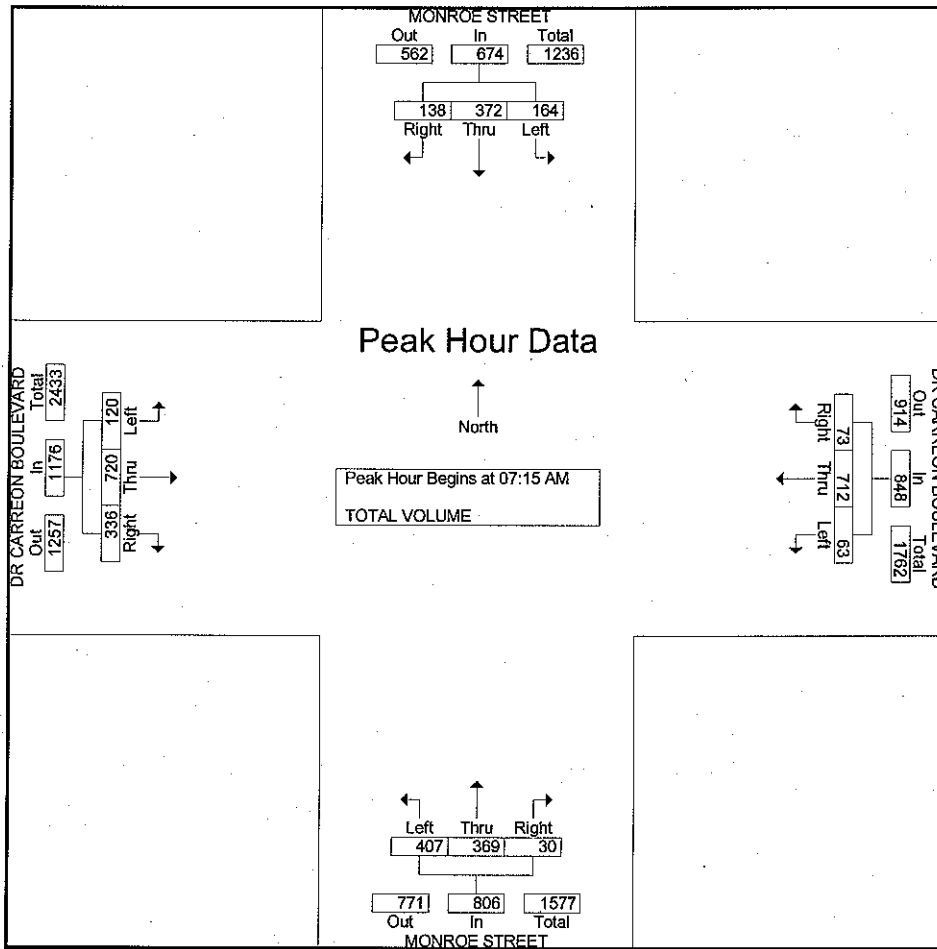
CITY OF INDIO
 N/S: MONROE STREET
 E/W: DR CARREON BOULEVARD
 WEATHER: SUNNY

File Name : INMODCAM
 Site Code : 0032438
 Start Date : 3/16/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				DR CARREON BOULEVARD Westbound				MONROE STREET Northbound				DR CARREON BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	28	75	32	135	9	119	14	142	81	102	7	190	25	149	49	223	690
07:15 AM	40	101	36	177	17	198	23	238	72	134	3	209	36	162	65	263	887
07:30 AM	47	82	34	163	15	204	18	237	127	83	6	216	29	180	75	284	900
07:45 AM	33	109	42	184	15	163	15	193	99	93	10	202	24	218	104	346	925
Total	148	367	144	659	56	684	70	810	379	412	26	817	114	709	293	1116	3402
08:00 AM	44	80	26	150	16	147	17	180	109	59	11	179	31	160	92	283	792
08:15 AM	38	92	29	159	19	173	22	214	96	73	23	192	22	160	80	262	827
08:30 AM	28	75	25	128	15	169	27	211	70	44	9	123	16	166	58	240	702
08:45 AM	28	73	26	127	19	159	22	200	75	48	12	135	13	143	58	214	676
Total	138	320	106	564	69	648	88	805	350	224	55	629	82	629	288	999	2997
Grand Total	286	687	250	1223	125	1332	158	1615	729	636	81	1446	196	1338	581	2115	6399
Apprch %	23.4	56.2	20.4		7.7	82.5	9.8		50.4	44	5.6		9.3	63.3	27.5		
Total %	4.5	10.7	3.9	19.1	2	20.8	2.5	25.2	11.4	9.9	1.3	22.6	3.1	20.9	9.1	33.1	

Start Time	MONROE STREET Southbound				DR CARREON BOULEVARD Westbound				MONROE STREET Northbound				DR CARREON BOULEVARD 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	40	101	36	177	17	198	23	238	72	134	3	209	36	162	65	263	887
07:30 AM	47	82	34	163	15	204	18	237	127	83	6	216	29	180	75	284	900
07:45 AM	33	109	42	184	15	163	15	193	99	93	10	202	24	218	104	346	925
08:00 AM	44	80	26	150	16	147	17	180	109	59	11	179	31	160	92	283	792
Total Volume	164	372	138	674	63	712	73	848	407	369	30	806	120	720	336	1176	3504
% App. Total	24.3	55.2	20.5		7.4	84	8.6		50.5	45.8	3.7		10.2	61.2	28.6		
PHF	.872	.853	.821	.916	.926	.873	.793	.891	.801	.688	.682	.933	.833	.826	.808	.850	.947



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	40	101	36	177	17	198	23	238	81	102	7	190	36	162	65	263
+15 mins.	47	82	34	163	15	204	18	237	72	134	3	209	29	180	75	284
+30 mins.	33	109	42	184	15	163	15	193	127	83	6	216	24	218	104	346
+45 mins.	44	80	26	150	16	147	17	180	99	93	10	202	31	160	92	283
Total Volume	164	372	138	674	63	712	73	848	379	412	26	817	120	720	336	1176
% App. Total	24.3	55.2	20.5		7.4	84	8.6		46.4	50.4	3.2		10.2	61.2	28.6	
PHF	.872	.853	.821	.916	.926	.873	.793	.891	.746	.769	.650	.946	.833	.826	.808	.850

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

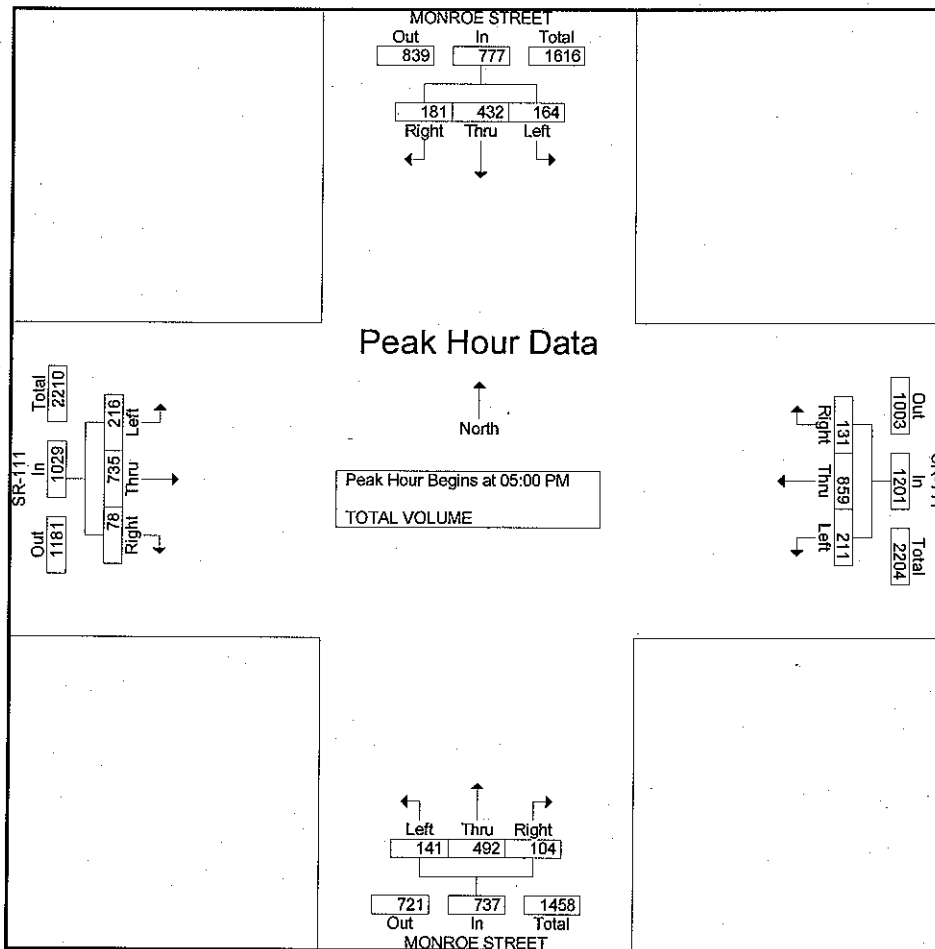
CITY OF INDIO
 N/S: MONROE STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INMO111PM
 Site Code : 0032411
 Start Date : 3/16/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				SR-111 Westbound				MONROE STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	51	127	50	228	51	196	44	291	45	128	28	201	53	205	22	280	1000
04:15 PM	29	129	45	203	48	175	36	259	28	127	36	191	46	210	22	278	931
04:30 PM	30	86	35	151	54	205	29	288	31	106	25	162	52	201	20	273	874
04:45 PM	35	108	47	190	52	210	24	286	34	131	21	186	49	183	21	253	915
Total	145	450	177	772	205	786	133	1124	138	492	110	740	200	799	85	1084	3720
05:00 PM	32	97	45	174	55	246	36	337	26	128	22	176	66	212	22	300	987
05:15 PM	46	112	46	204	46	211	31	288	35	122	29	186	43	183	22	248	926
05:30 PM	39	98	46	183	54	203	34	291	42	126	25	193	48	167	18	233	900
05:45 PM	47	125	44	216	56	199	30	285	38	116	28	182	59	173	16	248	931
Total	164	432	181	777	211	859	131	1201	141	492	104	737	216	735	78	1029	3744
Grand Total	309	882	358	1549	416	1645	264	2325	279	984	214	1477	416	1534	163	2113	7464
Apprch %	19.9	56.9	23.1		17.9	70.8	11.4		18.9	66.6	14.5		19.7	72.6	7.7		
Total %	4.1	11.8	4.8	20.8	5.6	22	3.5	31.1	3.7	13.2	2.9	19.8	5.6	20.6	2.2	28.3	

Start Time	MONROE STREET Southbound				SR-111 Westbound				MONROE STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	97	45	174	55	246	36	337	26	128	22	176	66	212	22	300	987
05:15 PM	46	112	46	204	46	211	31	288	35	122	29	186	43	183	22	248	926
05:30 PM	39	98	46	183	54	203	34	291	42	126	25	193	48	167	18	233	900
05:45 PM	47	125	44	216	56	199	30	285	38	116	28	182	59	173	16	248	931
Total Volume	164	432	181	777	211	859	131	1201	141	492	104	737	216	735	78	1029	3744
% App. Total	21.1	55.6	23.3		17.6	71.5	10.9		19.1	66.8	14.1		21	71.4	7.6		
PHF	.872	.864	.984	.899	.942	.873	.910	.891	.839	.961	.897	.955	.818	.867	.886	.858	.948



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

	05:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	32	97	45	174	52	210	24	286	34	131	21	186	46	210	22	278
+15 mins.	46	112	46	204	55	246	36	337	26	128	22	176	52	201	20	273
+30 mins.	39	98	46	183	46	211	31	288	35	122	29	186	49	183	21	253
+45 mins.	47	125	44	216	54	203	34	291	42	126	25	193	66	212	22	300
Total Volume	164	432	181	777	207	870	125	1202	137	507	97	741	213	806	85	1104
% App. Total	21.1	55.6	23.3		17.2	72.4	10.4		18.5	68.4	13.1		19.3	73	7.7	
PHF	.872	.864	.984	.899	.941	.884	.868	.892	.815	.968	.836	.960	.807	.950	.966	.920

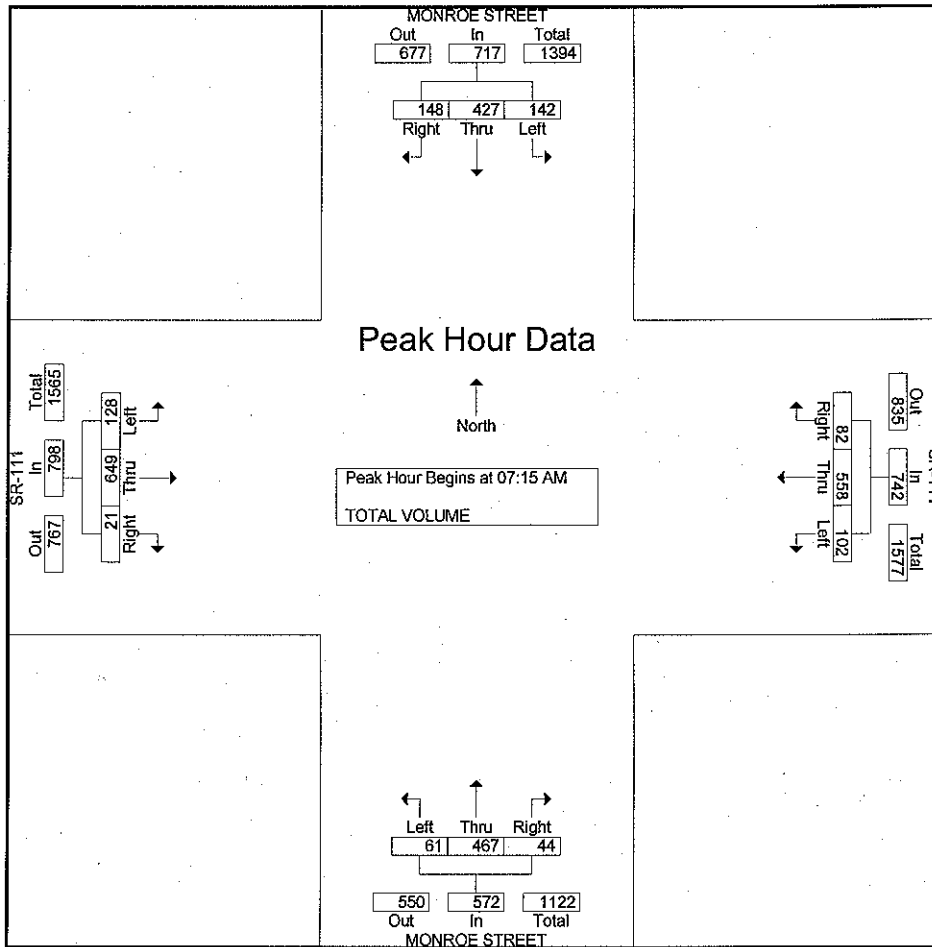
CITY OF INDIO
 N/S: MONROE STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INMO111AM
 Site Code : 00000011
 Start Date : 3/15/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				SR-111 Westbound				MONROE STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	19	139	24	182	18	97	17	132	14	86	15	115	30	71	10	111	540
Total	19	139	24	182	18	97	17	132	14	86	15	115	30	71	10	111	540
07:00 AM	27	126	43	196	10	142	11	163	16	81	15	112	21	108	6	135	606
07:15 AM	36	94	43	173	22	192	22	236	19	112	13	144	32	172	7	211	764
07:30 AM	39	104	35	178	30	140	15	185	13	130	9	152	34	190	10	234	749
07:45 AM	41	118	33	192	24	118	19	161	16	113	11	140	28	161	1	190	683
Total	143	442	154	739	86	592	67	745	64	436	48	548	115	631	24	770	2802
08:00 AM	26	111	37	174	26	108	26	160	13	112	11	136	34	126	3	163	633
08:15 AM	32	79	40	151	40	120	14	174	21	100	15	136	30	119	15	164	625
08:30 AM	26	83	34	143	27	150	13	190	20	87	15	122	32	94	17	143	598
Grand Total	246	854	289	1389	197	1067	137	1401	132	821	104	1057	241	1041	69	1351	5198
Apprch %	17.7	61.5	20.8		14.1	76.2	9.8		12.5	77.7	9.8		17.8	77.1	5.1		
Total %	4.7	16.4	5.6	26.7	3.8	20.5	2.6	27	2.5	15.8	2	20.3	4.6	20	1.3	26	

Start Time	MONROE STREET Southbound				SR-111 Westbound				MONROE STREET Northbound				SR-111 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	36	94	43	173	22	192	22	236	19	112	13	144	32	172	7	211	764
07:30 AM	39	104	35	178	30	140	15	185	13	130	9	152	34	190	10	234	749
07:45 AM	41	118	33	192	24	118	19	161	16	113	11	140	28	161	1	190	683
08:00 AM	26	111	37	174	26	108	26	160	13	112	11	136	34	126	3	163	633
Total Volume	142	427	148	717	102	558	82	742	61	467	44	572	128	649	21	798	2829
% App. Total	19.8	59.6	20.6		13.7	75.2	11.1		10.7	81.6	7.7		16	81.3	2.6		
PHF	.866	.905	.860	.934	.850	.727	.788	.786	.803	.898	.846	.941	.941	.854	.525	.853	.926



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	27	126	43	196	10	142	11	163	19	112	13	144	32	172	7	211
+15 mins.	36	94	43	173	22	192	22	236	13	130	9	152	34	190	10	234
+30 mins.	39	104	35	178	30	140	15	185	16	113	11	140	28	161	1	190
+45 mins.	41	118	33	192	24	118	19	161	13	112	11	136	34	126	3	163
Total Volume	143	442	154	739	86	592	67	745	61	467	44	572	128	649	21	798
% App. Total	19.4	59.8	20.8		11.5	79.5	9		10.7	81.6	7.7		16	81.3	2.6	
PHF	.872	.877	.895	.943	.717	.771	.761	.789	.803	.898	.846	.941	.941	.854	.525	.853

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MONROE STREET
 E/W: REQUA AVENUE/SHADOW PALM AVENUE
 WEATHER: SUNNY

File Name : INMOREPM
 Site Code : 0324111
 Start Date : 3/21/2006
 Page No : 1

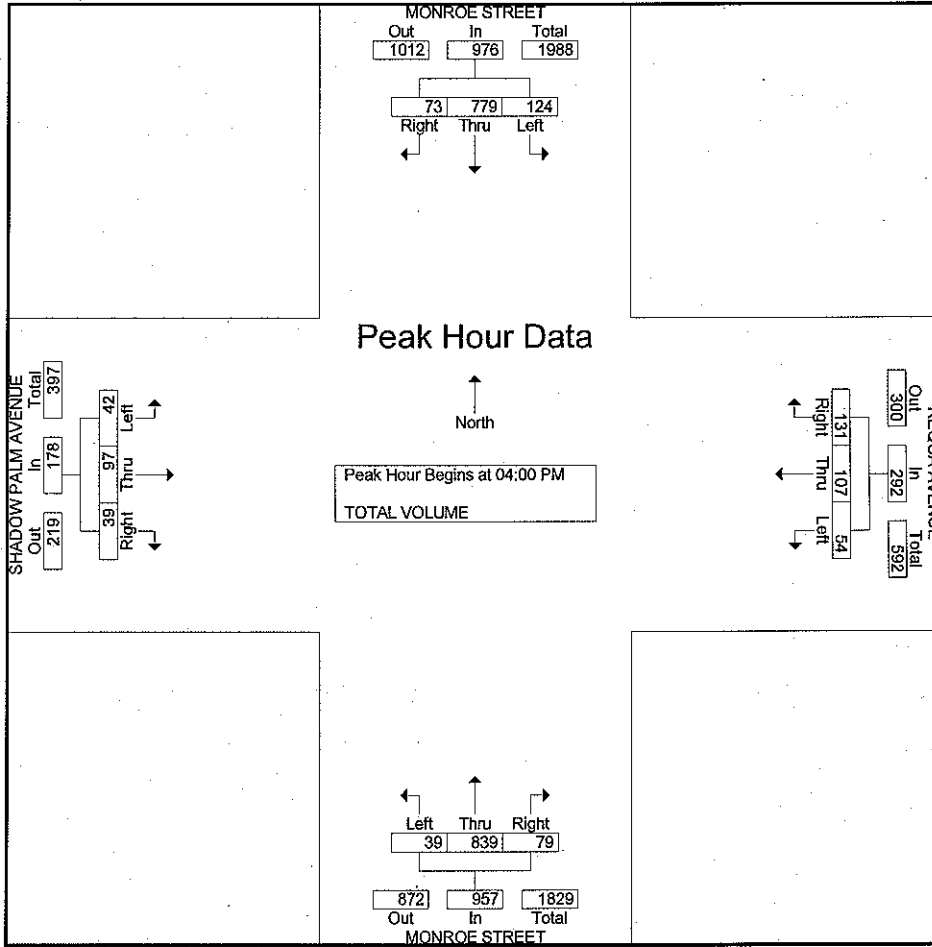
Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				REQUA AVENUE Westbound				MONROE STREET Northbound				SHADOW PALM AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	229	19	288	19	24	35	78	12	248	12	272	11	27	14	52	690
04:15 PM	32	192	21	245	14	30	21	65	10	213	21	244	14	14	5	33	587
04:30 PM	21	174	15	210	10	23	35	68	6	184	19	209	6	30	7	43	530
04:45 PM	31	184	18	233	11	30	40	81	11	194	27	232	11	26	13	50	596
Total	124	779	73	976	54	107	131	292	39	839	79	957	42	97	39	178	2403
05:00 PM	18	158	13	189	14	18	29	61	12	204	27	243	16	27	7	50	543
05:15 PM	31	215	7	253	17	21	20	58	13	200	17	230	13	23	11	47	588
05:30 PM	23	193	23	239	14	27	27	68	12	186	21	219	13	15	13	41	567
05:45 PM	27	199	22	248	7	30	21	58	8	161	13	182	14	35	7	56	544
Total	99	765	65	929	52	96	97	245	45	751	78	874	56	100	38	194	2242
Grand Total	223	1544	138	1905	106	203	228	537	84	1590	157	1831	98	197	77	372	4645
Approch %	11.7	81	7.2		19.7	37.8	42.5		4.6	86.8	8.6		26.3	53	20.7		
Total %	4.8	33.2	3	41	2.3	4.4	4.9	11.6	1.8	34.2	3.4	39.4	2.1	4.2	1.7	8	

Start Time	MONROE STREET Southbound				REQUA AVENUE Westbound				MONROE STREET Northbound				SHADOW PALM 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	40	229	19	288	19	24	35	78	12	248	12	272	11	27	14	52	690
04:15 PM	32	192	21	245	14	30	21	65	10	213	21	244	14	14	5	33	587
04:30 PM	21	174	15	210	10	23	35	68	6	184	19	209	6	30	7	43	530
04:45 PM	31	184	18	233	11	30	40	81	11	194	27	232	11	26	13	50	596
Total Volume	124	779	73	976	54	107	131	292	39	839	79	957	42	97	39	178	2403
% App. Total	12.7	79.8	7.5		18.5	36.6	44.9		4.1	87.7	8.3		23.6	54.5	21.9		
PHF	.775	.850	.869	.847	.711	.892	.819	.901	.813	.846	.731	.880	.750	.808	.696	.856	.871

CITY OF INDIO
 N/S: MONROE STREET
 E/W: REQUA AVENUE/SHADOW PALM AVENUE
 WEATHER: SUNNY

File Name : INMOREPM
 Site Code : 0324111
 Start Date : 3/21/2006
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	40	229	19	288	19	24	35	78	12	248	12	272	16	27	7	50
+15 mins.	32	192	21	245	14	30	21	65	10	213	21	244	13	23	11	47
+30 mins.	21	174	15	210	10	23	35	68	6	184	19	209	13	15	13	41
+45 mins.	31	184	18	233	11	30	40	81	11	194	27	232	14	35	7	56
Total Volume	124	779	73	976	54	107	131	292	39	839	79	957	56	100	38	194
% App. Total	12.7	79.8	7.5		18.5	36.6	44.9		4.1	87.7	8.3		28.9	51.5	19.6	
PHF	.775	.850	.869	.847	.711	.892	.819	.901	.813	.846	.731	.880	.875	.714	.731	.866

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MONROE STREET
 E/W: REQUA AVENUE/SHADOW PALM AVENUE
 WEATHER: SUNNY

File Name : INMOREAM
 Site Code : 0324111
 Start Date : 3/22/2006
 Page No : 1

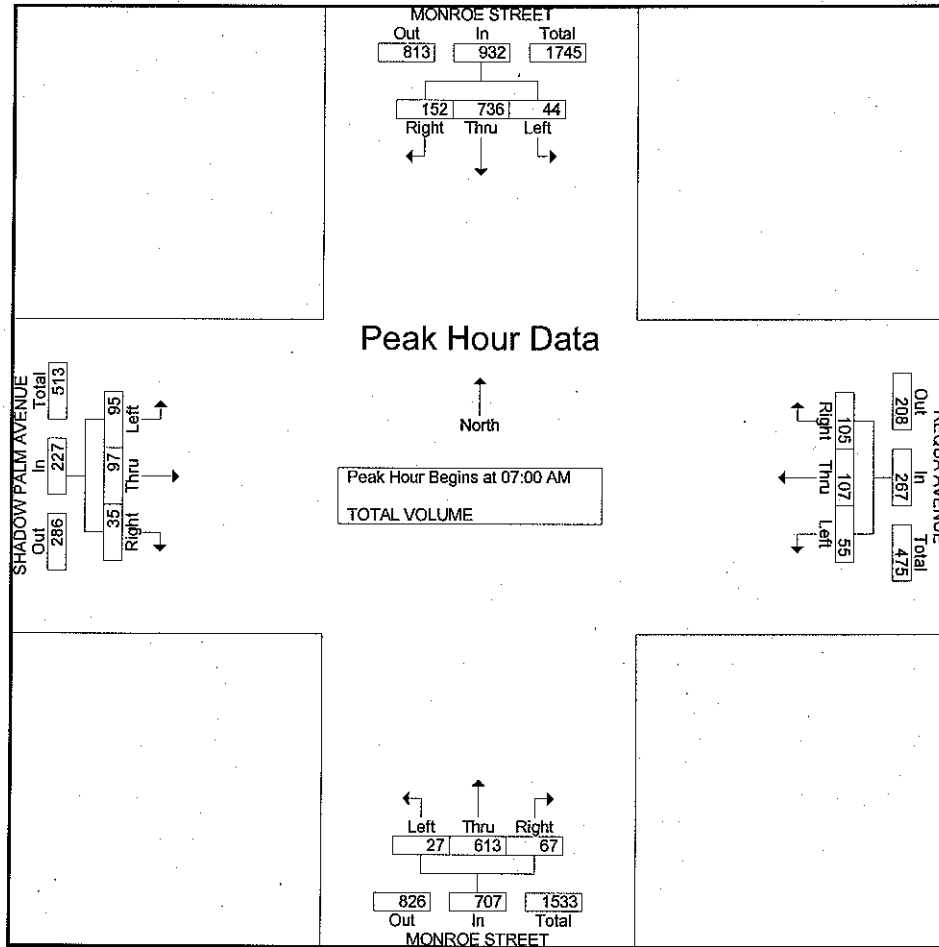
Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				REQUA AVENUE Westbound				MONROE STREET Northbound				SHADOW PALM AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	187	56	253	13	28	23	64	8	114	15	137	22	17	10	49	503
07:15 AM	9	187	71	267	23	42	30	95	10	185	25	220	37	32	9	78	660
07:30 AM	16	166	10	192	6	23	25	54	4	158	16	178	24	22	12	58	482
07:45 AM	9	196	15	220	13	14	27	54	5	156	11	172	12	26	4	42	488
Total	44	736	152	932	55	107	105	267	27	613	67	707	95	97	35	227	2133
08:00 AM	12	183	13	208	4	9	15	28	4	142	11	157	18	15	12	45	438
08:15 AM	21	175	14	210	6	20	17	43	3	105	6	114	8	11	2	21	388
08:30 AM	13	159	7	179	5	14	14	33	7	101	18	126	6	16	4	26	364
08:45 AM	18	169	6	193	7	9	26	42	3	94	9	106	10	12	7	29	370
Total	64	686	40	790	22	52	72	146	17	442	44	503	42	54	25	121	1560
Grand Total	108	1422	192	1722	77	159	177	413	44	1055	111	1210	137	151	60	348	3693
Apprch %	6.3	82.6	11.1		18.6	38.5	42.9		3.6	87.2	9.2		39.4	43.4	17.2		
Total %	2.9	38.5	5.2	46.6	2.1	4.3	4.8	11.2	1.2	28.6	3	32.8	3.7	4.1	1.6	9.4	

Start Time	MONROE STREET Southbound				REQUA AVENUE Westbound				MONROE STREET Northbound				SHADOW PALM 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	187	56	253	13	28	23	64	8	114	15	137	22	17	10	49	503
07:15 AM	9	187	71	267	23	42	30	95	10	185	25	220	37	32	9	78	660
07:30 AM	16	166	10	192	6	23	25	54	4	158	16	178	24	22	12	58	482
07:45 AM	9	196	15	220	13	14	27	54	5	156	11	172	12	26	4	42	488
Total Volume	44	736	152	932	55	107	105	267	27	613	67	707	95	97	35	227	2133
% App. Total	4.7	79	16.3		20.6	40.1	39.3		3.8	86.7	9.5		41.9	42.7	15.4		
PHF	.688	.939	.535	.873	.598	.637	.875	.703	.675	.828	.670	.803	.642	.758	.729	.728	.808

CITY OF INDIO
 N/S: MONROE STREET
 E/W: REQUA AVENUE/SHADOW PALM AVENUE
 WEATHER: SUNNY

File Name : INMOREAM
 Site Code : 0324111
 Start Date : 3/22/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	10	187	56	253	13	28	23	64	10	185	25	220	22	17	10	49
+15 mins.	9	187	71	267	23	42	30	95	4	158	16	178	37	32	9	78
+30 mins.	16	166	10	192	6	23	25	54	5	156	11	172	24	22	12	58
+45 mins.	9	196	15	220	13	14	27	54	4	142	11	157	12	26	4	42
Total Volume	44	736	152	932	55	107	105	267	23	641	63	727	95	97	35	227
% App. Total	4.7	79	16.3		20.6	40.1	39.3		3.2	88.2	8.7		41.9	42.7	15.4	
PHF	.688	.939	.535	.873	.598	.637	.875	.703	.575	.866	.630	.826	.642	.758	.729	.728

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MONROE STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMOMIPM
 Site Code : 0032410
 Start Date : 3/16/2006
 Page No : 1

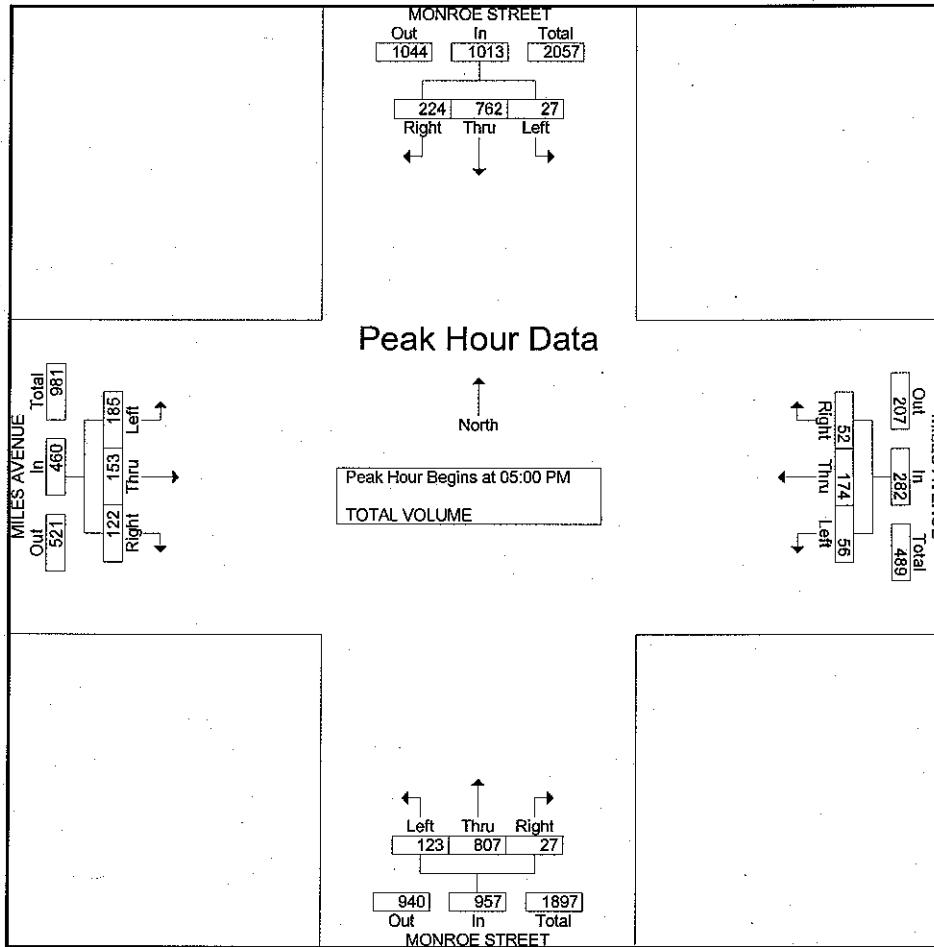
Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				MILES AVENUE Westbound				MONROE STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	222	40	271	14	26	8	48	21	212	5	238	42	47	32	121	678
04:15 PM	6	189	33	228	14	29	7	50	32	195	12	239	39	43	27	109	626
04:30 PM	9	189	49	247	12	38	8	58	28	167	10	205	44	43	24	111	621
04:45 PM	3	200	46	249	9	24	9	42	29	197	13	239	28	43	14	85	615
Total	27	800	168	995	49	117	32	198	110	771	40	921	153	176	97	426	2540
05:00 PM	1	174	47	222	12	56	19	87	36	256	6	298	47	43	26	116	723
05:15 PM	10	197	65	272	10	49	12	71	18	197	4	219	42	34	28	104	666
05:30 PM	12	189	52	253	17	39	13	69	36	183	6	225	50	42	37	129	676
05:45 PM	4	202	60	266	17	30	8	55	33	171	11	215	46	34	31	111	647
Total	27	762	224	1013	56	174	52	282	123	807	27	957	185	153	122	460	2712
Grand Total	54	1562	392	2008	105	291	84	480	233	1578	67	1878	338	329	219	886	5252
Apprch %	2.7	77.8	19.5		21.9	60.6	17.5		12.4	84	3.6		38.1	37.1	24.7		
Total %	1	29.7	7.5	38.2	2	5.5	1.6	9.1	4.4	30	1.3	35.8	6.4	6.3	4.2	16.9	

Start Time	MONROE STREET Southbound				MILES AVENUE Westbound				MONROE STREET Northbound				MILES 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	174	47	222	12	56	19	87	36	256	6	298	47	43	26	116	723
05:15 PM	10	197	65	272	10	49	12	71	18	197	4	219	42	34	28	104	666
05:30 PM	12	189	52	253	17	39	13	69	36	183	6	225	50	42	37	129	676
05:45 PM	4	202	60	266	17	30	8	55	33	171	11	215	46	34	31	111	647
Total Volume	27	762	224	1013	56	174	52	282	123	807	27	957	185	153	122	460	2712
% App. Total	2.7	75.2	22.1		19.9	61.7	18.4		12.9	84.3	2.8		40.2	33.3	26.5		
PHF	.563	.943	.862	.931	.824	.777	.684	.810	.854	.788	.614	.803	.925	.890	.824	.891	.938

CITY OF INDIO
 N/S: MONROE STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMOMIPM
 Site Code : 0032410
 Start Date : 3/16/2006
 Page No : 2



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

	05:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	1	174	47	222	12	56	19	87	32	195	12	239	47	43	26	116
+15 mins.	10	197	65	272	10	49	12	71	28	167	10	205	42	34	28	104
+30 mins.	12	189	52	253	17	39	13	69	29	197	13	239	50	42	37	129
+45 mins.	4	202	60	266	17	30	8	55	36	256	6	298	46	34	31	111
Total Volume	27	762	224	1013	56	174	52	282	125	815	41	981	185	153	122	460
% App. Total	2.7	75.2	22.1		19.9	61.7	18.4		12.7	83.1	4.2		40.2	33.3	26.5	
PHF	.563	.943	.862	.931	.824	.777	.684	.810	.868	.796	.788	.823	.925	.890	.824	.891

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MONROE STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMOMIAM
 Site Code : 00324111
 Start Date : 3/29/2006
 Page No : 1

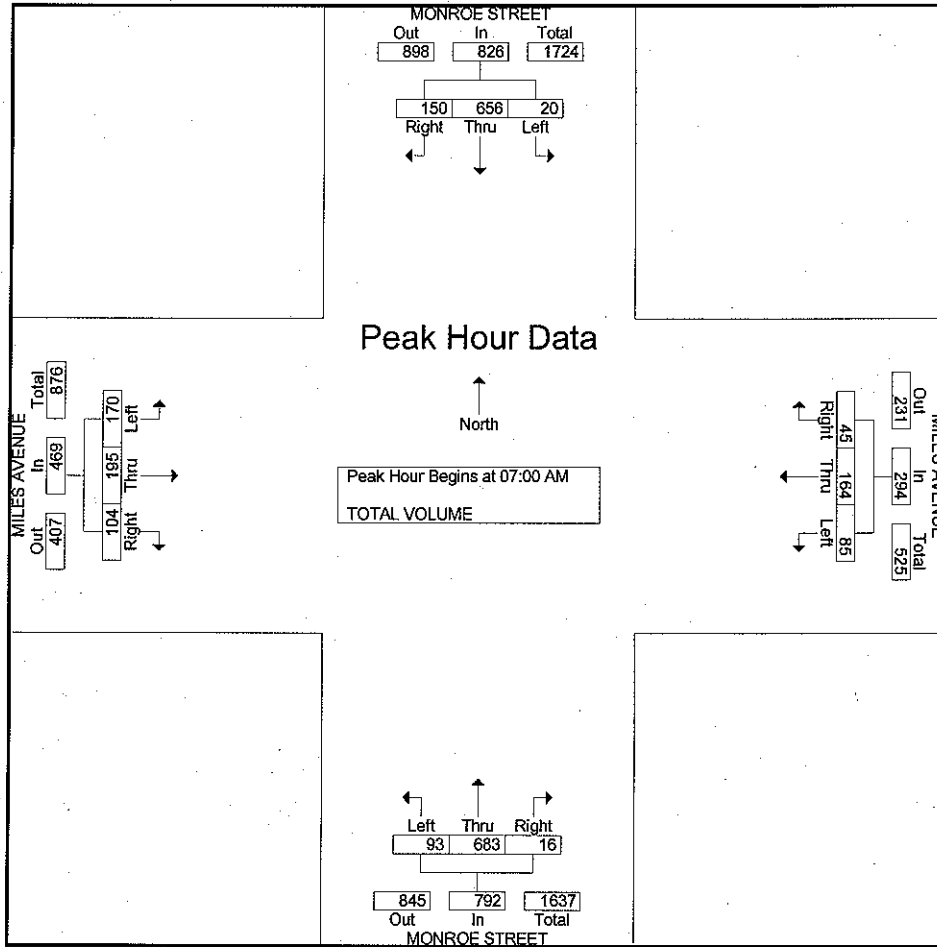
Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				MILES AVENUE Westbound				MONROE STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	187	41	229	16	40	12	68	22	133	6	161	39	42	30	111	569
07:15 AM	4	192	36	232	22	53	13	88	25	185	3	213	45	57	21	123	656
07:30 AM	5	136	38	179	25	41	10	76	24	190	3	217	45	55	31	131	603
07:45 AM	10	141	35	186	22	30	10	62	22	175	4	201	41	41	22	104	553
Total	20	656	150	826	85	164	45	294	93	683	16	792	170	195	104	469	2381
08:00 AM	6	122	28	156	12	41	18	71	21	140	9	170	34	43	18	95	492
08:15 AM	5	166	42	213	19	26	4	49	22	129	11	162	40	33	25	98	522
08:30 AM	5	158	17	180	22	46	8	76	7	133	6	146	44	48	21	113	515
08:45 AM	5	180	34	219	12	16	9	37	10	128	6	144	35	28	22	85	485
Total	21	626	121	768	65	129	39	233	60	530	32	622	153	152	86	391	2014
Grand Total	41	1282	271	1594	150	293	84	527	153	1213	48	1414	323	347	190	860	4395
Apprch %	2.6	80.4	17		28.5	55.6	15.9		10.8	85.8	3.4		37.6	40.3	22.1		
Total %	0.9	29.2	6.2	36.3	3.4	6.7	1.9	12	3.5	27.6	1.1	32.2	7.3	7.9	4.3	19.6	

Start Time	MONROE STREET Southbound				MILES AVENUE Westbound				MONROE STREET Northbound				MILES 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	187	41	229	16	40	12	68	22	133	6	161	39	42	30	111	569
07:15 AM	4	192	36	232	22	53	13	88	25	185	3	213	45	57	21	123	656
07:30 AM	5	136	38	179	25	41	10	76	24	190	3	217	45	55	31	131	603
07:45 AM	10	141	35	186	22	30	10	62	22	175	4	201	41	41	22	104	553
Total Volume	20	656	150	826	85	164	45	294	93	683	16	792	170	195	104	469	2381
% App. Total	2.4	79.4	18.2		28.9	55.8	15.3		11.7	86.2	2		36.2	41.6	22.2		
PHF	.500	.854	.915	.890	.850	.774	.865	.835	.930	.899	.667	.912	.944	.855	.839	.895	.907

CITY OF INDIO
 N/S: MONROE STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMOMIAM
 Site Code : 00324111
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	1	187	41	229	22	53	13	88	25	185	3	213	39	42	30	111
+15 mins.	4	192	36	232	25	41	10	76	24	190	3	217	45	57	21	123
+30 mins.	5	136	38	179	22	30	10	62	22	175	4	201	45	55	31	131
+45 mins.	10	141	35	186	12	41	18	71	21	140	9	170	41	41	22	104
Total Volume	20	656	150	826	81	165	51	297	92	690	19	801	170	195	104	469
% App. Total	2.4	79.4	18.2		27.3	55.6	17.2		11.5	86.1	2.4		36.2	41.6	22.2	
PHF	.500	.854	.915	.890	.810	.778	.708	.844	.920	.908	.528	.923	.944	.855	.839	.895

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MONROE STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INMOFWPM
 Site Code : 0032440
 Start Date : 3/16/2006
 Page No : 1

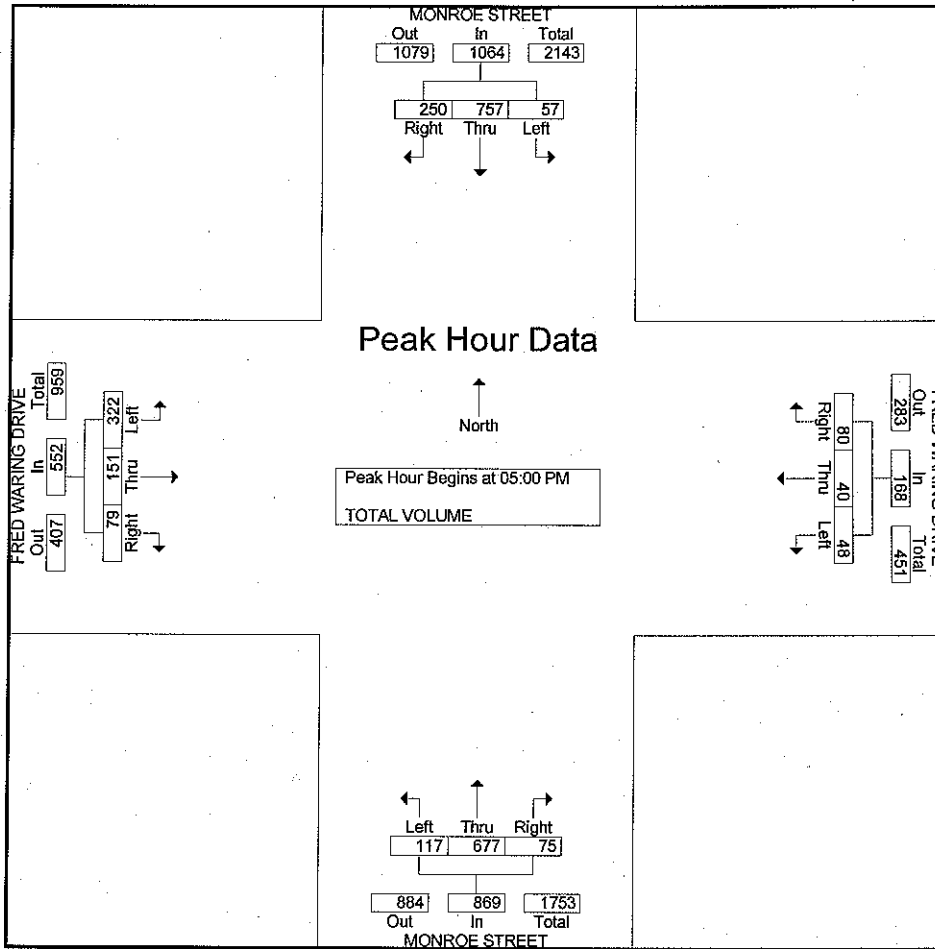
Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				FRED WARING DRIVE Westbound				MONROE STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	191	71	294	16	7	35	58	20	187	19	226	64	29	19	112	690
04:15 PM	20	159	57	236	19	6	29	54	31	143	23	197	69	37	20	126	613
04:30 PM	24	200	67	291	12	7	24	43	16	174	15	205	68	38	19	125	664
04:45 PM	11	154	75	240	13	12	30	55	19	136	13	168	77	29	17	123	586
Total	87	704	270	1061	60	32	118	210	86	640	70	796	278	133	75	486	2553
05:00 PM	23	175	60	258	11	9	16	36	37	173	23	233	87	42	21	150	677
05:15 PM	14	180	68	262	16	17	30	63	28	185	20	233	59	36	21	116	674
05:30 PM	12	182	58	252	13	6	15	34	33	156	13	202	91	43	23	157	645
05:45 PM	8	220	64	292	8	8	19	35	19	163	19	201	85	30	14	129	657
Total	57	757	250	1064	48	40	80	168	117	677	75	869	322	151	79	552	2653
Grand Total	144	1461	520	2125	108	72	198	378	203	1317	145	1665	600	284	154	1038	5206
Apprch %	6.8	68.8	24.5		28.6	19	52.4		12.2	79.1	8.7		57.8	27.4	14.8		
Total %	2.8	28.1	10	40.8	2.1	1.4	3.8	7.3	3.9	25.3	2.8	32	11.5	5.5	3	19.9	

Start Time	MONROE STREET Southbound				FRED WARING DRIVE Westbound				MONROE STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	175	60	258	11	9	16	36	37	173	23	233	87	42	21	150	677
05:15 PM	14	180	68	262	16	17	30	63	28	185	20	233	59	36	21	116	674
05:30 PM	12	182	58	252	13	6	15	34	33	156	13	202	91	43	23	157	645
05:45 PM	8	220	64	292	8	8	19	35	19	163	19	201	85	30	14	129	657
Total Volume	57	757	250	1064	48	40	80	168	117	677	75	869	322	151	79	552	2653
% App. Total	5.4	71.1	23.5		28.6	23.8	47.6		13.5	77.9	8.6		58.3	27.4	14.3		
PHF	.620	.860	.919	.911	.750	.588	.667	.667	.791	.915	.815	.932	.885	.878	.859	.879	.980

CITY OF INDIO
 N/S: MONROE STREET
 EW: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INMOFWPM
 Site Code : 0032440
 Start Date : 3/16/2006
 Page No : 2



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

	05:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	23	175	60	258	16	7	35	58	37	173	23	233	87	42	21	150
+15 mins.	14	180	68	262	19	6	29	54	28	185	20	233	59	36	21	116
+30 mins.	12	182	58	252	12	7	24	43	33	156	13	202	91	43	23	157
+45 mins.	8	220	64	292	13	12	30	55	19	163	19	201	85	30	14	129
Total Volume	57	757	250	1064	60	32	118	210	117	677	75	869	322	151	79	552
% App. Total	5.4	71.1	23.5		28.6	15.2	56.2		13.5	77.9	8.6		58.3	27.4	14.3	
PHF	.620	.860	.919	.911	.789	.667	.843	.905	.791	.915	.815	.932	.885	.878	.859	.879

CITY OF INDIO
 N/S: MONROE STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INMOFWAM
 Site Code : 0032440
 Start Date : 3/16/2006
 Page No : 1

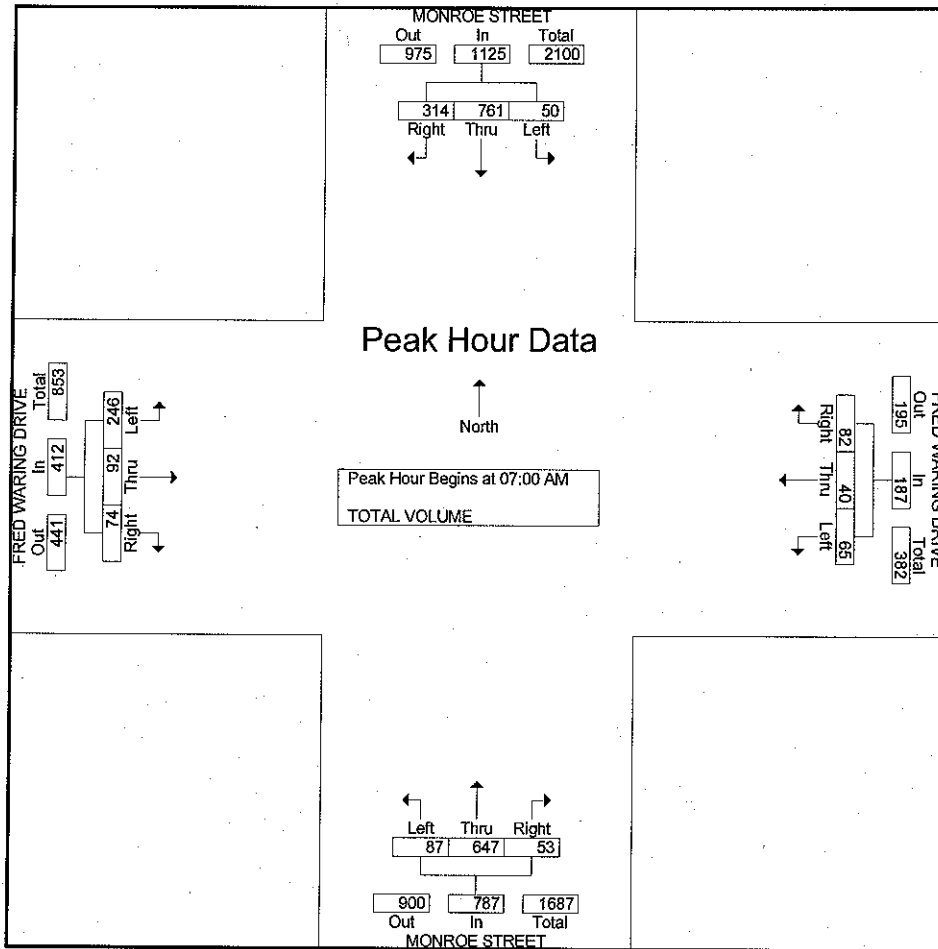
Groups Printed- TOTAL VOLUME

Start Time	MONROE STREET Southbound				FRED WARING DRIVE Westbound				MONROE STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	211	96	320	6	3	19	28	12	126	12	150	41	13	10	64	562
07:15 AM	15	221	75	311	20	9	24	53	18	195	11	224	76	21	13	110	698
07:30 AM	13	149	81	243	20	12	16	48	30	162	13	205	66	27	26	119	615
07:45 AM	9	180	62	251	19	16	23	58	27	164	17	208	63	31	25	119	636
Total	50	761	314	1125	65	40	82	187	87	647	53	787	246	92	74	412	2511
08:00 AM	15	153	69	237	12	15	30	57	21	132	8	161	56	24	15	95	550
08:15 AM	11	173	45	229	4	8	15	27	24	118	12	154	45	17	17	79	489
08:30 AM	14	139	61	214	12	11	21	44	17	105	10	132	38	15	18	71	461
08:45 AM	19	160	56	235	13	4	15	32	11	102	10	123	37	21	13	71	461
Total	59	625	231	915	41	38	81	160	73	457	40	570	176	77	63	316	1961
Grand Total	109	1386	545	2040	106	78	163	347	160	1104	93	1357	422	169	137	728	4472
Apprch %	5.3	67.9	26.7		30.5	22.5	47		11.8	81.4	6.9		58	23.2	18.8		
Total %	2.4	31	12.2	45.6	2.4	1.7	3.6	7.8	3.6	24.7	2.1	30.3	9.4	3.8	3.1	16.3	

Start Time	MONROE STREET Southbound				FRED WARING DRIVE Westbound				MONROE STREET Northbound				FRED WARING DRIVE 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	13	211	96	320	6	3	19	28	12	126	12	150	41	13	10	64	562
07:15 AM	15	221	75	311	20	9	24	53	18	195	11	224	76	21	13	110	698
07:30 AM	13	149	81	243	20	12	16	48	30	162	13	205	66	27	26	119	615
07:45 AM	9	180	62	251	19	16	23	58	27	164	17	208	63	31	25	119	636
Total Volume	50	761	314	1125	65	40	82	187	87	647	53	787	246	92	74	412	2511
% App. Total	4.4	67.6	27.9		34.8	21.4	43.9		11.1	82.2	6.7		59.7	22.3	18		
PHF	.833	.861	.818	.879	.813	.625	.854	.806	.725	.829	.779	.878	.809	.742	.712	.866	.899

CITY OF INDIO
 N/S: MONROE STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INMOFWAM
 Site Code : 0032440
 Start Date : 3/16/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	13	211	96	320	20	9	24	53	18	195	11	224	76	21	13	110
+15 mins.	15	221	75	311	20	12	16	48	30	162	13	205	66	27	26	119
+30 mins.	13	149	81	243	19	16	23	58	27	164	17	208	63	31	25	119
+45 mins.	9	180	62	251	12	15	30	57	21	132	8	161	56	24	15	95
Total Volume	50	761	314	1125	71	52	93	216	96	653	49	798	261	103	79	443
% App. Total	4.4	67.6	27.9		32.9	24.1	43.1		12	81.8	6.1		58.9	23.3	17.8	
PHF	.833	.861	.818	.879	.888	.813	.775	.931	.800	.837	.721	.891	.859	.831	.760	.931

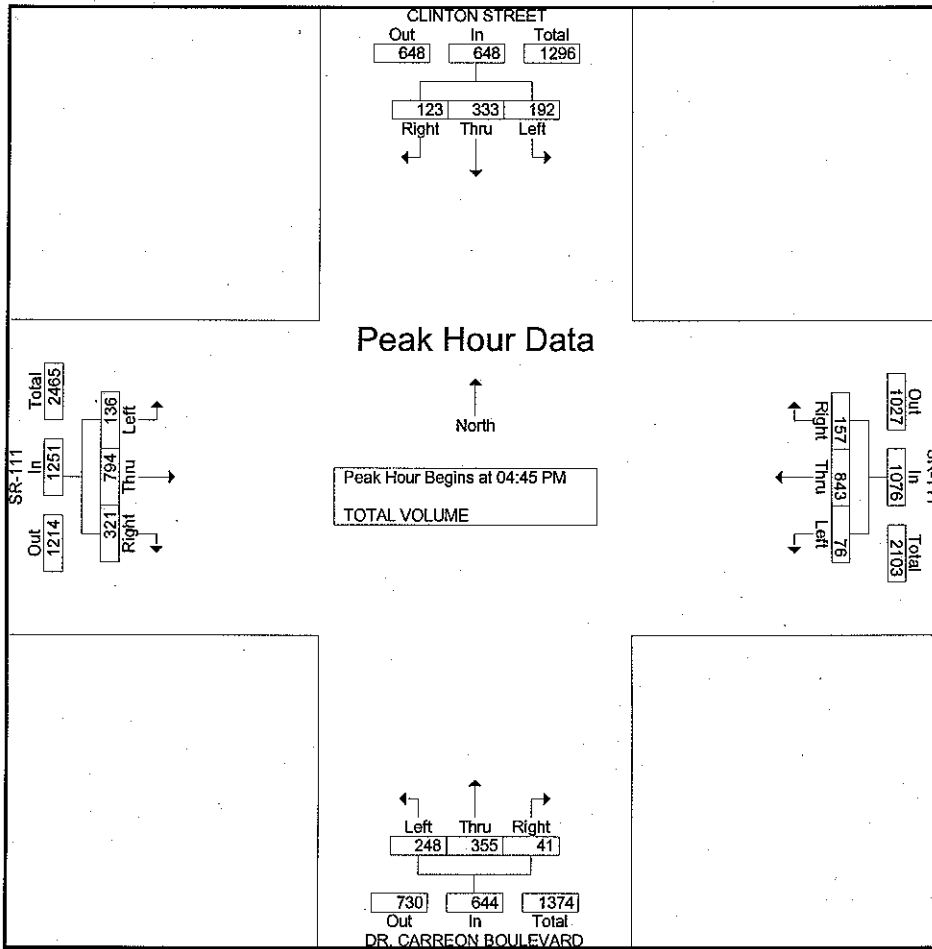
CITY OF INDIO
 N/S: CLINTON STREET / DR CARREON BLVD.
 E/W: SR-111
 WEATHER: SUNNY

File Name : INCLDCPM
 Site Code : 0032443
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	CLINTON STREET Southbound				SR-111 Westbound				DR. CARREON BOULEVARD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	42	68	15	125	14	228	45	287	68	67	12	147	38	223	100	361	920
04:15 PM	36	80	27	143	16	201	50	267	62	66	7	135	37	204	76	317	862
04:30 PM	41	93	25	159	16	189	29	234	70	81	10	161	27	192	63	282	836
04:45 PM	38	69	27	134	14	225	38	277	54	81	11	146	33	222	89	344	901
Total	157	310	94	561	60	843	162	1065	254	295	40	589	135	841	328	1304	3519
05:00 PM	53	83	44	180	28	190	36	254	78	114	11	203	35	166	67	268	905
05:15 PM	47	100	22	169	16	239	43	298	62	78	10	150	36	214	97	347	964
05:30 PM	54	81	30	165	18	189	40	247	54	82	9	145	32	192	68	292	849
05:45 PM	46	80	17	143	15	152	49	216	58	66	6	130	23	164	88	275	764
Total	200	344	113	657	77	770	168	1015	252	340	36	628	126	736	320	1182	3482
Grand Total	357	654	207	1218	137	1613	330	2080	506	635	76	1217	261	1577	648	2486	7001
Apprch %	29.3	53.7	17		6.6	77.5	15.9		41.6	52.2	6.2		10.5	63.4	26.1		
Total %	5.1	9.3	3	17.4	2	23	4.7	29.7	7.2	9.1	1.1	17.4	3.7	22.5	9.3	35.5	

Start Time	CLINTON STREET Southbound				SR-111 Westbound				DR. CARREON BOULEVARD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	38	69	27	134	14	225	38	277	54	81	11	146	33	222	89	344	901
05:00 PM	53	83	44	180	28	190	36	254	78	114	11	203	35	166	67	268	905
05:15 PM	47	100	22	169	16	239	43	298	62	78	10	150	36	214	97	347	964
05:30 PM	54	81	30	165	18	189	40	247	54	82	9	145	32	192	68	292	849
Total Volume	192	333	123	648	76	843	157	1076	248	355	41	644	136	794	321	1251	3619
% App. Total	29.6	51.4	19		7.1	78.3	14.6		38.5	55.1	6.4		10.9	63.5	25.7		
PHF	.889	.833	.699	.900	.679	.882	.913	.903	.795	.779	.932	.793	.944	.894	.827	.901	.939



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

	05:00 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	53	83	44	180	14	225	38	277	70	81	10	161	38	223	100	361
+15 mins.	47	100	22	169	28	190	36	254	54	81	11	146	37	204	76	317
+30 mins.	54	81	30	165	16	239	43	298	78	114	11	203	27	192	63	282
+45 mins.	46	80	17	143	18	189	40	247	62	78	10	150	33	222	89	344
Total Volume	200	344	113	657	76	843	157	1076	264	354	42	660	135	841	328	1304
% App. Total	30.4	52.4	17.2		7.1	78.3	14.6		40	53.6	6.4		10.4	64.5	25.2	
PHF	.926	.860	.642	.913	.679	.882	.913	.903	.846	.776	.955	.813	.888	.943	.820	.903

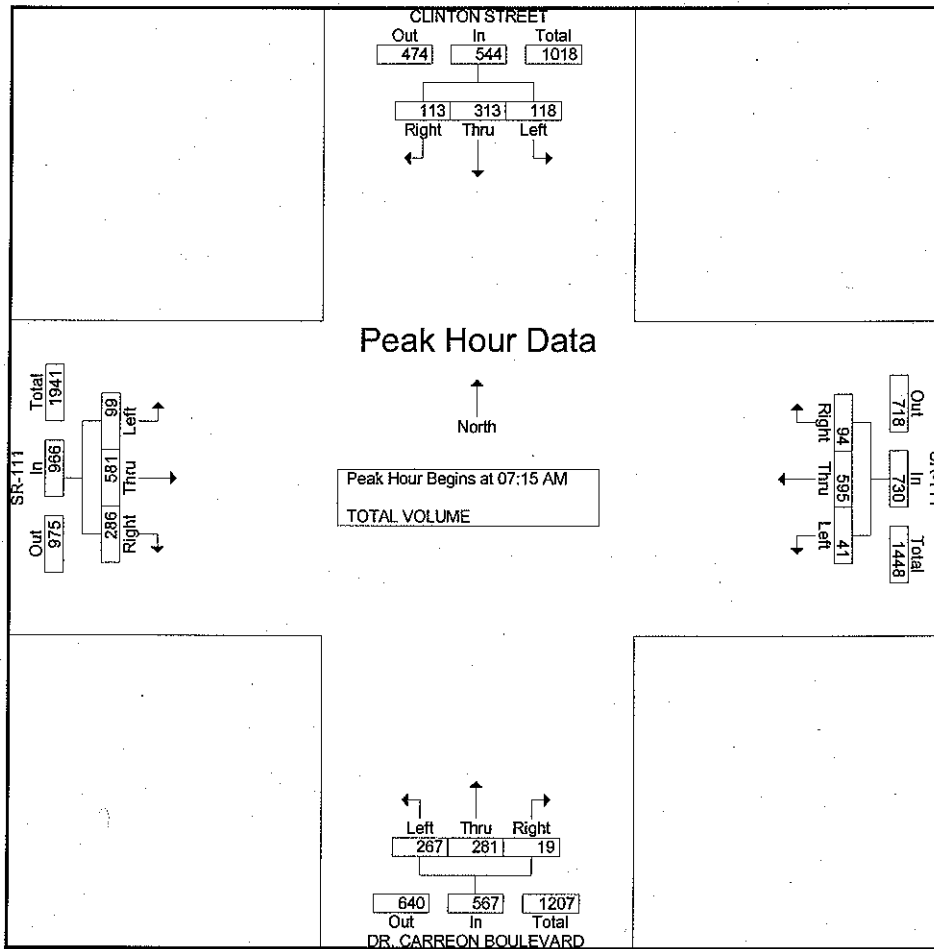
CITY OF INDIO
 N/S:CLINTON STREET / DR. CARREON BLVD.
 E/W: SR-111
 WEATHER: SUNNY

File Name : INCLDCAM
 Site Code : 0032443
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	CLINTON STREET Southbound				SR-111 Westbound				DR. CARREON BOULEVARD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	24	54	44	122	10	127	17	154	66	38	2	106	32	79	42	153	535
Total	24	54	44	122	10	127	17	154	66	38	2	106	32	79	42	153	535
07:00 AM	16	73	27	116	2	122	30	154	49	78	5	132	23	111	39	173	575
07:15 AM	27	75	35	137	11	161	34	206	44	89	7	140	36	139	63	238	721
07:30 AM	29	75	24	128	4	152	22	178	84	69	0	153	20	123	54	197	656
07:45 AM	29	87	28	144	14	141	18	173	76	63	4	143	18	152	91	261	721
Total	101	310	114	525	31	576	104	711	253	299	16	568	97	525	247	869	2673
08:00 AM	33	76	26	135	12	141	20	173	63	60	8	131	25	167	78	270	709
08:15 AM	32	94	35	161	16	132	11	159	74	47	3	124	21	127	69	217	661
08:30 AM	31	65	18	114	13	163	14	190	60	42	9	111	13	161	54	228	643
Grand Total	221	599	237	1057	82	1139	166	1387	516	486	38	1040	188	1059	490	1737	5221
Apprch %	20.9	56.7	22.4		5.9	82.1	12		49.6	46.7	3.7		10.8	61	28.2		
Total %	4.2	11.5	4.5	20.2	1.6	21.8	3.2	26.6	9.9	9.3	0.7	19.9	3.6	20.3	9.4	33.3	

Start Time	CLINTON STREET Southbound				SR-111 Westbound				DR. CARREON BOULEVARD Northbound				SR-111 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	27	75	35	137	11	161	34	206	44	89	7	140	36	139	63	238	721
07:30 AM	29	75	24	128	4	152	22	178	84	69	0	153	20	123	54	197	656
07:45 AM	29	87	28	144	14	141	18	173	76	63	4	143	18	152	91	261	721
08:00 AM	33	76	26	135	12	141	20	173	63	60	8	131	25	167	78	270	709
Total Volume	118	313	113	544	41	595	94	730	267	281	19	567	99	581	286	966	2807
% App. Total	21.7	57.5	20.8		5.6	81.5	12.9		47.1	49.6	3.4		10.2	60.1	29.6		
PHF	.894	.899	.807	.944	.732	.924	.691	.886	.795	.789	.594	.926	.688	.870	.786	.894	.973



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	29	75	24	128	11	161	34	206	49	78	5	132	18	152	91	261
+15 mins.	29	87	28	144	4	152	22	178	44	89	7	140	25	167	78	270
+30 mins.	33	76	26	135	14	141	18	173	84	69	0	153	21	127	69	217
+45 mins.	32	94	35	161	12	141	20	173	76	63	4	143	13	161	54	228
Total Volume	123	332	113	568	41	595	94	730	253	299	16	568	77	607	292	976
% App. Total	21.7	58.5	19.9		5.6	81.5	12.9		44.5	52.6	2.8		7.9	62.2	29.9	
PHF	.932	.883	.807	.882	.732	.924	.691	.886	.753	.840	.571	.928	.770	.909	.802	.904

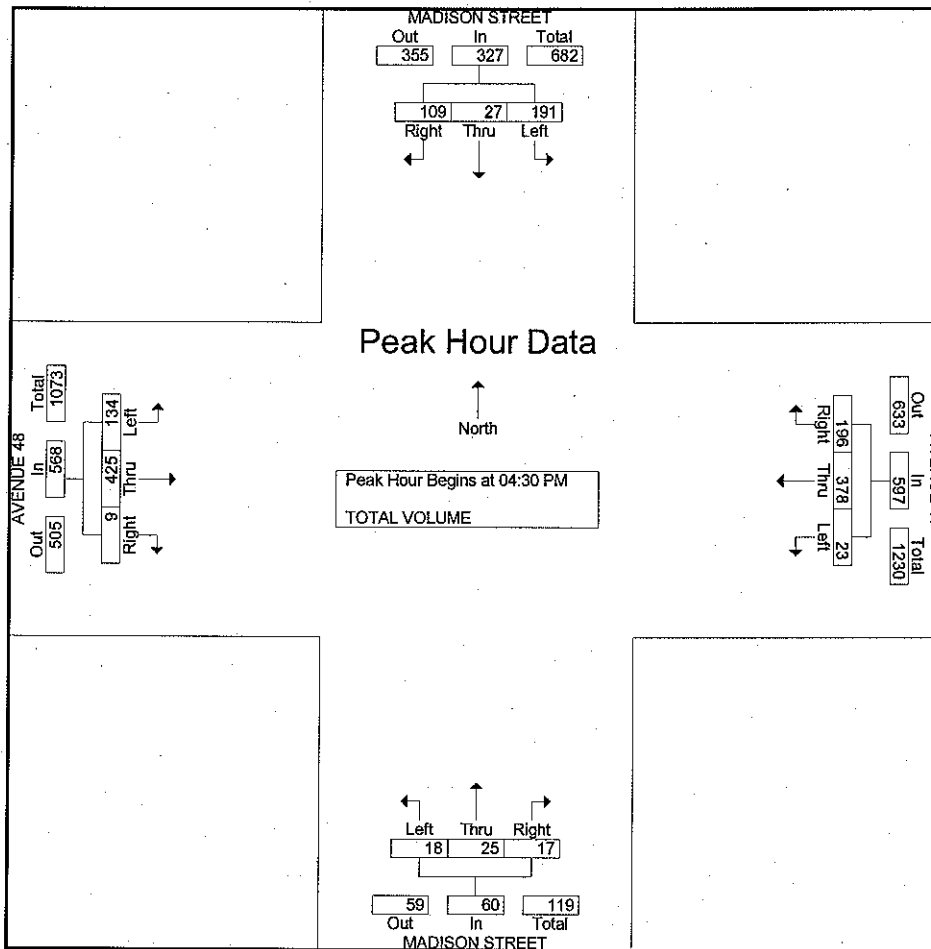
CITY OF INDIO
 N/S: MADISON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INMA48PM
 Site Code : 0032451
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				AVENUE 48 Westbound				MADISON STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	3	27	59	1	92	56	149	8	5	4	17	27	105	4	136	361
04:15 PM	39	5	15	59	5	85	51	141	5	7	0	12	29	103	6	138	350
04:30 PM	52	6	28	86	9	88	44	141	4	10	3	17	28	99	3	130	374
04:45 PM	52	6	28	86	2	96	40	138	7	5	4	16	26	117	3	146	386
Total	172	20	98	290	17	361	191	569	24	27	11	62	110	424	16	550	1471
05:00 PM	48	7	28	83	6	84	59	149	4	0	6	10	41	95	2	138	380
05:15 PM	39	8	25	72	6	110	53	169	3	10	4	17	39	114	1	154	412
05:30 PM	34	2	28	64	2	94	55	151	2	5	2	9	25	105	3	133	357
05:45 PM	41	8	20	69	4	100	40	144	3	7	8	18	19	85	0	104	335
Total	162	25	101	288	18	388	207	613	12	22	20	54	124	399	6	529	1484
Grand Total	334	45	199	578	35	749	398	1182	36	49	31	116	234	823	22	1079	2955
Approch %	57.8	7.8	34.4		3	63.4	33.7		31	42.2	26.7		21.7	76.3	2		
Total %	11.3	1.5	6.7	19.6	1.2	25.3	13.5	40	1.2	1.7	1	3.9	7.9	27.9	0.7	36.5	

Start Time	MADISON STREET Southbound				AVENUE 48 Westbound				MADISON STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	52	6	28	86	9	88	44	141	4	10	3	17	28	99	3	130	374
04:45 PM	52	6	28	86	2	96	40	138	7	5	4	16	26	117	3	146	386
05:00 PM	48	7	28	83	6	84	59	149	4	0	6	10	41	95	2	138	380
05:15 PM	39	8	25	72	6	110	53	169	3	10	4	17	39	114	1	154	412
Total Volume	191	27	109	327	23	378	196	597	18	25	17	60	134	425	9	568	1552
% App. Total	58.4	8.3	33.3		3.9	63.3	32.8		30	41.7	28.3		23.6	74.8	1.6		
PHF	.918	.844	.973	.951	.639	.859	.831	.883	.643	.625	.708	.882	.817	.908	.750	.922	.942



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

	04:30 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	52	6	28	86	6	84	59	149	8	5	4	17	26	117	3	146
+15 mins.	52	6	28	86	6	110	53	169	5	7	0	12	41	95	2	138
+30 mins.	48	7	28	83	2	94	55	151	4	10	3	17	39	114	1	154
+45 mins.	39	8	25	72	4	100	40	144	7	5	4	16	25	105	3	133
Total Volume	191	27	109	327	18	388	207	613	24	27	11	62	131	431	9	571
% App. Total	58.4	8.3	33.3		2.9	63.3	33.8		38.7	43.5	17.7		22.9	75.5	1.6	
PHF	.918	.844	.973	.951	.750	.882	.877	.907	.750	.675	.688	.912	.799	.921	.750	.927

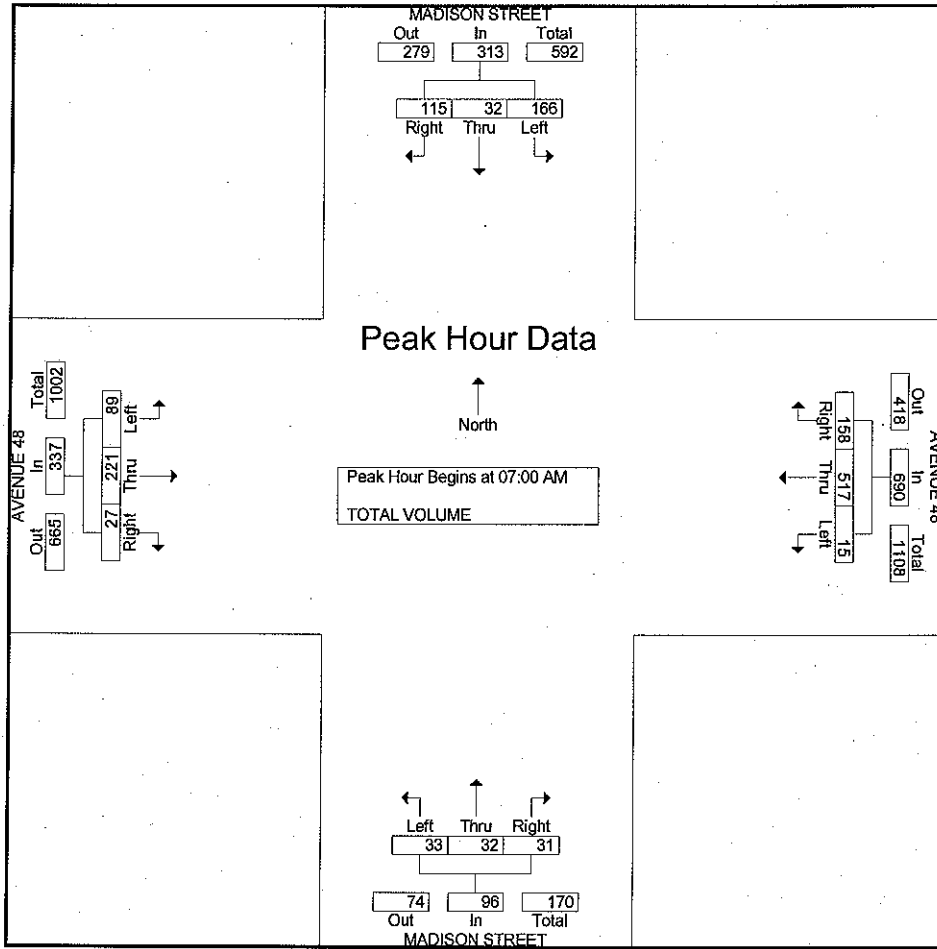
CITY OF INDIO
 N/S: MADISON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INMA48AM
 Site Code : 0032451
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				AVENUE 48 Westbound				MADISON STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	39	6	29	74	1	129	37	167	2	8	2	12	13	35	0	48	301
Total	39	6	29	74	1	129	37	167	2	8	2	12	13	35	0	48	301
07:00 AM	49	4	32	85	2	144	35	181	3	8	4	15	18	47	0	65	346
07:15 AM	38	9	25	72	3	123	39	165	3	7	8	18	21	61	3	85	340
07:30 AM	42	6	24	72	2	120	46	168	14	8	11	33	16	53	14	83	356
07:45 AM	37	13	34	84	8	130	38	176	13	9	8	30	34	60	10	104	394
Total	166	32	115	313	15	517	158	690	33	32	31	96	89	221	27	337	1436
08:00 AM	22	2	33	57	1	108	31	140	6	3	0	9	25	50	2	77	283
08:15 AM	30	7	30	67	4	108	42	154	4	3	1	8	18	53	3	74	303
08:30 AM	17	6	21	44	0	97	29	126	5	9	3	17	28	55	3	86	273
Grand Total	274	53	228	555	21	959	297	1277	50	55	37	142	173	414	35	622	2596
Apprch %	49.4	9.5	41.1		1.6	75.1	23.3		35.2	38.7	26.1		27.8	66.6	5.6		
Total %	10.6	2	8.8	21.4	0.8	36.9	11.4	49.2	1.9	2.1	1.4	5.5	6.7	15.9	1.3	24	

Start Time	MADISON STREET Southbound				AVENUE 48 Westbound				MADISON STREET Northbound				AVENUE 48 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	49	4	32	85	2	144	35	181	3	8	4	15	18	47	0	65	346
07:15 AM	38	9	25	72	3	123	39	165	3	7	8	18	21	61	3	85	340
07:30 AM	42	6	24	72	2	120	46	168	14	8	11	33	16	53	14	83	356
07:45 AM	37	13	34	84	8	130	38	176	13	9	8	30	34	60	10	104	394
Total Volume	166	32	115	313	15	517	158	690	33	32	31	96	89	221	27	337	1436
% App. Total	53	10.2	36.7		2.2	74.9	22.9		34.4	33.3	32.3		26.4	65.6	8		
PHF	.847	.615	.846	.921	.469	.898	.859	.953	.589	.889	.705	.727	.654	.906	.482	.810	.911



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	49	4	32	85	2	144	35	181	3	8	4	15	21	61	3	85
+15 mins.	38	9	25	72	3	123	39	165	3	7	8	18	16	53	14	83
+30 mins.	42	6	24	72	2	120	46	168	14	8	11	33	34	60	10	104
+45 mins.	37	13	34	84	8	130	38	176	13	9	8	30	25	50	2	77
Total Volume.	166	32	115	313	15	517	158	690	33	32	31	96	96	224	29	349
% App. Total	53	10.2	36.7		2.2	74.9	22.9		34.4	33.3	32.3		27.5	64.2	8.3	
PHF	.847	.615	.846	.921	.469	.898	.859	.953	.589	.889	.705	.727	.706	.918	.518	.839

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

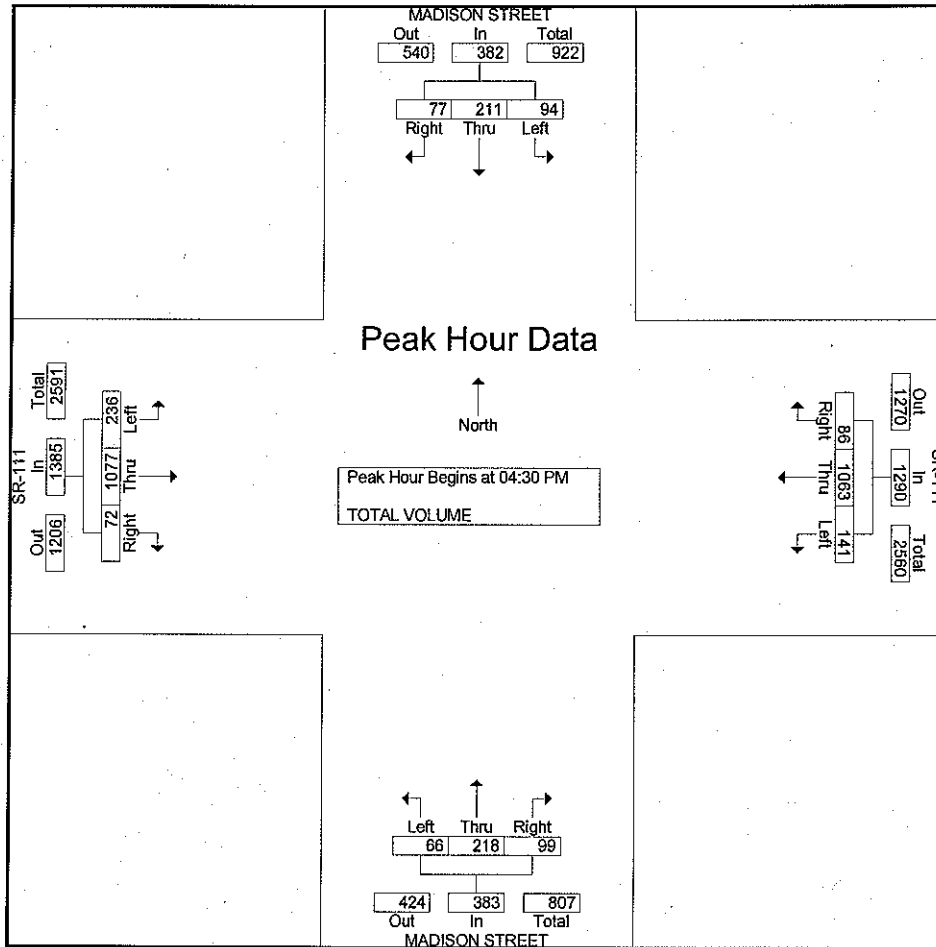
CITY OF INDIO
 N/S: MADISON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INMA111PM
 Site Code : 0032452
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				SR-111 Westbound				MADISON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:45 PM	30	54	12	96	25	187	35	247	17	56	32	105	37	234	16	287	735
Total	30	54	12	96	25	187	35	247	17	56	32	105	37	234	16	287	735
04:00 PM	34	42	21	97	26	291	25	342	16	42	34	92	38	294	15	347	878
04:15 PM	22	57	18	97	24	226	37	287	10	49	27	86	36	262	12	310	780
04:30 PM	19	46	14	79	40	256	23	319	10	64	25	99	33	291	13	337	834
04:45 PM	22	59	27	108	34	277	19	330	16	42	24	82	128	197	17	342	862
Total	97	204	80	381	124	1050	104	1278	52	197	110	359	235	1044	57	1336	3354
05:00 PM	20	42	15	77	39	283	17	339	18	52	25	95	36	332	17	385	896
05:15 PM	33	64	21	118	28	247	27	302	22	60	25	107	39	257	25	321	848
05:30 PM	17	38	26	81	34	238	24	296	14	53	19	86	41	252	8	301	764
Grand Total	197	402	154	753	250	2005	207	2462	123	418	211	752	388	2119	123	2630	6597
Apprch %	26.2	53.4	20.5		10.2	81.4	8.4		16.4	55.6	28.1		14.8	80.6	4.7		
Total %	3	6.1	2.3	11.4	3.8	30.4	3.1	37.3	1.9	6.3	3.2	11.4	5.9	32.1	1.9	39.9	

Start Time	MADISON STREET Southbound				SR-111 Westbound				MADISON STREET Northbound				SR-111 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 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	19	46	14	79	40	256	23	319	10	64	25	99	33	291	13	337	834
04:45 PM	22	59	27	108	34	277	19	330	16	42	24	82	128	197	17	342	862
05:00 PM	20	42	15	77	39	283	17	339	18	52	25	95	36	332	17	385	896
05:15 PM	33	64	21	118	28	247	27	302	22	60	25	107	39	257	25	321	848
Total Volume	94	211	77	382	141	1063	86	1290	66	218	99	383	236	1077	72	1385	3440
% App. Total	24.6	55.2	20.2		10.9	82.4	6.7		17.2	56.9	25.8		17	77.8	5.2		
PHF	.712	.824	.713	.809	.881	.939	.796	.951	.750	.852	.990	.895	.461	.811	.720	.899	.960



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	22	59	27	108	40	256	23	319	10	64	25	99	33	291	13	337
+15 mins.	20	42	15	77	34	277	19	330	16	42	24	82	128	197	17	342
+30 mins.	33	64	21	118	39	283	17	339	18	52	25	95	36	332	17	385
+45 mins.	17	38	26	81	28	247	27	302	22	60	25	107	39	257	25	321
Total Volume	92	203	89	384	141	1063	86	1290	66	218	99	383	236	1077	72	1385
% App. Total	24	52.9	23.2		10.9	82.4	6.7		17.2	56.9	25.8		17	77.8	5.2	
PHF	.697	.793	.824	.814	.881	.939	.796	.951	.750	.852	.990	.895	.461	.811	.720	.899

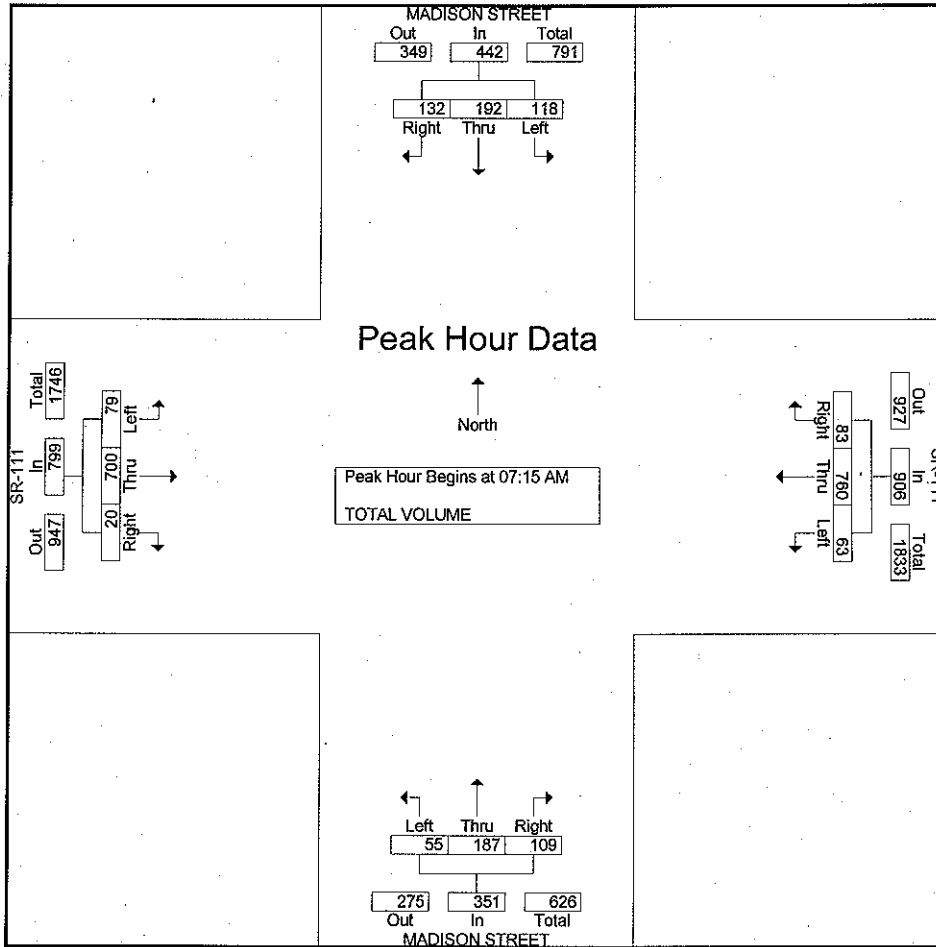
CITY OF INDIO
 N/S: MADISON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INMA111AM
 Site Code : 0032452
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				SR-111 Westbound				MADISON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	12	38	14	64	20	171	22	213	11	32	18	61	8	129	4	141	479
Total	12	38	14	64	20	171	22	213	11	32	18	61	8	129	4	141	479
07:00 AM	32	47	18	97	20	153	14	187	17	50	29	96	14	135	4	153	533
07:15 AM	23	52	42	117	23	179	20	222	12	45	26	83	21	162	2	185	607
07:30 AM	26	42	34	102	9	197	26	232	18	49	25	92	9	142	8	159	585
07:45 AM	40	63	29	132	21	176	25	222	12	54	31	97	26	205	7	238	689
Total	121	204	123	448	73	705	85	863	59	198	111	368	70	644	21	735	2414
08:00 AM	29	35	27	91	10	208	12	230	13	39	27	79	23	191	3	217	617
08:15 AM	17	25	24	66	27	205	8	240	11	34	24	69	19	194	8	221	596
08:30 AM	21	23	18	62	12	203	17	232	12	40	29	81	18	186	11	215	590
Grand Total	200	325	206	731	142	1492	144	1778	106	343	209	658	138	1344	47	1529	4696
Apprch %	27.4	44.5	28.2		8	83.9	8.1		16.1	52.1	31.8		9	87.9	3.1		
Total %	4.3	6.9	4.4	15.6	3	31.8	3.1	37.9	2.3	7.3	4.5	14	2.9	28.6	1	32.6	

Start Time	MADISON STREET Southbound				SR-111 Westbound				MADISON STREET Northbound				SR-111 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	23	52	42	117	23	179	20	222	12	45	26	83	21	162	2	185	607
07:30 AM	26	42	34	102	9	197	26	232	18	49	25	92	9	142	8	159	585
07:45 AM	40	63	29	132	21	176	25	222	12	54	31	97	26	205	7	238	689
08:00 AM	29	35	27	91	10	208	12	230	13	39	27	79	23	191	3	217	617
Total Volume	118	192	132	442	63	760	83	906	55	187	109	351	79	700	20	799	2498
% App. Total	26.7	43.4	29.9		7	83.9	9.2		15.7	53.3	31.1		9.9	87.6	2.5		
PHF	.738	.762	.786	.837	.685	.913	.798	.976	.764	.866	.879	.905	.760	.854	.625	.839	.906



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	32	47	18	97	9	197	26	232	17	50	29	96	26	205	7	238
+15 mins.	23	52	42	117	21	176	25	222	12	45	26	83	23	191	3	217
+30 mins.	26	42	34	102	10	208	12	230	18	49	25	92	19	194	8	221
+45 mins.	40	63	29	132	27	205	8	240	12	54	31	97	18	186	11	215
Total Volume	121	204	123	448	67	786	71	924	59	198	111	368	86	776	29	891
% App. Total	27	45.5	27.5		7.3	85.1	7.7		16	53.8	30.2		9.7	87.1	3.3	
PHF	.756	.810	.732	.848	.620	.945	.683	.963	.819	.917	.895	.948	.827	.946	.659	.936

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MADISON STREET
 E/W: AVENUE 46
 WEATHER: SUNNY

File Name : INMA46PM
 Site Code : 0032459
 Start Date : 3/16/2006
 Page No : 1

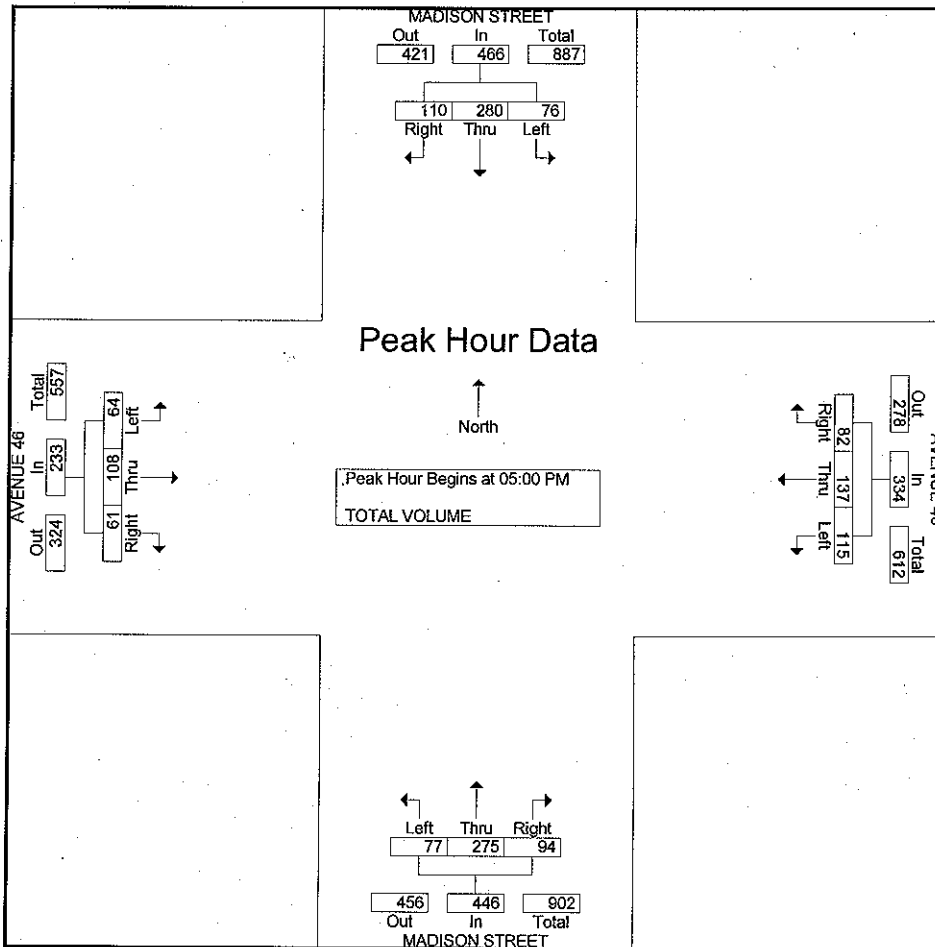
Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				AVENUE 46 Westbound				MADISON STREET Northbound				AVENUE 46 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	20	61	20	101	24	23	25	72	16	74	30	120	13	33	13	59	352
04:15 PM	12	53	18	83	34	20	14	68	17	70	17	104	10	21	12	43	298
04:30 PM	17	46	19	82	27	38	17	82	10	59	27	96	13	24	15	52	312
04:45 PM	29	57	20	106	25	33	16	74	7	62	29	98	18	31	11	60	338
Total	78	217	77	372	110	114	72	296	50	265	103	418	54	109	51	214	1300
05:00 PM	24	62	22	108	28	31	21	80	16	62	25	103	17	20	13	50	341
05:15 PM	26	64	22	112	30	43	12	85	21	86	29	136	20	27	11	58	391
05:30 PM	12	79	35	126	31	29	24	84	18	69	24	111	14	29	20	63	384
05:45 PM	14	75	31	120	26	34	25	85	22	58	16	96	13	32	17	62	363
Total	76	280	110	466	115	137	82	334	77	275	94	446	64	108	61	233	1479
Grand Total	154	497	187	838	225	251	154	630	127	540	197	864	118	217	112	447	2779
Apprch %	18.4	59.3	22.3		35.7	39.8	24.4		14.7	62.5	22.8		26.4	48.5	25.1		
Total %	5.5	17.9	6.7	30.2	8.1	9	5.5	22.7	4.6	19.4	7.1	31.1	4.2	7.8	4	16.1	

Start Time	MADISON STREET Southbound				AVENUE 46 Westbound				MADISON STREET Northbound				AVENUE 46 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	62	22	108	28	31	21	80	16	62	25	103	17	20	13	50	341
05:15 PM	341	64	22	112	30	30	12	12	21	21	21	21	21	27	11	58	58
05:30 PM	12	12	12	12	12	29	24	84	18	69	24	111	14	29	29	29	384
05:45 PM	14	75	31	120	26	34	34	85	85	58	16	96	13	13	17	62	363
Total Volume	76	280	110	466	115	137	82	334	77	275	94	446	64	108	61	233	1479
% App. Total	16.3	60.1	23.6		34.4	41	24.6		17.3	61.7	21.1		27.5	46.4	26.2		
PHF	.731	.886	.786	.925	.927	.797	.820	.982	.875	.799	.810	.820	.800	.844	.763	.925	.946

CITY OF INDIO
 N/S: MADISON STREET
 E/W: AVENUE 46
 WEATHER: SUNNY

File Name : INMA46PM
 Site Code : 0032459
 Start Date : 3/16/2006
 Page No : 2



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

	05:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	24	62	22	108	28	31	21	80	7	62	62	98	17	20	13	50
+15 mins.	50	64	22	112	30	30	12	12	16	62	25	103	103	27	11	58
+30 mins.	12	12	12	12	12	29	24	84	84	84	29	29	14	29	29	29
+45 mins.	14	75	31	120	26	34	34	85	18	69	24	111	13	13	17	62
Total Volume	76	280	110	466	115	137	82	334	62	279	107	448	64	108	61	233
% App. Total	16.3	60.1	23.6		34.4	41	24.6		13.8	62.3	23.9		27.5	46.4	26.2	
PHF	.731	.886	.786	.925	.927	.797	.820	.982	.738	.811	.922	.824	.800	.844	.763	.925

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MADISON STREET
 E/W: AVENUE 46
 WEATHER: SUNNY

File Name : INMA46AM
 Site Code : 0032447
 Start Date : 3/29/2006
 Page No : 1

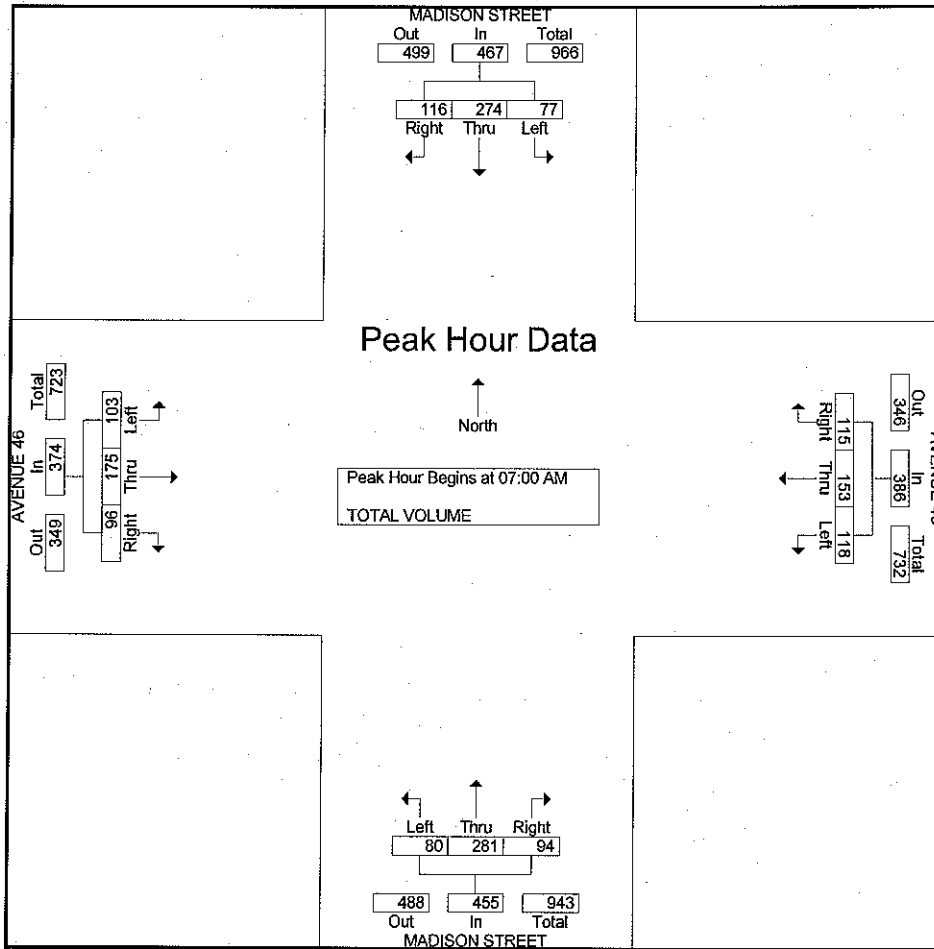
Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				AVENUE 46 Westbound				MADISON STREET Northbound				AVENUE 46 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	17	56	18	91	22	21	16	59	12	52	18	82	16	17	17	50	282
Total	17	56	18	91	22	21	16	59	12	52	18	82	16	17	17	50	282
07:00 AM	27	75	15	117	35	21	29	85	5	73	31	109	22	32	24	78	389
07:15 AM	35	85	33	153	36	37	51	124	19	81	21	121	29	33	22	84	482
07:30 AM	4	67	43	114	25	37	19	81	28	69	25	122	28	42	21	91	408
07:45 AM	11	47	25	83	22	58	16	96	28	58	17	103	24	68	29	121	403
Total	77	274	116	467	118	153	115	386	80	281	94	455	103	175	96	374	1682
08:00 AM	12	45	31	88	21	53	12	86	23	50	14	87	32	52	33	117	378
08:15 AM	9	50	11	70	14	20	15	49	8	58	15	81	24	30	10	64	264
08:30 AM	9	38	6	53	16	17	10	43	6	48	15	69	14	10	11	35	200
Grand Total	124	463	182	769	191	264	168	623	129	489	156	774	189	284	167	640	2806
Apprch %	16.1	60.2	23.7		30.7	42.4	27		16.7	63.2	20.2		29.5	44.4	26.1		
Total %	4.4	16.5	6.5	27.4	6.8	9.4	6	22.2	4.6	17.4	5.6	27.6	6.7	10.1	6	22.8	

Start Time	MADISON STREET Southbound				AVENUE 46 Westbound				MADISON STREET Northbound				AVENUE 46 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	27	75	15	117	35	21	29	85	5	73	31	109	22	32	24	78	389
07:15 AM	35	85	33	153	36	37	51	124	19	81	21	121	29	33	22	84	482
07:30 AM	4	67	43	114	25	37	19	81	28	69	25	122	28	42	21	91	408
07:45 AM	11	47	25	83	22	58	16	96	28	58	17	103	24	68	29	121	403
Total Volume	77	274	116	467	118	153	115	386	80	281	94	455	103	175	96	374	1682
% App. Total	16.5	58.7	24.8		30.6	39.6	29.8		17.6	61.8	20.7		27.5	46.8	25.7		
PHF	.550	.806	.674	.763	.819	.659	.564	.778	.714	.867	.758	.932	.888	.643	.828	.773	.872

CITY OF INDIO
 N/S: MADISON STREET
 E/W: AVENUE 46
 WEATHER: SUNNY

File Name : INMA46AM
 Site Code : 0032447
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	17	56	18	91	36	37	51	124	5	73	31	109	29	33	22	84
+15 mins.	27	75	15	117	25	37	19	81	19	81	21	121	28	42	21	91
+30 mins.	35	85	33	153	22	58	16	96	28	69	25	122	24	68	29	121
+45 mins.	4	67	43	114	21	53	12	86	28	58	17	103	32	52	33	117
Total Volume	83	283	109	475	104	185	98	387	80	281	94	455	113	195	105	413
% App. Total	17.5	59.6	22.9		26.9	47.8	25.3		17.6	61.8	20.7		27.4	47.2	25.4	
PHF	.593	.832	.634	.776	.722	.797	.480	.780	.714	.867	.758	.932	.883	.717	.795	.853

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: MADISON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMAMIPM
 Site Code : 0032450
 Start Date : 3/16/2006
 Page No : 1

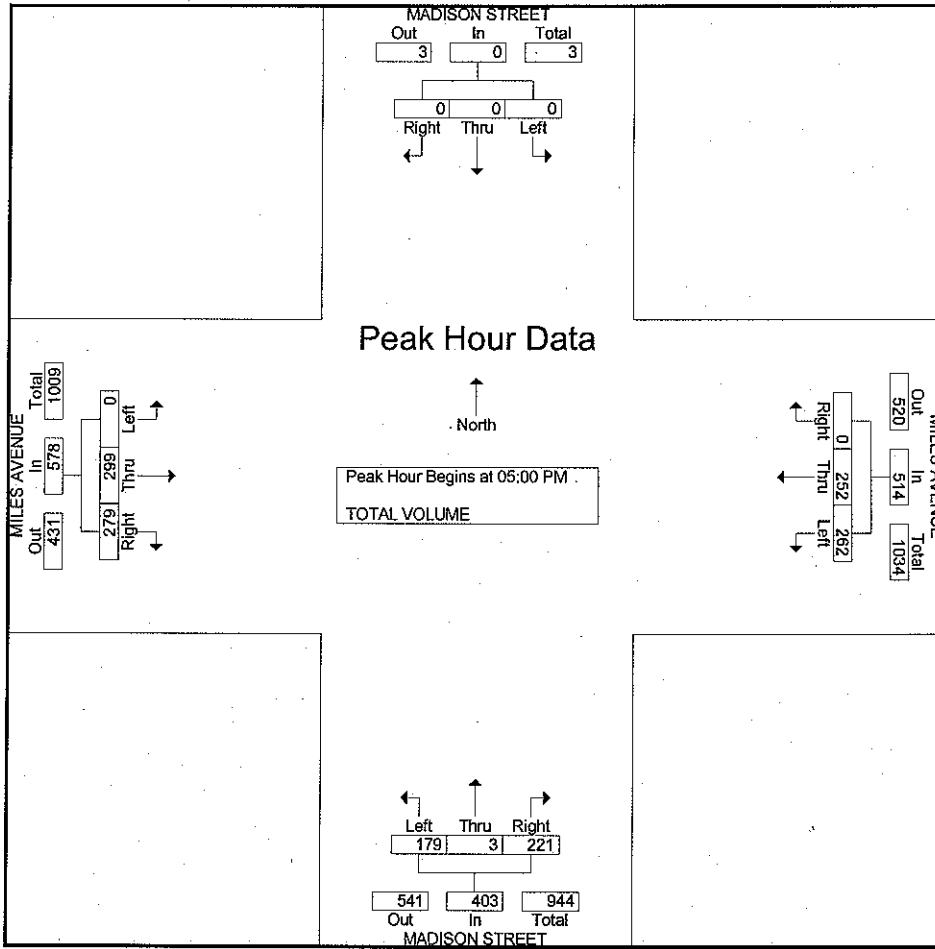
Groups Printed- TOTAL VOLUME

Start Time	MADISON STREET Southbound				MILES AVENUE Westbound				MADISON STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	45	55	0	100	38	2	53	93	1	82	60	143	337
04:15 PM	0	1	0	1	44	50	0	94	44	0	51	95	0	59	49	108	298
04:30 PM	0	0	0	0	52	62	1	115	49	0	36	85	1	80	59	140	340
04:45 PM	0	0	0	0	56	53	0	109	40	0	55	95	0	74	65	139	343
Total	0	2	0	2	197	220	1	418	171	2	195	368	2	295	233	530	1318
05:00 PM	0	0	0	0	55	66	0	121	46	0	48	94	0	79	77	156	371
05:15 PM	0	0	0	0	68	65	0	133	40	0	69	109	0	92	69	161	403
05:30 PM	0	0	0	0	66	64	0	130	40	1	63	104	0	74	63	137	371
05:45 PM	0	0	0	0	73	57	0	130	53	2	41	96	0	54	70	124	350
Total	0	0	0	0	262	252	0	514	179	3	221	403	0	299	279	578	1495
Grand Total	0	2	0	2	459	472	1	932	350	5	416	771	2	594	512	1108	2813
Apprch %	0	100	0		49.2	50.6	0.1		45.4	0.6	54		0.2	53.6	46.2		
Total %	0	0.1	0	0.1	16.3	16.8	0	33.1	12.4	0.2	14.8	27.4	0.1	21.1	18.2	39.4	

Start Time	MADISON STREET Southbound				MILES AVENUE Westbound				MADISON STREET Northbound				MILES 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	55	55	0	121	46	0	48	94	0	79	79	156	371
05:15 PM	0	0	0	0	68	65	0	133	40	0	69	109	0	92	69	161	403
05:30 PM	0	0	0	0	66	64	0	130	40	1	63	104	0	74	63	137	371
05:45 PM	0	0	0	0	73	57	0	130	53	2	41	96	0	54	70	124	350
Total Volume	0	0	0	0	262	252	0	514	179	3	221	403	0	299	279	578	1495
% App. Total	0	0	0		51	49	0		44.4	0.7	54.8		0	51.7	48.3		
PHF	.000	.000	.000	.000	.897	.955	.000	.966	.844	.375	.801	.924	.000	.813	.906	.898	.927

CITY OF INDIO
 N/S: MADISON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMAMIPM
 Site Code : 0032450
 Start Date : 3/16/2006
 Page No : 2



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

	04:00 PM				05:00 PM				05:30 PM							
+0 mins.	0	0	0	0	55	55	0	121	46	0	48	94	94	80	59	140
+15 mins.	0	1	0	1	68	65	0	0	40	0	0	0	0	74	65	139
+30 mins.	0	0	0	0	66	64	0	130	40	1	63	104	0	79	79	156
+45 mins.	0	0	0	0	0	57	0	130	130	130	41	96	0	0	69	69
Total Volume	0	2	0	2	262	252	0	514	179	3	221	403	1	325	270	596
% App. Total	0	100	0		51	49	0		44.4	0.7	54.8		0.2	54.5	45.3	
PHF	.000	.500	.000	.500	.897	.955	.000	.966	.844	.375	.801	.924	.250	.883	.877	.925

CITY OF INDIO
 N/S: MADISON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMAMIAM
 Site Code : 0032450
 Start Date : 3/29/2006
 Page No : 1

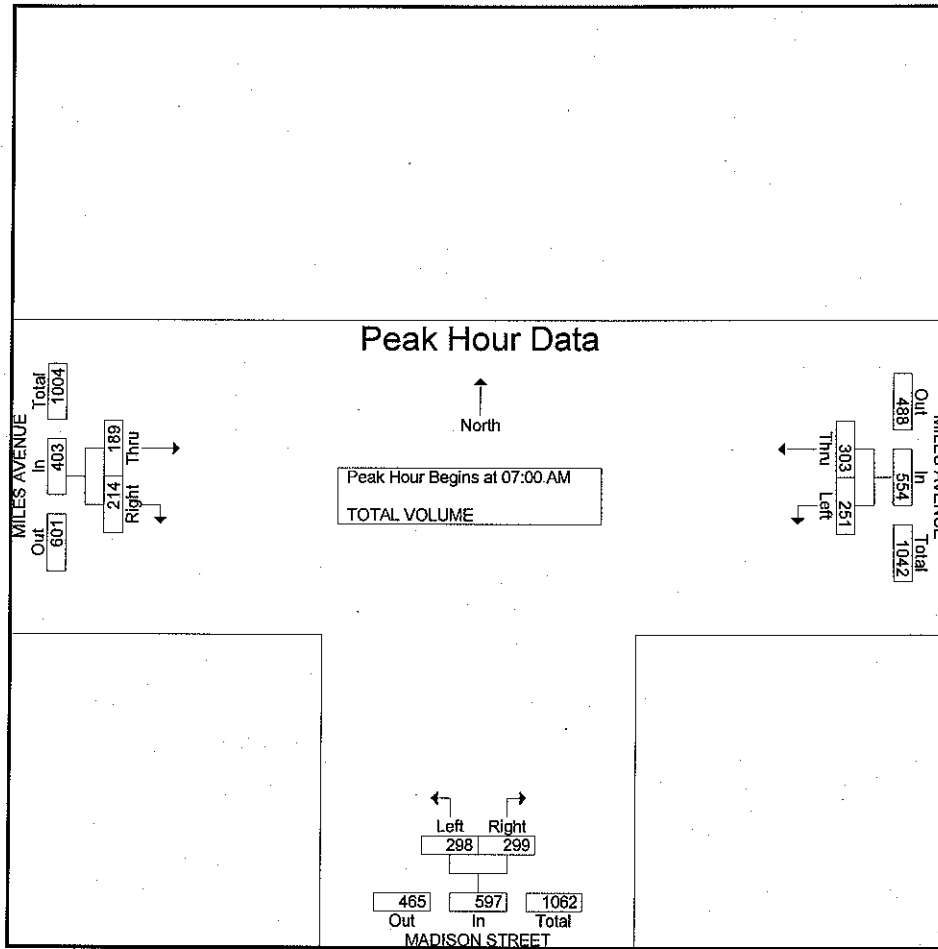
Groups Printed- TOTAL VOLUME

Start Time	MILES AVENUE Westbound			MADISON STREET Northbound			MILES AVENUE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:45 AM	41	53	94	63	38	101	33	39	72	267
Total	41	53	94	63	38	101	33	39	72	267
07:00 AM	59	72	131	76	72	148	44	48	92	371
07:15 AM	85	75	160	88	98	186	43	66	109	455
07:30 AM	56	86	142	75	65	140	58	60	118	400
07:45 AM	51	70	121	59	64	123	44	40	84	328
Total	251	303	554	298	299	597	189	214	403	1554
08:00 AM	58	59	117	60	45	105	28	23	51	273
08:15 AM	33	76	109	58	57	115	39	30	69	293
08:30 AM	26	61	87	45	36	81	33	29	62	230
Grand Total	409	552	961	524	475	999	322	335	657	2617
Apprch %	42.6	57.4		52.5	47.5		49	51		
Total %	15.6	21.1	36.7	20	18.2	38.2	12.3	12.8	25.1	

Start Time	MILES AVENUE Westbound			MADISON STREET Northbound			MILES AVENUE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	59	72	131	76	72	148	44	48	92	371
07:15 AM	85	75	160	88	98	186	43	66	109	455
07:30 AM	56	86	142	75	65	140	58	60	118	400
07:45 AM	51	70	121	59	64	123	44	40	84	328
Total Volume	251	303	554	298	299	597	189	214	403	1554
% App. Total	45.3	54.7		49.9	50.1		46.9	53.1		
PHF	.738	.881	.866	.847	.763	.802	.815	.811	.854	.854

CITY OF INDIO
 N/S: MADISON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INMAMIAM
 Site Code : 0032450
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	59	72	131	76	72	148	44	48	92
+15 mins.	85	75	160	88	98	186	43	66	109
+30 mins.	56	86	142	75	65	140	58	60	118
+45 mins.	51	70	121	59	64	123	44	40	84
Total Volume	251	303	554	298	299	597	189	214	403
% App. Total	45.3	54.7		49.9	50.1		46.9	53.1	
PHF	.738	.881	.866	.847	.763	.802	.815	.811	.854

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: SHIELDS ROAD
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INSH48PM
 Site Code : 0032450
 Start Date : 3/14/2006
 Page No : 1

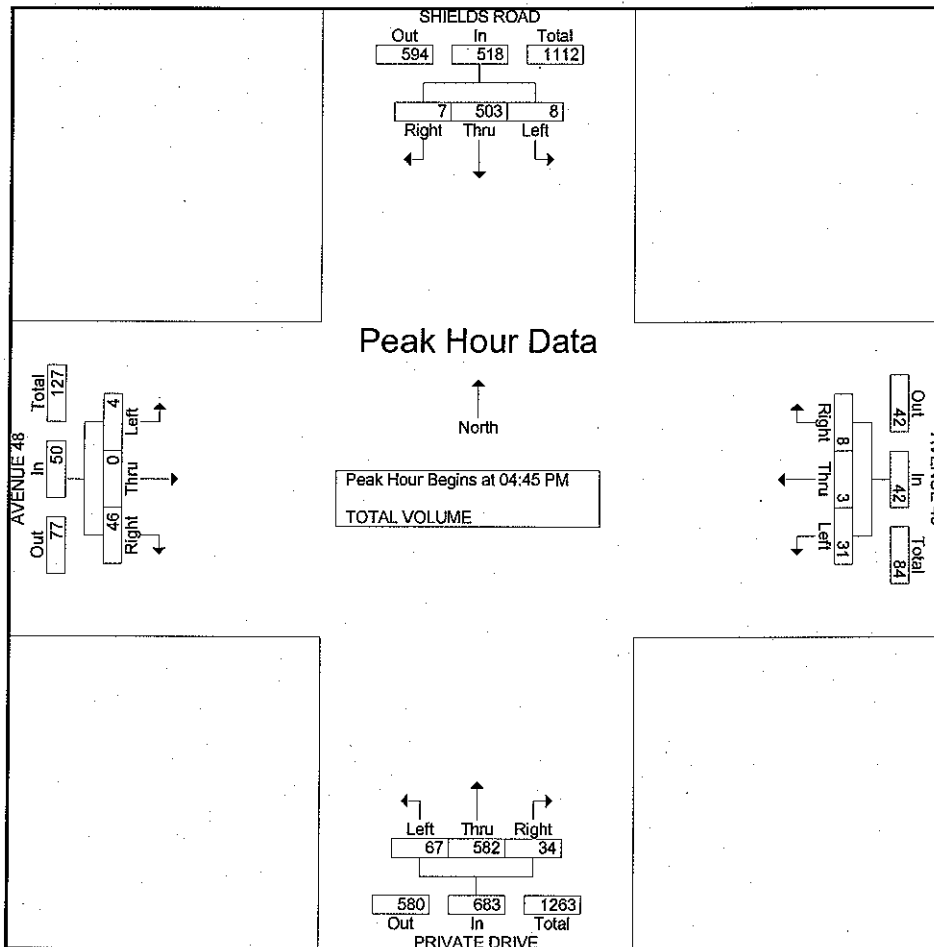
Groups Printed- TOTAL VOLUME

Start Time	SHIELDS ROAD Southbound				AVENUE 48 Westbound				PRIVATE DRIVE Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	98	1	101	11	0	3	14	10	143	7	160	2	0	4	6	281
04:15 PM	5	113	1	119	6	0	9	15	19	133	13	165	1	0	10	11	310
04:30 PM	3	108	1	112	6	0	7	13	12	119	11	142	1	0	11	12	279
04:45 PM	2	140	1	143	4	1	1	6	11	143	14	168	1	0	11	12	329
Total	12	459	4	475	27	1	20	48	52	538	45	635	5	0	36	41	1199
05:00 PM	0	110	1	111	14	0	5	19	24	153	8	185	1	0	18	19	334
05:15 PM	5	134	2	141	4	0	2	6	23	151	7	181	2	0	10	12	340
05:30 PM	1	119	3	123	9	2	0	11	9	135	5	149	0	0	7	7	290
05:45 PM	0	119	2	121	1	0	1	2	17	116	2	135	0	0	15	15	273
Total	6	482	8	496	28	2	8	38	73	555	22	650	3	0	50	53	1237
Grand Total	18	941	12	971	55	3	28	86	125	1093	67	1285	8	0	86	94	2436
Approch %	1.9	96.9	1.2		64	3.5	32.6		9.7	85.1	5.2		8.5	0	91.5		
Total %	0.7	38.6	0.5	39.9	2.3	0.1	1.1	3.5	5.1	44.9	2.8	52.8	0.3	0	3.5	3.9	

Start Time	SHIELDS ROAD Southbound				AVENUE 48 Westbound				PRIVATE DRIVE Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	2	1	1	4	1	1	6	11	143	143	168	1	0	11	12	329
05:00 PM	0	110	1	111	111	0	0	0	0	0	8	8	1	0	0	0	334
05:15 PM	334	134	2	141	4	0	2	6	23	151	7	181	181	0	10	12	12
05:30 PM	1	119	119	123	9	9	0	11	9	135	5	149	0	0	7	7	290
Total Volume	8	503	7	518	31	3	8	42	67	582	34	683	4	0	46	50	1293
% App. Total	1.5	97.1	1.4		73.8	7.1	19		9.8	85.2	5		8	0	92		
PHF	.400	.898	.583	.906	.554	.375	.400	.553	.698	.951	.607	.923	.500	.000	.639	.658	.951

CITY OF INDIO
 N/S: SHIELDS ROAD
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INSH48PM
 Site Code : 0032450
 Start Date : 3/14/2006
 Page No : 2



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

	04:45 PM				04:15 PM				04:45 PM				04:30 PM			
+0 mins.	2	2	1	1	6	0	0	15	11	143	143	168	1	0	11	12
+15 mins.	0	110	1	111	6	0	7	13	13	13	8	8	1	0	11	12
+30 mins.	12	134	2	141	4	4	1	6	23	151	7	181	1	0	0	0
+45 mins.	1	119	119	123	123	0	5	5	9	135	5	149	149	0	10	12
Total Volume	8	503	7	518	30	1	22	53	67	582	34	683	5	0	50	55
% App. Total	1.5	97.1	1.4		56.6	1.9	41.5		9.8	85.2	5		9.1	0	90.9	
PHF	.400	.898	.583	.906	.536	.250	.611	.697	.698	.951	.607	.923	.625	.000	.694	.724

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: SHIELDS ROAD
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INSH48AM
 Site Code : 0032411
 Start Date : 3/27/2006
 Page No : 1

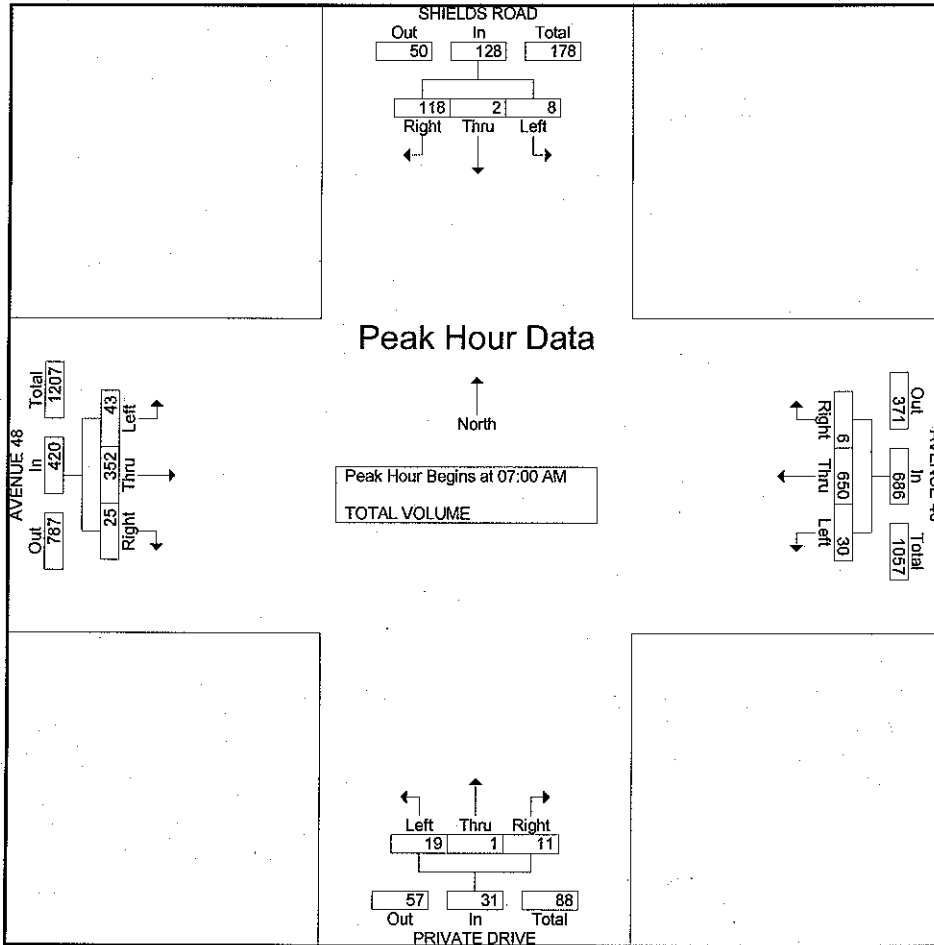
Groups Printed- TOTAL VOLUME

Start Time	SHIELDS ROAD Southbound				AVENUE 48 Westbound				PRIVATE DRIVE Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	1	0	22	23	6	149	0	155	6	0	1	7	8	57	7	72	257
Total	1	0	22	23	6	149	0	155	6	0	1	7	8	57	7	72	257
07:00 AM	5	0	28	33	7	157	0	164	4	1	0	5	11	66	8	85	287
07:15 AM	2	2	37	41	4	180	1	185	8	0	1	9	11	92	2	105	340
07:30 AM	1	0	28	29	14	155	3	172	4	0	4	8	13	95	8	116	325
07:45 AM	0	0	25	25	5	158	2	165	3	0	6	9	8	99	7	114	313
Total	8	2	118	128	30	650	6	686	19	1	11	31	43	352	25	420	1265
08:00 AM	4	0	11	15	1	128	2	131	8	1	3	12	7	67	10	84	242
08:15 AM	1	1	16	18	3	121	3	127	10	1	4	15	7	85	9	101	261
08:30 AM	1	0	10	11	5	118	1	124	8	1	3	12	13	91	11	115	262
Grand Total	15	3	177	195	45	1166	12	1223	51	4	22	77	78	652	62	792	2287
Apprch %	7.7	1.5	90.8		3.7	95.3	1		66.2	5.2	28.6		9.8	82.3	7.8		
Total %	0.7	0.1	7.7	8.5	2	51	0.5	53.5	2.2	0.2	1	3.4	3.4	28.5	2.7	34.6	

Start Time	SHIELDS ROAD Southbound				AVENUE 48 Westbound				PRIVATE DRIVE Northbound				AVENUE 48 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	Tot. Volume	0	28	33	7	157	0	164	4	4	0	5	11	66	66	85	287
07:15 AM		2	2	2	2	4	4	1	1	1	0	1	1	11	92	2	105
07:30 AM		1	0	28	29	29	155	155	172	4	0	4	8	8	95	8	325
07:45 AM		0	0	25	25	5	158	2	165	3	0	0	9	8	8	7	114
Total Volume		8	2	118	128	30	650	6	686	19	1	11	31	43	352	25	420
% App. Total		6.2	1.6	92.2		4.4	94.8	0.9		61.3	3.2	35.5		10.2	83.8	6	
PHF		.400	.250	.797	.780	.536	.903	.500	.927	.594	.250	.458	.861	.827	.889	.781	.905

CITY OF INDIO
 N/S: SHIELDS ROAD
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INSH48AM
 Site Code : 0032411
 Start Date : 3/27/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	100	0	28	33	7	157	0	164	3	0	0	9	11	66	66	85
+15 mins.	2	2	2	2	4	4	1	1	8	8	3	12	11	92	2	105
+30 mins.	1	0	28	29	29	155	155	172	172	1	4	4	4	95	8	8
+45 mins.	0	0	25	25	5	158	2	165	8	1	3	12	8	8	7	114
Total Volume	8	2	118	128	30	650	6	686	29	3	16	48	43	352	25	420
% App. Total	6.2	1.6	92.2		4.4	94.8	0.9		60.4	6.2	33.3		10.2	83.8	6	
PHF	.400	.250	.797	.780	.536	.903	.500	.927	.725	.750	.667	.800	.827	.889	.781	.905

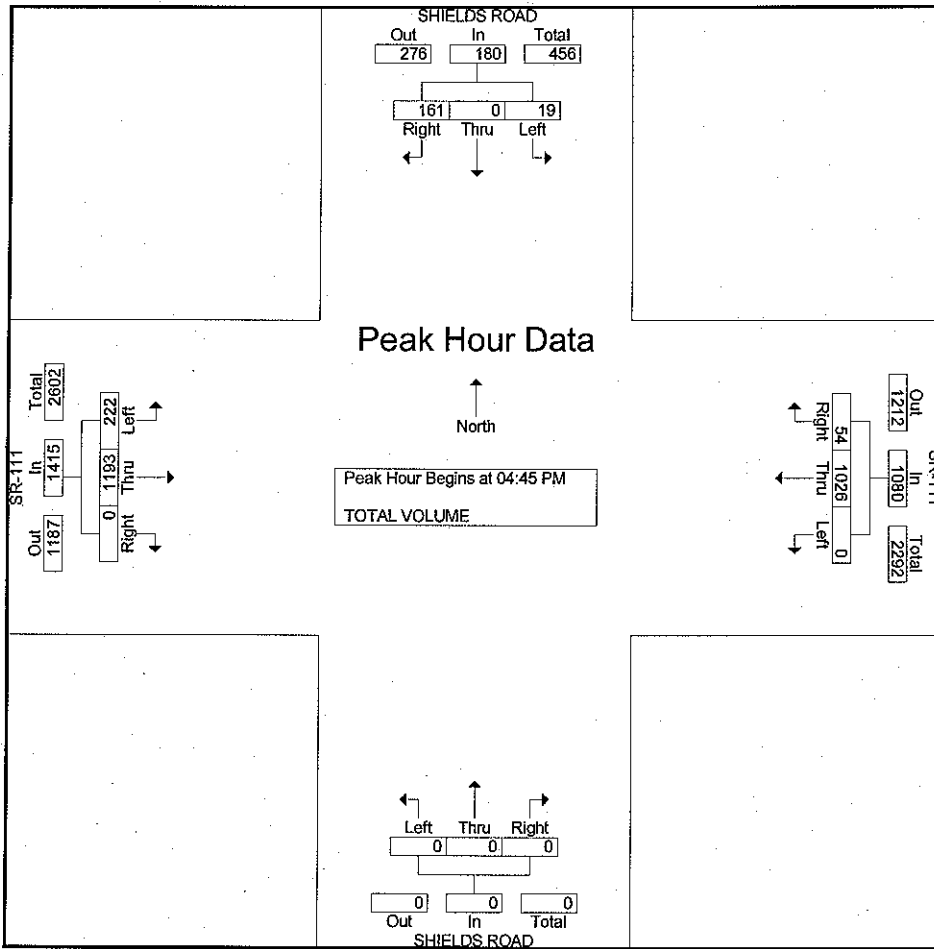
CITY OF INDIO
 N/S: SHIELDS ROAD
 E/W: SR-111
 WEATHER: SUNNY

File Name : INSH111PM
 Site Code : 0032447
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	SHIELDS ROAD Southbound				SR-111 Westbound				SHIELDS ROAD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:45 PM	2	0	20	22	0	254	9	263	0	0	0	0	42	318	0	360	645
Total	2	0	20	22	0	254	9	263	0	0	0	0	42	318	0	360	645
04:00 PM	4	0	23	27	0	288	14	302	0	0	0	0	48	308	3	359	688
04:15 PM	7	0	31	38	2	233	8	243	1	0	1	2	40	285	1	326	609
04:30 PM	5	0	37	42	0	246	19	265	1	0	0	1	44	269	0	313	621
04:45 PM	1	0	48	49	0	273	13	286	0	0	0	0	43	294	0	337	672
Total	17	0	139	156	2	1040	54	1096	2	0	1	3	175	1156	4	1335	2590
05:00 PM	4	0	37	41	0	271	15	286	0	0	0	0	52	320	0	372	699
05:15 PM	8	0	32	40	0	255	10	265	0	0	0	0	64	299	0	363	668
05:30 PM	6	0	44	50	0	227	16	243	0	0	0	0	63	280	0	343	636
Grand Total	37	0	272	309	2	2047	104	2153	2	0	1	3	396	2373	4	2773	5238
Apprch %	12	0	88		0.1	95.1	4.8		66.7	0	33.3		14.3	85.6	0.1		
Total %	0.7	0	5.2	5.9	0	39.1	2	41.1	0	0	0	0.1	7.6	45.3	0.1	52.9	

Start Time	SHIELDS ROAD Southbound				SR-111 Westbound				SHIELDS ROAD Northbound				SR-111 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 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	48	49	0	273	13	286	0	0	0	0	43	294	0	337	672
05:00 PM	4	0	37	41	0	271	15	286	0	0	0	0	52	320	0	372	699
05:15 PM	8	0	32	40	0	255	10	265	0	0	0	0	64	299	0	363	668
05:30 PM	6	0	44	50	0	227	16	243	0	0	0	0	63	280	0	343	636
Total Volume	19	0	161	180	0	1026	54	1080	0	0	0	0	222	1193	0	1415	2675
% App. Total	10.6	0	89.4		0	95	5		0	0	0		15.7	84.3	0		
PHF	.594	.000	.839	.900	.000	.940	.844	.944	.000	.000	.000	.000	.867	.932	.000	.951	.957



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				03:45 PM				04:45 PM			
+0 mins.	1	0	48	49	0	246	19	265	0	0	0	0	43	294	0	337
+15 mins.	4	0	37	41	0	273	13	286	0	0	0	0	52	320	0	372
+30 mins.	8	0	32	40	0	271	15	286	1	0	1	2	64	299	0	363
+45 mins.	6	0	44	50	0	255	10	265	1	0	0	1	63	280	0	343
Total Volume	19	0	161	180	0	1045	57	1102	2	0	1	3	222	1193	0	1415
% App. Total	10.6	0	89.4		0	94.8	5.2		66.7	0	33.3		15.7	84.3	0	
PHF	.594	.000	.839	.900	.000	.957	.750	.963	.500	.000	.250	.375	.867	.932	.000	.951

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

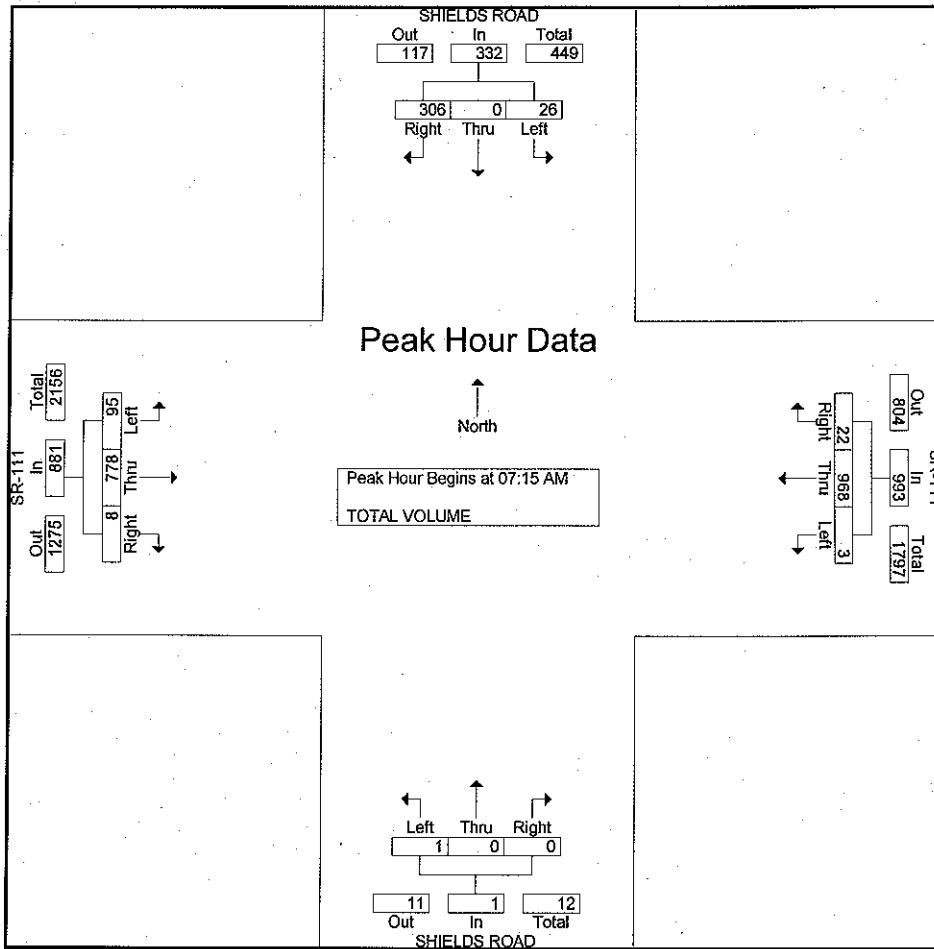
CITY OF INDIO
 N/S: SHIELDS ROAD
 E/W: SR-111
 WEATHER: SUNNY

File Name : INSH1111AM
 Site Code : 0032447
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	SHIELDS ROAD Southbound				SR-111 Westbound				SHIELDS ROAD Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	4	0	54	58	1	195	5	201	1	0	0	1	10	122	1	133	393
Total	4	0	54	58	1	195	5	201	1	0	0	1	10	122	1	133	393
07:00 AM	8	0	62	70	0	209	3	212	1	0	0	1	18	150	0	168	451
07:15 AM	3	0	66	69	2	250	4	256	0	0	0	0	29	172	2	203	528
07:30 AM	5	0	77	82	1	248	9	258	0	0	0	0	18	160	1	179	519
07:45 AM	10	0	98	108	0	245	5	250	1	0	0	1	24	230	2	256	615
Total	26	0	303	329	3	952	21	976	2	0	0	2	89	712	5	806	2113
08:00 AM	8	0	65	73	0	225	4	229	0	0	0	0	24	216	3	243	545
08:15 AM	3	1	45	49	0	245	5	250	1	0	1	2	21	202	0	223	524
08:30 AM	3	0	38	41	0	245	9	254	1	0	2	3	14	203	1	218	516
Grand Total	44	1	505	550	4	1862	44	1910	5	0	3	8	158	1455	10	1623	4091
Apprch %	8	0.2	91.8		0.2	97.5	2.3		62.5	0	37.5		9.7	89.6	0.6		
Total %	1.1	0	12.3	13.4	0.1	45.5	1.1	46.7	0.1	0	0.1	0.2	3.9	35.6	0.2	39.7	

Start Time	SHIELDS ROAD Southbound				SR-111 Westbound				SHIELDS ROAD Northbound				SR-111 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	66	69	2	250	4	256	0	0	0	0	29	172	2	203	528
07:30 AM	5	0	77	82	1	248	9	258	0	0	0	0	18	160	1	179	519
07:45 AM	10	0	98	108	0	245	5	250	1	0	0	1	24	230	2	256	615
08:00 AM	8	0	65	73	0	225	4	229	0	0	0	0	24	216	3	243	545
Total Volume	26	0	306	332	3	968	22	993	1	0	0	1	95	778	8	881	2207
% App. Total	7.8	0	92.2		0.3	97.5	2.2		100	0	0		10.8	88.3	0.9		
PHF	.650	.000	.781	.769	.375	.968	.611	.962	.250	.000	.000	.250	.819	.846	.667	.860	.897



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	3	0	66	69	2	250	4	256	1	0	0	1	24	230	2	256
+15 mins.	5	0	77	82	1	248	9	258	0	0	0	0	24	216	3	243
+30 mins.	10	0	98	108	0	245	5	250	1	0	1	2	21	202	0	223
+45 mins.	8	0	65	73	0	225	4	229	1	0	2	3	14	203	1	218
Total Volume	26	0	306	332	3	968	22	993	3	0	3	6	83	851	6	940
% App. Total	7.8	0	92.2		0.3	97.5	2.2		50	0	50		8.8	90.5	0.6	
PHF	.650	.000	.781	.769	.375	.968	.611	.962	.750	.000	.375	.500	.865	.925	.500	.918

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: AVENUE 50
 WEATHER: SUNNY

File Name : INJE50PM
 Site Code : 0032440
 Start Date : 3/15/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

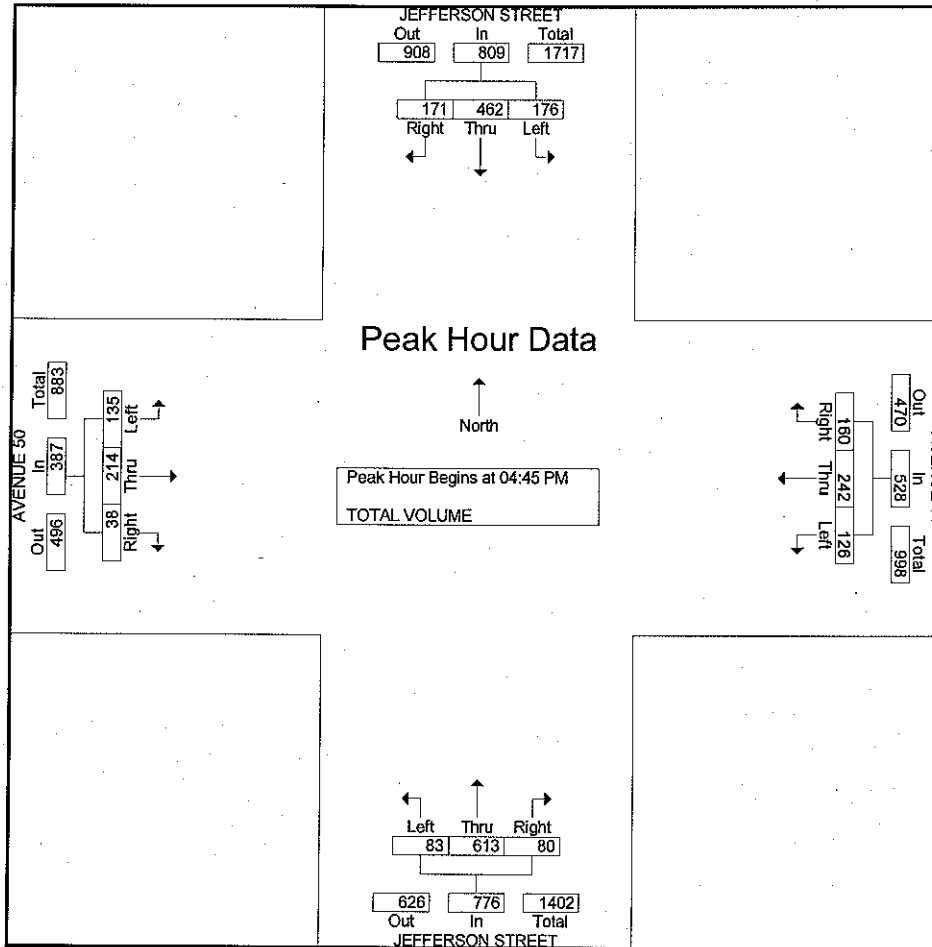
Start Time	JEFFERSON STREET Southbound				AVENUE 50 Westbound				JEFFERSON STREET Northbound				AVENUE 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	44	117	45	206	27	43	36	106	25	153	17	195	34	48	14	96	603
04:15 PM	33	127	24	184	33	48	38	119	20	176	15	211	49	52	24	125	639
04:30 PM	40	131	40	211	30	43	33	106	18	135	15	168	44	65	10	119	604
04:45 PM	37	114	52	203	29	58	46	133	17	155	10	182	32	52	5	89	607
Total	154	489	161	804	119	192	153	464	80	619	57	756	159	217	53	429	2453
05:00 PM	46	125	36	207	23	64	31	118	17	153	26	196	41	61	13	115	636
05:15 PM	38	107	36	181	38	60	41	139	27	164	24	215	34	60	13	107	642
05:30 PM	55	116	47	218	36	60	42	138	22	141	20	183	28	41	7	76	615
05:45 PM	39	98	40	177	34	53	28	115	20	99	13	132	48	40	7	95	519
Total	178	446	159	783	131	237	142	510	86	557	83	726	151	202	40	393	2412
Grand Total	332	935	320	1587	250	429	295	974	166	1176	140	1482	310	419	93	822	4865
Approch %	20.9	58.9	20.2		25.7	44	30.3		11.2	79.4	9.4		37.7	51	11.3		
Total %	6.8	19.2	6.6	32.6	5.1	8.8	6.1	20	3.4	24.2	2.9	30.5	6.4	8.6	1.9	16.9	

Start Time	JEFFERSON STREET Southbound				AVENUE 50 Westbound				JEFFERSON STREET Northbound				AVENUE 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	37	114	52	203	29	58	46	133	17	155	10	182	32	52	5	89	607
05:00 PM	46	125	36	207	23	64	31	118	17	153	26	196	41	61	13	115	636
05:15 PM	38	107	36	181	38	60	41	139	27	164	24	215	34	60	13	107	642
05:30 PM	55	116	47	218	36	60	42	138	22	141	20	183	28	41	7	76	615
Total Volume	176	462	171	809	126	242	160	528	83	613	80	776	135	214	38	387	2500
% App. Total	21.8	57.1	21.1		23.9	45.8	30.3		10.7	79	10.3		34.9	55.3	9.8		
PHF	.800	.924	.822	.928	.829	.945	.870	.950	.769	.934	.769	.902	.823	.877	.731	.841	.974

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: AVENUE 50
 WEATHER: SUNNY

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

File Name : INJE50PM
 Site Code : 0032440
 Start Date : 3/15/2006
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	37	114	52	203	29	58	46	133	17	155	10	182	49	52	24	125
+15 mins.	46	125	36	207	23	64	31	118	17	153	26	196	44	65	10	119
+30 mins.	38	107	36	181	38	60	41	139	27	164	24	215	32	52	5	89
+45 mins.	55	116	47	218	36	60	42	138	22	141	20	183	41	61	13	115
Total Volume	176	462	171	809	126	242	160	528	83	613	80	776	166	230	52	448
% App. Total	21.8	57.1	21.1		23.9	45.8	30.3		10.7	79	10.3		37.1	51.3	11.6	
PHF	.800	.924	.822	.928	.829	.945	.870	.950	.769	.934	.769	.902	.847	.885	.542	.896

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

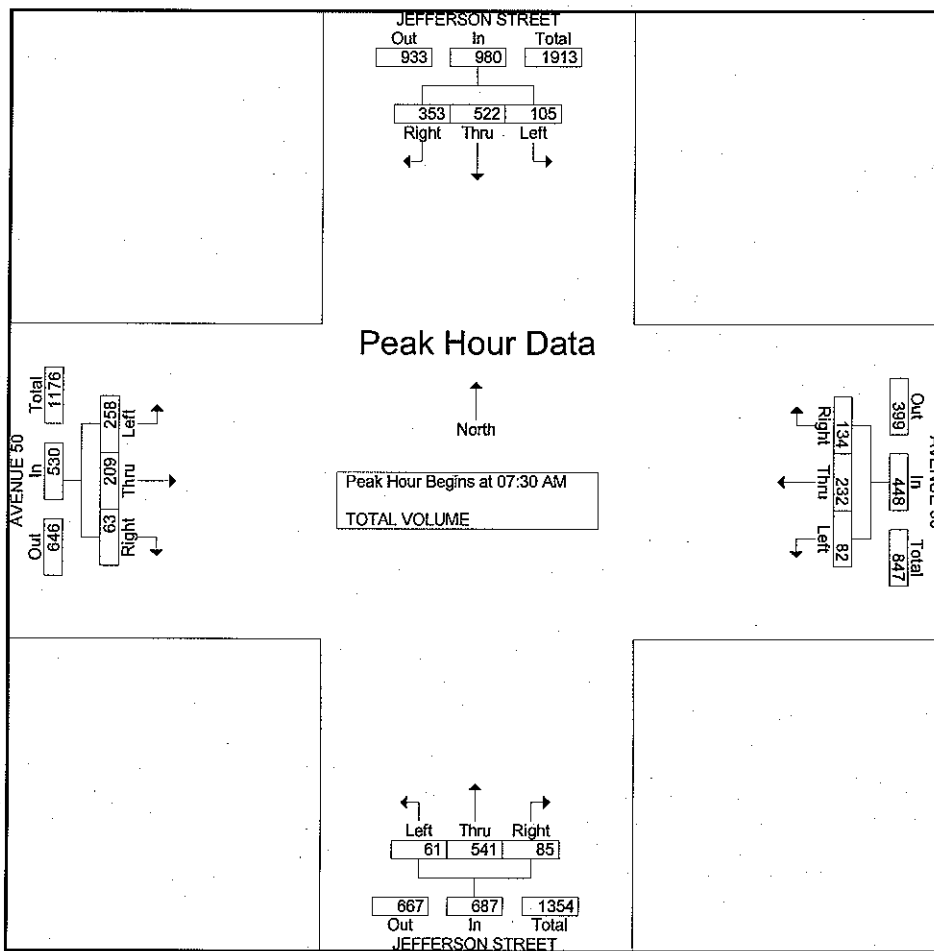
CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: AVENUE 50
 WEATHER: SUNNY

File Name : INJE50AM
 Site Code : 0032440
 Start Date : 3/15/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				AVENUE 50 Westbound				JEFFERSON STREET Northbound				AVENUE 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	28	156	57	241	23	46	29	98	17	103	12	132	30	35	6	71	542
07:15 AM	31	100	89	220	22	45	36	103	21	108	18	147	54	45	17	116	586
07:30 AM	40	151	112	303	13	66	28	107	13	131	30	174	63	49	15	127	711
07:45 AM	27	142	83	252	33	49	31	113	10	147	25	182	74	59	16	149	696
Total	126	549	341	1016	91	206	124	421	61	489	85	635	221	188	54	463	2535
08:00 AM	20	108	84	212	16	63	40	119	20	129	17	166	51	41	12	104	601
08:15 AM	18	121	74	213	20	54	35	109	18	134	13	165	70	60	20	150	637
08:30 AM	20	118	34	172	9	43	45	97	15	154	15	184	51	33	12	96	549
08:45 AM	21	102	31	154	25	43	40	108	18	150	13	181	48	32	14	94	537
Total	79	449	223	751	70	203	160	433	71	567	58	696	220	166	58	444	2324
Grand Total	205	998	564	1767	161	409	284	854	132	1056	143	1331	441	354	112	907	4859
Apprch %	11.6	56.5	31.9		18.9	47.9	33.3		9.9	79.3	10.7		48.6	39	12.3		
Total %	4.2	20.5	11.6	36.4	3.3	8.4	5.8	17.6	2.7	21.7	2.9	27.4	9.1	7.3	2.3	18.7	

Start Time	JEFFERSON STREET Southbound				AVENUE 50 Westbound				JEFFERSON STREET Northbound				AVENUE 50 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	40	151	112	303	13	66	28	107	13	131	30	174	63	49	15	127	711
07:45 AM	27	142	83	252	33	49	31	113	10	147	25	182	74	59	16	149	696
08:00 AM	20	108	84	212	16	63	40	119	20	129	17	166	51	41	12	104	601
08:15 AM	18	121	74	213	20	54	35	109	18	134	13	165	70	60	20	150	637
Total Volume	105	522	353	980	82	232	134	448	61	541	85	687	258	209	63	530	2645
% App. Total	10.7	53.3	36		18.3	51.8	29.9		8.9	78.7	12.4		48.7	39.4	11.9		
PHF	.656	.864	.788	.809	.621	.879	.838	.941	.763	.920	.708	.944	.872	.871	.788	.883	.930



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	28	156	57	241	13	66	28	107	10	147	25	182	63	49	15	127
+15 mins.	31	100	89	220	33	49	31	113	20	129	17	166	74	59	16	149
+30 mins.	40	151	112	303	16	63	40	119	18	134	13	165	51	41	12	104
+45 mins.	27	142	83	252	20	54	35	109	15	154	15	184	70	60	20	150
Total Volume	126	549	341	1016	82	232	134	448	63	564	70	697	258	209	63	530
% App. Total	12.4	54	33.6		18.3	51.8	29.9		9	80.9	10		48.7	39.4	11.9	
PHF	.788	.880	.761	.838	.621	.879	.838	.941	.788	.916	.700	.947	.872	.871	.788	.883

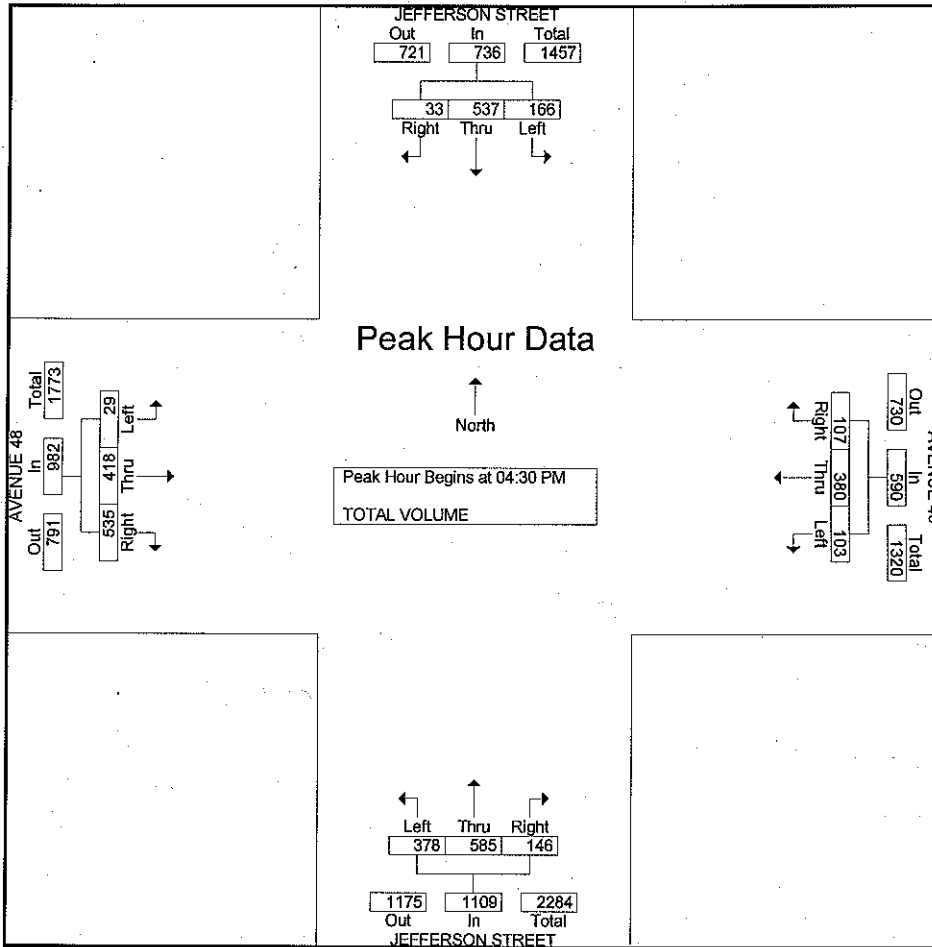
CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INJE48PM
 Site Code : 0032410
 Start Date : 3/15/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				AVENUE 48 Westbound				JEFFERSON STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	106	8	147	35	91	19	145	96	145	45	286	7	113	129	249	827
04:15 PM	20	118	8	146	22	79	19	120	100	177	55	332	7	97	123	227	825
04:30 PM	42	147	5	194	26	89	20	135	94	146	31	271	10	94	129	233	833
04:45 PM	34	133	7	174	29	103	26	158	101	145	33	279	4	94	140	238	849
Total	129	504	28	661	112	362	84	558	391	613	164	1168	28	398	521	947	3334
05:00 PM	49	115	10	174	25	107	35	167	93	130	44	267	8	113	138	259	867
05:15 PM	41	142	11	194	23	81	26	130	90	164	38	292	7	117	128	252	868
05:30 PM	31	134	8	173	37	116	19	172	88	136	33	257	5	98	121	224	826
05:45 PM	34	117	6	157	28	81	16	125	56	133	25	214	5	104	125	234	730
Total	155	508	35	698	113	385	96	594	327	563	140	1030	25	432	512	969	3291
Grand Total	284	1012	63	1359	225	747	180	1152	718	1176	304	2198	53	830	1033	1916	6625
Apprch %	20.9	74.5	4.6		19.5	64.8	15.6		32.7	53.5	13.8		2.8	43.3	53.9		
Total %	4.3	15.3	1	20.5	3.4	11.3	2.7	17.4	10.8	17.8	4.6	33.2	0.8	12.5	15.6	28.9	

Start Time	JEFFERSON STREET Southbound				AVENUE 48 Westbound				JEFFERSON STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	147	5	194	26	89	20	135	94	146	31	271	10	94	129	233	833
04:45 PM	34	133	7	174	29	103	26	158	101	145	33	279	4	94	140	238	849
05:00 PM	49	115	10	174	25	107	35	167	93	130	44	267	8	113	138	259	867
05:15 PM	41	142	11	194	23	81	26	130	90	164	38	292	7	117	128	252	868
Total Volume	166	537	33	736	103	380	107	590	378	585	146	1109	29	418	535	982	3417
% App. Total	22.6	73	4.5		17.5	64.4	18.1		34.1	52.8	13.2		3	42.6	54.5		
PHF	.847	.913	.750	.948	.888	.888	.764	.883	.936	.892	.830	.949	.725	.893	.955	.948	.984



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

	04:30 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	42	147	5	194	29	103	26	158	96	145	45	286	10	94	129	233
+15 mins.	34	133	7	174	25	107	35	167	100	177	55	332	4	94	140	238
+30 mins.	49	115	10	174	23	81	26	130	94	146	31	271	8	113	138	259
+45 mins.	41	142	11	194	37	116	19	172	101	145	33	279	7	117	128	252
Total Volume	166	537	33	736	114	407	106	627	391	613	164	1168	29	418	535	982
% App. Total	22.6	73	4.5		18.2	64.9	16.9		33.5	52.5	14		3	42.6	54.5	
PHF	.847	.913	.750	.948	.770	.877	.757	.911	.968	.866	.745	.880	.725	.893	.955	.948

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

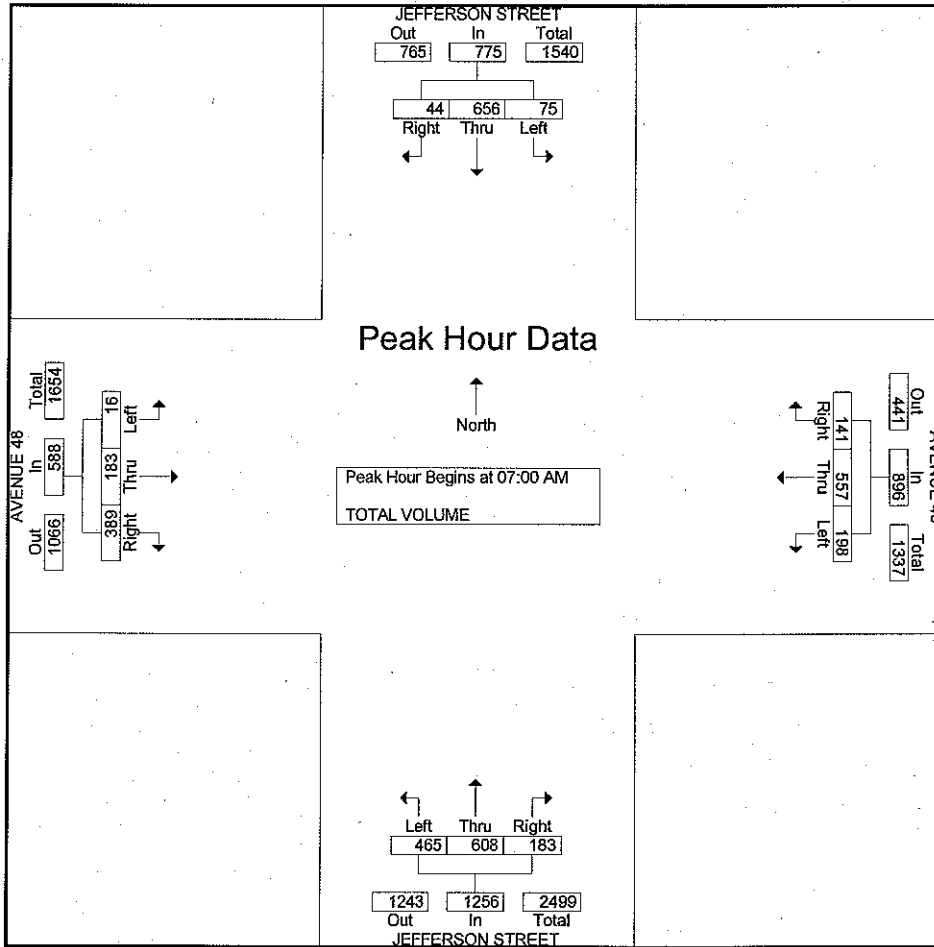
CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : INJE48AM
 Site Code : 0032410
 Start Date : 3/15/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				AVENUE 48 Westbound				JEFFERSON STREET Northbound				AVENUE 48 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	20	167	11	198	44	140	43	227	90	122	25	237	4	31	81	116	778
07:15 AM	15	136	7	158	48	134	39	221	110	166	33	309	2	53	101	156	844
07:30 AM	21	184	10	215	50	144	40	234	131	162	58	351	6	50	107	163	963
07:45 AM	19	169	16	204	56	139	19	214	134	158	67	359	4	49	100	153	930
Total	75	656	44	775	198	557	141	896	465	608	183	1256	16	183	389	588	3515
08:00 AM	21	135	10	166	47	103	37	187	130	130	47	307	7	35	71	113	773
08:15 AM	19	156	9	184	40	106	28	174	127	168	35	330	3	37	80	120	808
08:30 AM	23	124	4	151	23	99	15	137	98	136	48	282	2	37	57	96	666
08:45 AM	24	123	12	159	22	91	19	132	126	152	36	314	6	48	85	139	744
Total	87	538	35	660	132	399	99	630	481	586	166	1233	18	157	293	468	2991
Grand Total	162	1194	79	1435	330	956	240	1526	946	1194	349	2489	34	340	682	1056	6506
Apprch %	11.3	83.2	5.5		21.6	62.6	15.7		38	48	14		3.2	32.2	64.6		
Total %	2.5	18.4	1.2	22.1	5.1	14.7	3.7	23.5	14.5	18.4	5.4	38.3	0.5	5.2	10.5	16.2	

Start Time	JEFFERSON STREET Southbound				AVENUE 48 Westbound				JEFFERSON STREET Northbound				AVENUE 48 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	20	167	11	198	44	140	43	227	90	122	25	237	4	31	81	116	778
07:15 AM	15	136	7	158	48	134	39	221	110	166	33	309	2	53	101	156	844
07:30 AM	21	184	10	215	50	144	40	234	131	162	58	351	6	50	107	163	963
07:45 AM	19	169	16	204	56	139	19	214	134	158	67	359	4	49	100	153	930
Total Volume	75	656	44	775	198	557	141	896	465	608	183	1256	16	183	389	588	3515
% App. Total	9.7	84.6	5.7		22.1	62.2	15.7		37	48.4	14.6		2.7	31.1	66.2		
PHF	.893	.891	.688	.901	.884	.967	.820	.957	.868	.916	.683	.875	.667	.863	.909	.902	.913



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	20	167	11	198	44	140	43	227	131	162	58	351	4	31	81	116
+15 mins.	15	136	7	158	48	134	39	221	134	158	67	359	2	53	101	156
+30 mins.	21	184	10	215	50	144	40	234	130	130	47	307	6	50	107	163
+45 mins.	19	169	16	204	56	139	19	214	127	168	35	330	4	49	100	153
Total Volume	75	656	44	775	198	557	141	896	522	618	207	1347	16	183	389	588
% App. Total	9.7	84.6	5.7		22.1	62.2	15.7		38.8	45.9	15.4		2.7	31.1	66.2	
PHF	.893	.891	.688	.901	.884	.967	.820	.957	.974	.920	.772	.938	.667	.863	.909	.902

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

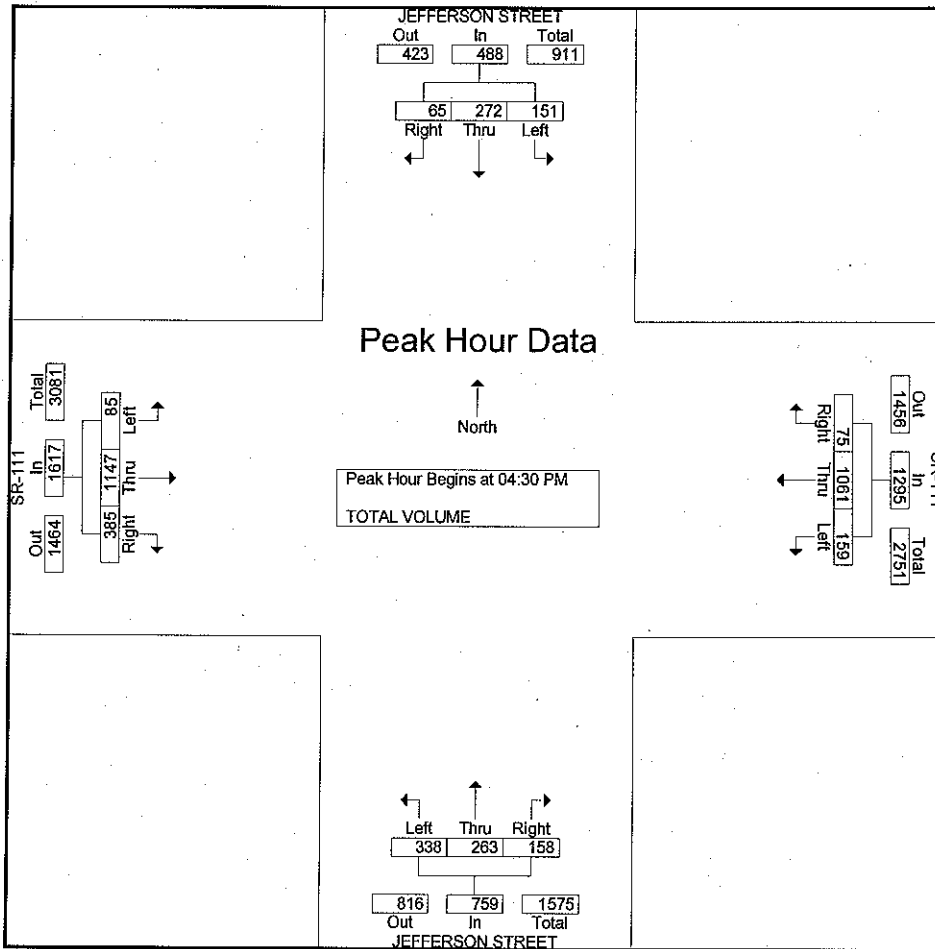
CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INJE111PM
 Site Code : 0032410
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				SR-111 Westbound				JEFFERSON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	53	65	17	135	37	267	23	327	108	74	58	240	25	281	96	402	1104
04:15 PM	33	59	23	115	33	223	14	270	97	57	37	191	22	263	97	382	958
04:30 PM	38	60	20	118	43	263	16	322	80	63	40	183	25	270	100	395	1018
04:45 PM	28	69	13	110	35	265	21	321	70	65	35	170	21	287	102	410	1011
Total	152	253	73	478	148	1018	74	1240	355	259	170	784	93	1101	395	1589	4091
05:00 PM	50	74	22	146	37	279	17	333	96	56	40	192	20	296	77	393	1064
05:15 PM	35	69	10	114	44	254	21	319	92	79	43	214	19	294	106	419	1066
05:30 PM	39	77	16	132	39	243	9	291	75	51	55	181	28	248	75	351	955
05:45 PM	45	64	16	125	40	192	18	250	88	60	25	173	25	246	93	364	912
Total	169	284	64	517	160	968	65	1193	351	246	163	760	92	1084	351	1527	3997
Grand Total	321	537	137	995	308	1986	139	2433	706	505	333	1544	185	2185	746	3116	8088
Apprch %	32.3	54	13.8		12.7	81.6	5.7		45.7	32.7	21.6		5.9	70.1	23.9		
Total %	4	6.6	1.7	12.3	3.8	24.6	1.7	30.1	8.7	6.2	4.1	19.1	2.3	27	9.2	38.5	

Start Time	JEFFERSON STREET Southbound				SR-111 Westbound				JEFFERSON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	38	60	20	118	43	263	16	322	80	63	40	183	25	270	100	395	1018
04:45 PM	28	69	13	110	35	265	21	321	70	65	35	170	21	287	102	410	1011
05:00 PM	50	74	22	146	37	279	17	333	96	56	40	192	20	296	77	393	1064
05:15 PM	35	69	10	114	44	254	21	319	92	79	43	214	19	294	106	419	1066
Total Volume	151	272	65	488	159	1061	75	1295	338	263	158	759	85	1147	385	1617	4159
% App. Total	30.9	55.7	13.3		12.3	81.9	5.8		44.5	34.7	20.8		5.3	70.9	23.8		
PHF	.755	.919	.739	.836	.903	.951	.893	.972	.880	.832	.919	.887	.850	.969	.908	.965	.975



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

	05:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	50	74	22	146	43	263	16	322	108	74	58	240	25	270	100	395
+15 mins.	35	69	10	114	35	265	21	321	97	57	37	191	21	287	102	410
+30 mins.	39	77	16	132	37	279	17	333	80	63	40	183	20	296	77	393
+45 mins.	45	64	16	125	44	254	21	319	70	65	35	170	19	294	106	419
Total Volume	169	284	64	517	159	1061	75	1295	355	259	170	784	85	1147	385	1617
% App. Total	32.7	54.9	12.4		12.3	81.9	5.8		45.3	33	21.7		5.3	70.9	23.8	
PHF	.845	.922	.727	.885	.903	.951	.893	.972	.822	.875	.733	.817	.850	.969	.908	.965

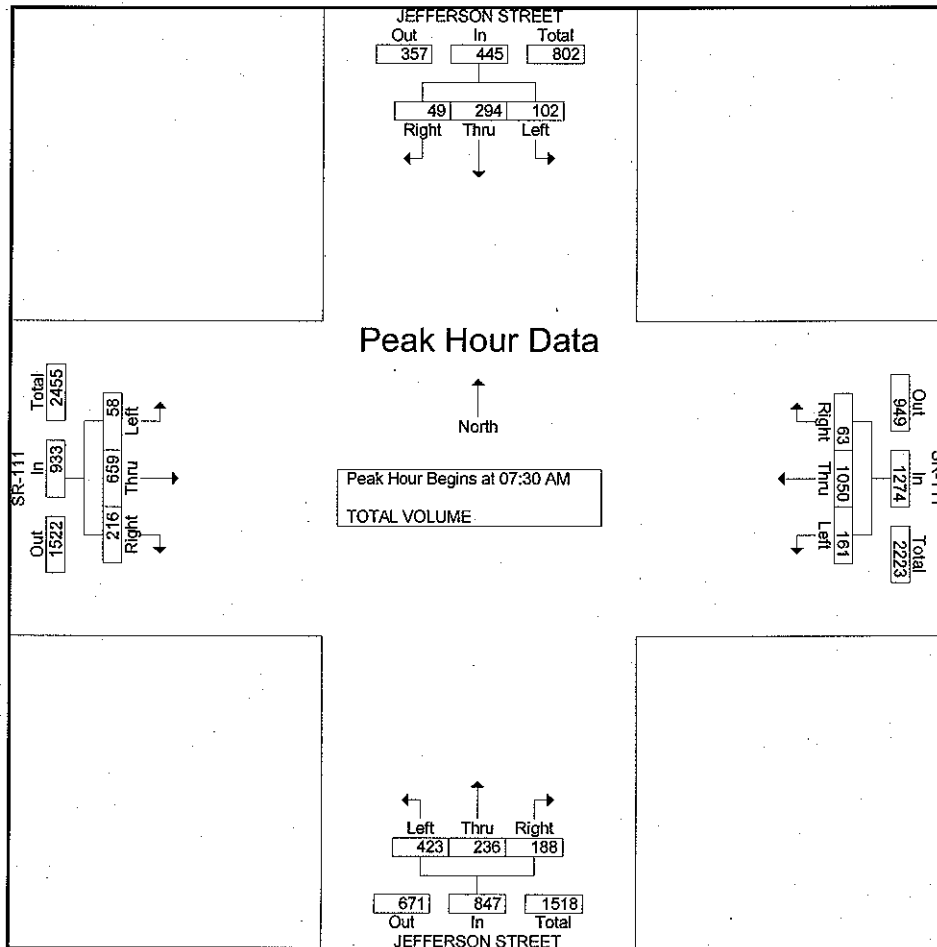
CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : INJE111AM
 Site Code : 0032410
 Start Date : 3/14/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				SR-111 Westbound				JEFFERSON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	86	9	112	49	212	9	270	75	50	20	145	10	127	58	195	722
07:15 AM	24	83	13	120	46	237	24	307	102	60	38	200	9	134	27	170	797
07:30 AM	15	63	14	92	40	274	18	332	101	50	42	193	18	151	62	231	848
07:45 AM	29	87	4	120	45	257	11	313	123	68	63	254	7	161	60	228	915
Total	85	319	40	444	180	980	62	1222	401	228	163	792	44	573	207	824	3282
08:00 AM	30	65	11	106	28	281	22	331	99	60	46	205	13	187	49	249	891
08:15 AM	28	79	20	127	48	238	12	298	100	58	37	195	20	160	45	225	845
08:30 AM	23	76	24	123	24	234	11	269	95	68	42	205	18	169	61	248	845
08:45 AM	29	73	16	118	30	235	13	278	116	61	46	223	15	138	59	212	831
Total	110	293	71	474	130	988	58	1176	410	247	171	828	66	654	214	934	3412
Grand Total	195	612	111	918	310	1968	120	2398	811	475	334	1620	110	1227	421	1758	6694
Apprch %	21.2	66.7	12.1		12.9	82.1	5		50.1	29.3	20.6		6.3	69.8	23.9		
Total %	2.9	9.1	1.7	13.7	4.6	29.4	1.8	35.8	12.1	7.1	5	24.2	1.6	18.3	6.3	26.3	

Start Time	JEFFERSON STREET Southbound				SR-111 Westbound				JEFFERSON STREET Northbound				SR-111 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	63	14	92	40	274	18	332	101	50	42	193	18	151	62	231	848
07:45 AM	29	87	4	120	45	257	11	313	123	68	63	254	7	161	60	228	915
08:00 AM	30	65	11	106	28	281	22	331	99	60	46	205	13	187	49	249	891
08:15 AM	28	79	20	127	48	238	12	298	100	58	37	195	20	160	45	225	845
Total Volume	102	294	49	445	161	1050	63	1274	423	236	188	847	58	659	216	933	3499
% App. Total	22.9	66.1	11		12.6	82.4	4.9		49.9	27.9	22.2		6.2	70.6	23.2		
PHF	.850	.845	.613	.876	.839	.934	.716	.959	.860	.868	.746	.834	.725	.881	.871	.937	.956



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	29	87	4	120	46	237	24	307	123	68	63	254	7	161	60	228
+15 mins.	30	65	11	106	40	274	18	332	99	60	46	205	13	187	49	249
+30 mins.	28	79	20	127	45	257	11	313	100	58	37	195	20	160	45	225
+45 mins.	23	76	24	123	28	281	22	331	95	68	42	205	18	169	61	248
Total Volume	110	307	59	476	159	1049	75	1283	417	254	188	859	58	677	215	950
% App. Total	23.1	64.5	12.4		12.4	81.8	5.8		48.5	29.6	21.9		6.1	71.3	22.6	
PHF	.917	.882	.615	.937	.864	.933	.781	.966	.848	.934	.746	.845	.725	.905	.881	.954

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: WESTWARD HO DRIVE
 WEATHER: SUNNY

File Name : INJEWEAM
 Site Code : 0032411
 Start Date : 4/6/2006
 Page No : 1

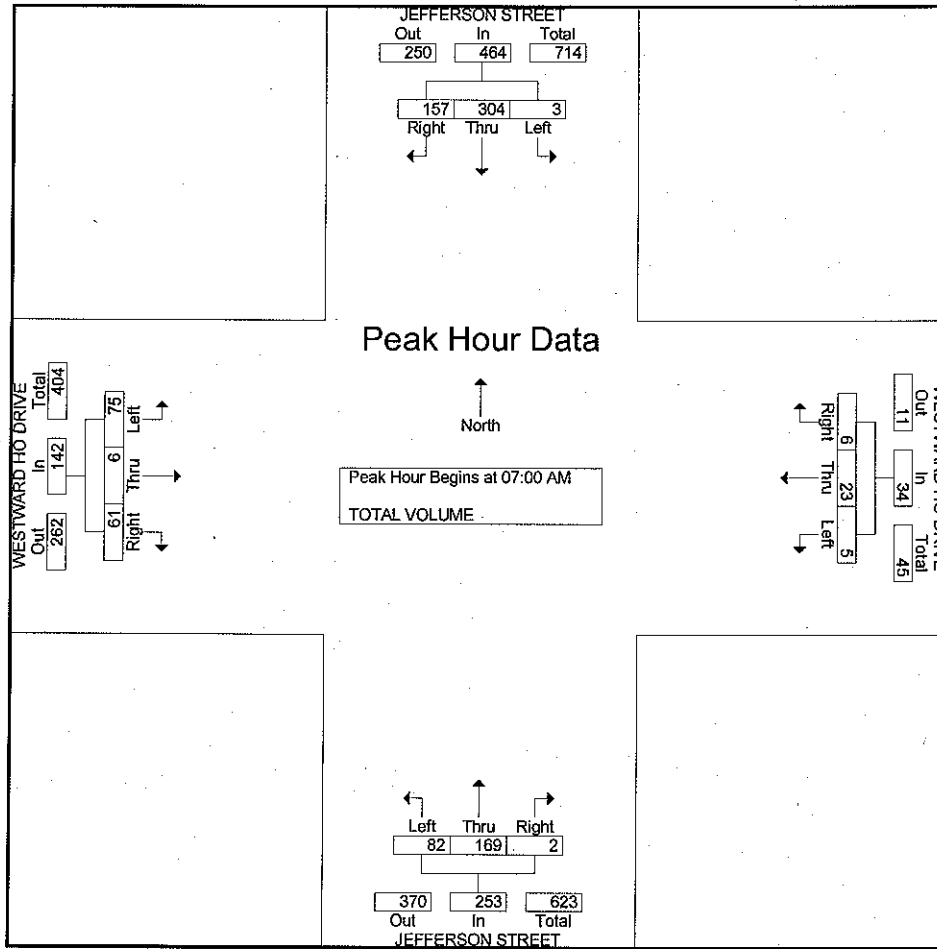
Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				WESTWARD HO DRIVE Westbound				JEFFERSON STREET Northbound				WESTWARD HO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	88	47	136	0	6	2	8	25	39	1	65	17	2	11	30	239
07:15 AM	1	91	58	150	0	8	1	9	32	40	1	73	20	1	13	34	266
07:30 AM	1	57	38	96	4	6	2	12	19	44	0	63	25	2	27	54	225
07:45 AM	0	68	14	82	1	3	1	5	6	46	0	52	13	1	10	24	163
Total	3	304	157	464	5	23	6	34	82	169	2	253	75	6	61	142	893
08:00 AM	0	62	12	74	3	0	1	4	3	44	4	51	10	1	7	18	147
08:15 AM	1	63	10	74	5	4	2	11	1	30	1	32	9	1	5	15	132
08:30 AM	1	73	12	86	6	3	3	12	2	48	0	50	4	0	7	11	159
08:45 AM	0	67	18	85	1	4	0	5	10	61	0	71	5	4	7	16	177
Total	2	265	52	319	15	11	6	32	16	183	5	204	28	6	26	60	615
Grand Total	5	569	209	783	20	34	12	66	98	352	7	457	103	12	87	202	1508
Apprch %	0.6	72.7	26.7		30.3	51.5	18.2		21.4	77	1.5		51	5.9	43.1		
Total %	0.3	37.7	13.9	51.9	1.3	2.3	0.8	4.4	6.5	23.3	0.5	30.3	6.8	0.8	5.8	13.4	

Start Time	JEFFERSON STREET Southbound				WESTWARD HO DRIVE Westbound				JEFFERSON STREET Northbound				WESTWARD HO DRIVE 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	88	47	136	0	6	2	8	25	39	1	65	17	2	11	30	239
07:15 AM	1	91	58	150	0	8	1	9	32	40	1	73	20	1	13	34	266
07:30 AM	1	57	38	96	4	6	2	12	19	44	0	63	25	2	27	54	225
07:45 AM	0	68	14	82	1	3	1	5	6	46	0	52	13	1	10	24	163
Total Volume	3	304	157	464	5	23	6	34	82	169	2	253	75	6	61	142	893
% App. Total	0.6	65.5	33.8		14.7	67.6	17.6		32.4	66.8	0.8		52.8	4.2	43		
PHF	.750	.835	.677	.773	.313	.719	.750	.708	.641	.918	.500	.866	.750	.750	.565	.657	.839

CITY OF INDIO
 N/S: JEFFERSON STREET
 EW: WESTWARD HO DRIVE
 WEATHER: SUNNY

File Name : INJEWEAM
 Site Code : 0032411
 Start Date : 4/6/2006
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	88	47	136	0	6	2	8	25	39	1	65	17	2	11	30
+15 mins.	1	91	58	150	0	8	1	9	32	40	1	73	20	1	13	34
+30 mins.	1	57	38	96	4	6	2	12	19	44	0	63	25	2	27	54
+45 mins.	0	68	14	82	1	3	1	5	6	46	0	52	13	1	10	24
Total Volume	3	304	157	464	5	23	6	34	82	169	2	253	75	6	61	142
% App. Total	0.6	65.5	33.8		14.7	67.6	17.6		32.4	66.8	0.8		52.8	4.2	43	
PHF	.750	.835	.677	.773	.313	.719	.750	.708	.641	.918	.500	.866	.750	.750	.565	.657

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: WESTWARD HO DRIVE
 WEATHER: SUNNY

File Name : INJEWPM
 Site Code : 0032411
 Start Date : 4/6/2006
 Page No : 1

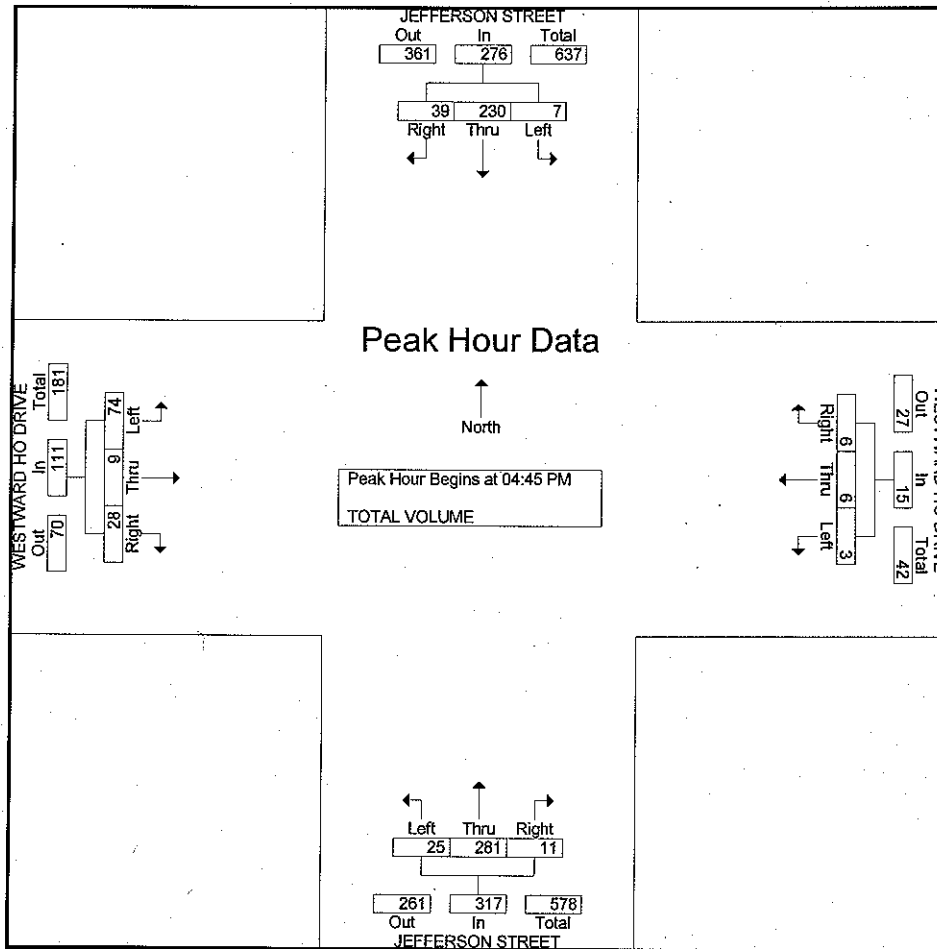
Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				WESTWARD HO DRIVE Westbound				JEFFERSON STREET Northbound				WESTWARD HO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:45 PM	1	71	10	82	1	3	0	4	7	73	1	81	16	2	3	21	188
Total	1	71	10	82	1	3	0	4	7	73	1	81	16	2	3	21	188
04:00 PM	0	70	8	78	0	0	1	1	3	71	1	75	14	1	2	17	171
04:15 PM	1	52	15	68	1	2	1	4	3	78	1	82	17	2	9	28	182
04:30 PM	0	61	10	71	0	1	1	2	2	59	0	61	11	6	4	21	155
04:45 PM	0	64	17	81	1	0	1	2	7	70	0	77	13	4	7	24	184
Total	1	247	50	298	2	3	4	9	15	278	2	295	55	13	22	90	692
05:00 PM	6	54	7	67	0	2	3	5	6	77	6	89	23	1	7	31	192
05:15 PM	0	47	8	55	1	2	2	5	7	61	4	72	16	2	7	25	157
05:30 PM	1	65	7	73	1	2	0	3	5	73	1	79	22	2	7	31	186
Grand Total	9	484	82	575	5	12	9	26	40	562	14	616	132	20	46	198	1415
Apprch %	1.6	84.2	14.3		19.2	46.2	34.6		6.5	91.2	2.3		66.7	10.1	23.2		
Total %	0.6	34.2	5.8	40.6	0.4	0.8	0.6	1.8	2.8	39.7	1	43.5	9.3	1.4	3.3	14	

Start Time	JEFFERSON STREET Southbound				WESTWARD HO DRIVE Westbound				JEFFERSON STREET Northbound				WESTWARD HO DRIVE 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 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	64	17	81	1	0	1	2	7	70	0	77	13	4	7	24	184
05:00 PM	6	54	7	67	0	2	3	5	6	77	6	89	23	1	7	31	192
05:15 PM	0	47	8	55	1	2	2	5	7	61	4	72	16	2	7	25	157
05:30 PM	1	65	7	73	1	2	0	3	5	73	1	79	22	2	7	31	186
Total Volume	7	230	39	276	3	6	6	15	25	281	11	317	74	9	28	111	719
% App. Total	2.5	83.3	14.1		20	40	40		7.9	88.6	3.5		66.7	8.1	25.2		
PHF	.292	.885	.574	.852	.750	.750	.500	.750	.893	.912	.458	.890	.804	.563	1.000	.895	.936

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: WESTWARD HO DRIVE
 WEATHER: SUNNY

File Name : INJEWEPM
 Site Code : 0032411
 Start Date : 4/6/2006
 Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	71	10	82	1	0	1	2	7	70	0	77	13	4	7	24
+15 mins.	0	70	8	78	0	2	3	5	6	77	6	89	23	1	7	31
+30 mins.	1	52	15	68	1	2	2	5	7	61	4	72	16	2	7	25
+45 mins.	0	61	10	71	1	2	0	3	5	73	1	79	22	2	7	31
Total Volume	2	254	43	299	3	6	6	15	25	281	11	317	74	9	28	111
% App. Total	0.7	84.9	14.4		20	40	40		7.9	88.6	3.5		66.7	8.1	25.2	
PHF	.500	.894	.717	.912	.750	.750	.500	.750	.893	.912	.458	.890	.804	.563	1.000	.895

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INJEMIPM
 Site Code : 0032451
 Start Date : 3/29/2006
 Page No : 1

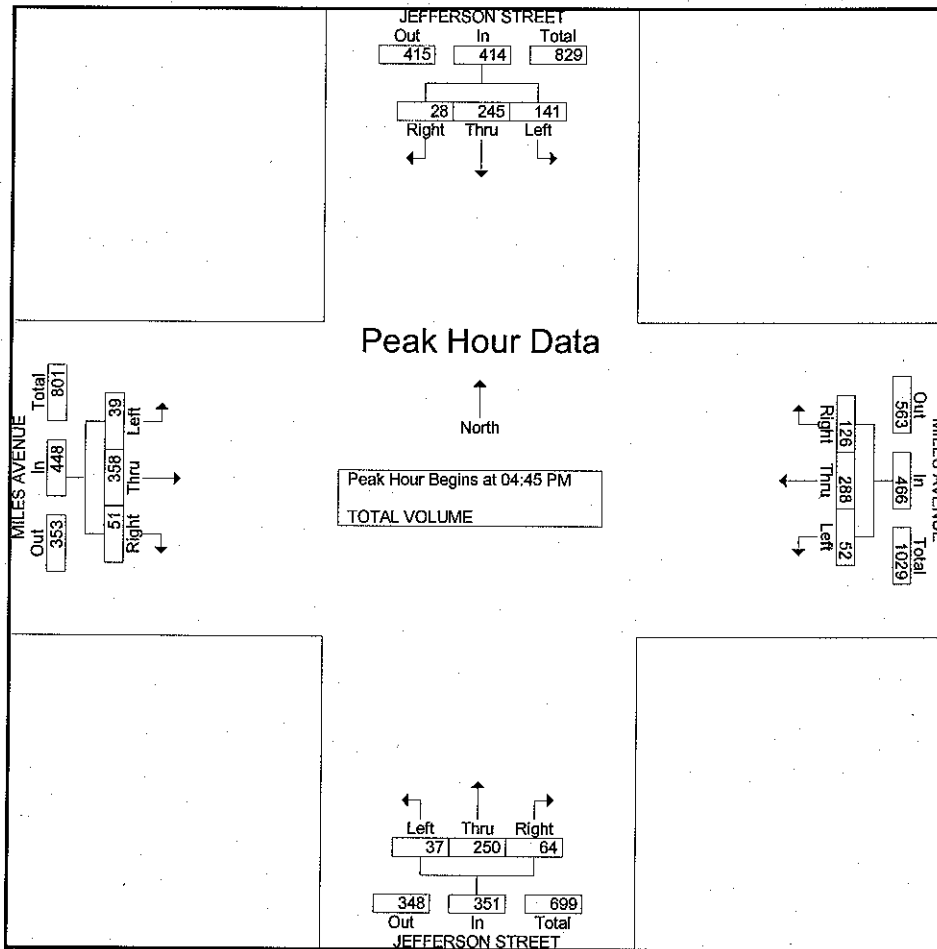
Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				MILES AVENUE Westbound				JEFFERSON STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:45 PM	24	59	7	90	22	62	39	123	10	93	17	120	12	77	13	102	435
Total	24	59	7	90	22	62	39	123	10	93	17	120	12	77	13	102	435
04:00 PM	33	70	5	108	12	63	27	102	4	69	15	88	11	66	12	89	387
04:15 PM	34	68	4	106	10	58	21	89	3	82	10	95	9	90	6	105	395
04:30 PM	28	71	4	103	11	70	24	105	5	69	9	83	9	77	11	97	388
04:45 PM	32	62	11	105	15	69	33	117	12	57	21	90	6	84	14	104	416
Total	127	271	24	422	48	260	105	413	24	277	55	356	35	317	43	395	1586
05:00 PM	39	59	5	103	15	80	36	131	8	73	10	91	10	88	10	108	433
05:15 PM	45	65	8	118	10	75	27	112	8	55	18	81	9	106	12	127	438
05:30 PM	25	59	4	88	12	64	30	106	9	65	15	89	14	80	15	109	392
Grand Total	260	513	48	821	107	541	237	885	59	563	115	737	80	668	93	841	3284
Apprch %	31.7	62.5	5.8		12.1	61.1	26.8		8	76.4	15.6		9.5	79.4	11.1		
Total %	7.9	15.6	1.5	25	3.3	16.5	7.2	26.9	1.8	17.1	3.5	22.4	2.4	20.3	2.8	25.6	

Start Time	JEFFERSON STREET Southbound				MILES AVENUE Westbound				JEFFERSON STREET Northbound				MILES 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 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	32	62	11	105	15	69	33	117	12	57	21	90	6	84	14	104	416
05:00 PM	39	59	5	103	15	80	36	131	8	73	10	91	10	88	10	108	433
05:15 PM	45	65	8	118	10	75	27	112	8	55	18	81	9	106	12	127	438
05:30 PM	25	59	4	88	12	64	30	106	9	65	15	89	14	80	15	109	392
Total Volume	141	245	28	414	52	288	126	466	37	250	64	351	39	358	51	448	1679
% App. Total	34.1	59.2	6.8		11.2	61.8	27		10.5	71.2	18.2		8.7	79.9	11.4		
PHF	.783	.942	.636	.877	.867	.900	.875	.889	.771	.856	.762	.964	.696	.844	.850	.882	.958

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INJEMIPM
 Site Code : 0032451
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				03:45 PM				04:45 PM			
+0 mins.	28	71	4	103	15	69	33	117	10	93	17	120	6	84	14	104
+15 mins.	32	62	11	105	15	80	36	131	4	69	15	88	10	88	10	108
+30 mins.	39	59	5	103	10	75	27	112	3	82	10	95	9	106	12	127
+45 mins.	45	65	8	118	12	64	30	106	5	69	9	83	14	80	15	109
Total Volume	144	257	28	429	52	288	126	466	22	313	51	386	39	358	51	448
% App. Total	33.6	59.9	6.5		11.2	61.8	27		5.7	81.1	13.2		8.7	79.9	11.4	
PHF	.800	.905	.636	.909	.867	.900	.875	.889	.550	.841	.750	.804	.696	.844	.850	.882

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INJEMIAM
 Site Code : 0032451
 Start Date : 3/29/2006
 Page No : 1

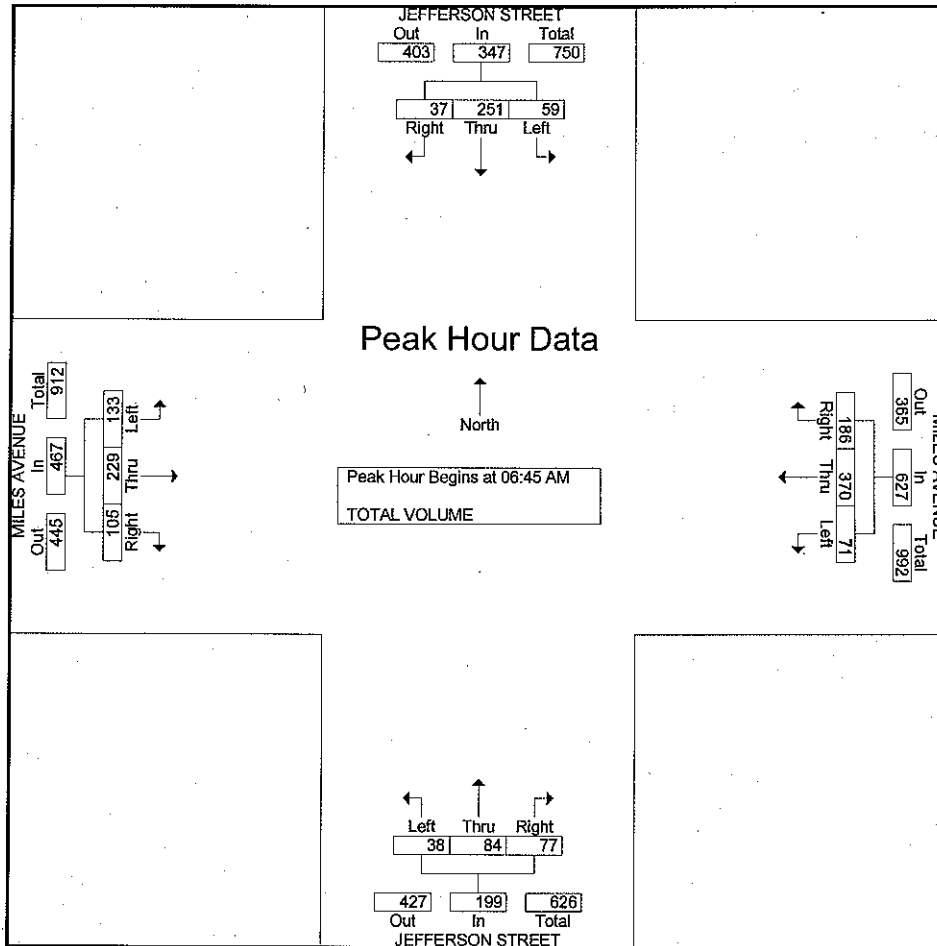
Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				MILES AVENUE Westbound				JEFFERSON STREET Northbound				MILES AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	14	72	14	100	10	76	48	134	11	18	11	40	26	53	23	102	376
Total	14	72	14	100	10	76	48	134	11	18	11	40	26	53	23	102	376
07:00 AM	21	65	8	94	15	94	42	151	10	14	10	34	52	64	41	157	436
07:15 AM	8	61	9	78	26	96	51	173	10	24	22	56	40	63	34	137	444
07:30 AM	16	53	6	75	20	104	45	169	7	28	34	69	15	49	7	71	384
07:45 AM	16	57	7	80	11	83	37	131	9	21	11	41	7	37	7	51	303
Total	61	236	30	327	72	377	175	624	36	87	77	200	114	213	89	416	1567
08:00 AM	17	62	5	84	7	76	40	123	6	17	9	32	13	32	5	50	289
08:15 AM	12	64	6	82	7	93	32	132	4	25	7	36	10	45	5	60	310
08:30 AM	18	65	3	86	12	78	25	115	9	20	6	35	11	37	5	53	289
Grand Total	122	499	58	679	108	700	320	1128	66	167	110	343	174	380	127	681	2831
Apprch %	18	73.5	8.5		9.6	62.1	28.4		19.2	48.7	32.1		25.6	55.8	18.6		
Total %	4.3	17.6	2	24	3.8	24.7	11.3	39.8	2.3	5.9	3.9	12.1	6.1	13.4	4.5	24.1	

Start Time	JEFFERSON STREET Southbound				MILES AVENUE Westbound				JEFFERSON STREET Northbound				MILES 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 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	14	72	14	100	10	76	48	134	11	18	11	40	26	53	23	102	376
07:00 AM	21	65	8	94	15	94	42	151	10	14	10	34	52	64	41	157	436
07:15 AM	8	61	9	78	26	96	51	173	10	24	22	56	40	63	34	137	444
07:30 AM	16	53	6	75	20	104	45	169	7	28	34	69	15	49	7	71	384
Total Volume	59	251	37	347	71	370	186	627	38	84	77	199	133	229	105	467	1640
% App. Total	17	72.3	10.7		11.3	59	29.7		19.1	42.2	38.7		28.5	49	22.5		
PHF	.702	.872	.661	.868	.683	.889	.912	.906	.864	.750	.566	.721	.639	.895	.640	.744	.923

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: MILES AVENUE
 WEATHER: SUNNY

File Name : INJEMIAM
 Site Code : 0032451
 Start Date : 3/29/2006
 Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				07:00 AM				06:45 AM			
+0 mins.	14	72	14	100	10	76	48	134	10	14	10	34	26	53	23	102
+15 mins.	21	65	8	94	15	94	42	151	10	24	22	56	52	64	41	157
+30 mins.	8	61	9	78	26	96	51	173	7	28	34	69	40	63	34	137
+45 mins.	16	53	6	75	20	104	45	169	9	21	11	41	15	49	7	71
Total Volume	59	251	37	347	71	370	186	627	36	87	77	200	133	229	105	467
% App. Total	17	72.3	10.7		11.3	59	29.7		18	43.5	38.5		28.5	49	22.5	
PHF	.702	.872	.661	.868	.683	.889	.912	.906	.900	.777	.566	.725	.639	.895	.640	.744

Counts Unlimited, Inc.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INJEFWPM
 Site Code : 0072938
 Start Date : 1/25/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

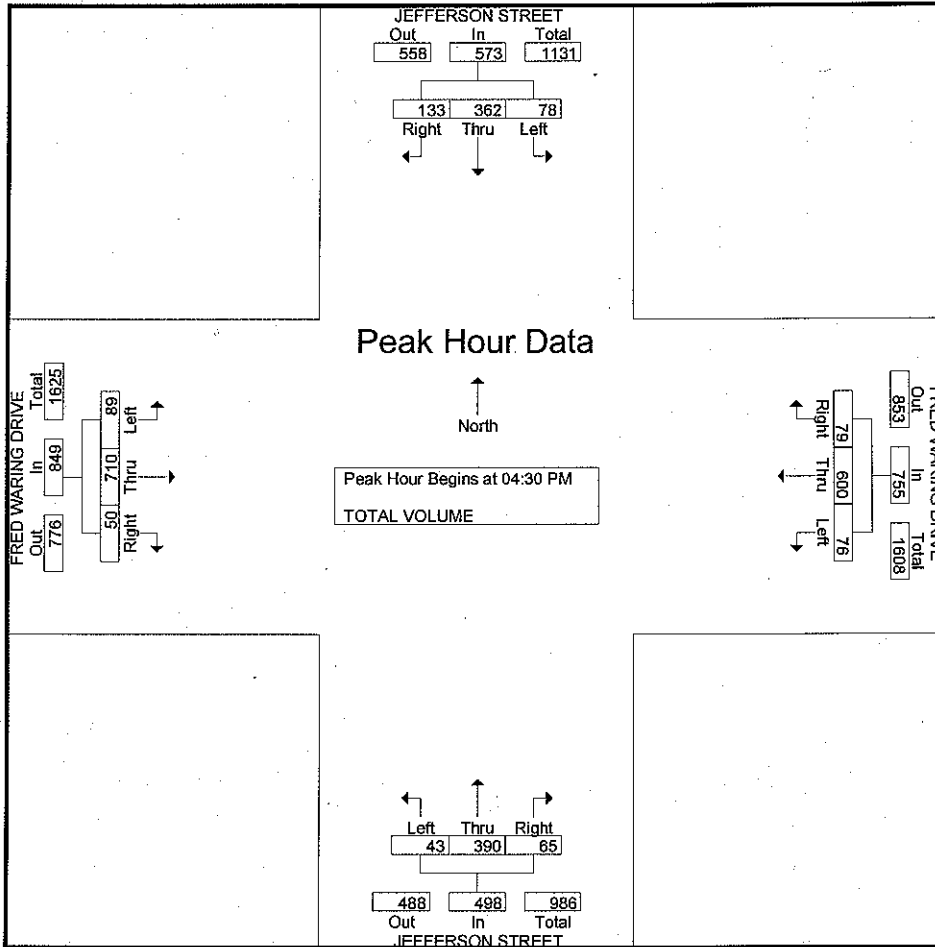
Start Time	JEFFERSON STREET Southbound				FRED WARING DRIVE Westbound				JEFFERSON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	20	83	28	131	17	158	17	192	14	82	37	133	31	192	13	236	692
04:15 PM	22	83	20	125	19	158	13	190	13	83	26	122	18	125	15	158	595
04:30 PM	16	71	26	113	14	147	27	188	12	77	18	107	21	162	9	192	600
04:45 PM	25	88	27	140	17	123	17	157	8	93	11	112	22	146	8	176	585
Total	83	325	101	509	67	586	74	727	47	335	92	474	92	625	45	762	2472
05:00 PM	20	71	50	141	21	168	19	208	11	84	19	114	23	214	20	257	720
05:15 PM	17	132	30	179	24	162	16	202	12	136	17	165	23	188	13	224	770
05:30 PM	15	65	25	105	19	101	28	148	9	65	21	95	14	121	11	146	494
05:45 PM	11	60	27	98	13	91	19	123	16	74	17	107	13	109	12	134	462
Total	63	328	132	523	77	522	82	681	48	359	74	481	73	632	56	761	2446
Grand Total	146	653	233	1032	144	1108	156	1408	95	694	166	955	165	1257	101	1523	4918
Apprch %	14.1	63.3	22.6		10.2	78.7	11.1		9.9	72.7	17.4		10.8	82.5	6.6		
Total %	3	13.3	4.7	21	2.9	22.5	3.2	28.6	1.9	14.1	3.4	19.4	3.4	25.6	2.1	31	

Start Time	JEFFERSON STREET Southbound				FRED WARING DRIVE Westbound				JEFFERSON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	71	26	113	14	147	27	188	12	77	18	107	21	162	9	192	600
04:45 PM	25	88	27	140	17	123	17	157	8	93	11	112	22	146	8	176	585
05:00 PM	20	71	50	141	21	168	19	208	11	84	19	114	23	214	20	257	720
05:15 PM	17	132	30	179	24	162	16	202	12	136	17	165	23	188	13	224	770
Total Volume	78	362	133	573	76	600	79	755	43	390	65	498	89	710	50	849	2675
% App. Total	13.6	63.2	23.2		10.1	79.5	10.5		8.6	78.3	13.1		10.5	83.6	5.9		
PHF	.780	.686	.665	.800	.792	.893	.731	.907	.896	.717	.855	.755	.967	.829	.625	.826	.869

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 Moreno Valley Ca. 92557
 951-247-6716

CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INJEFWPM
 Site Code : 0072938
 Start Date : 1/25/2006
 Page No : 2



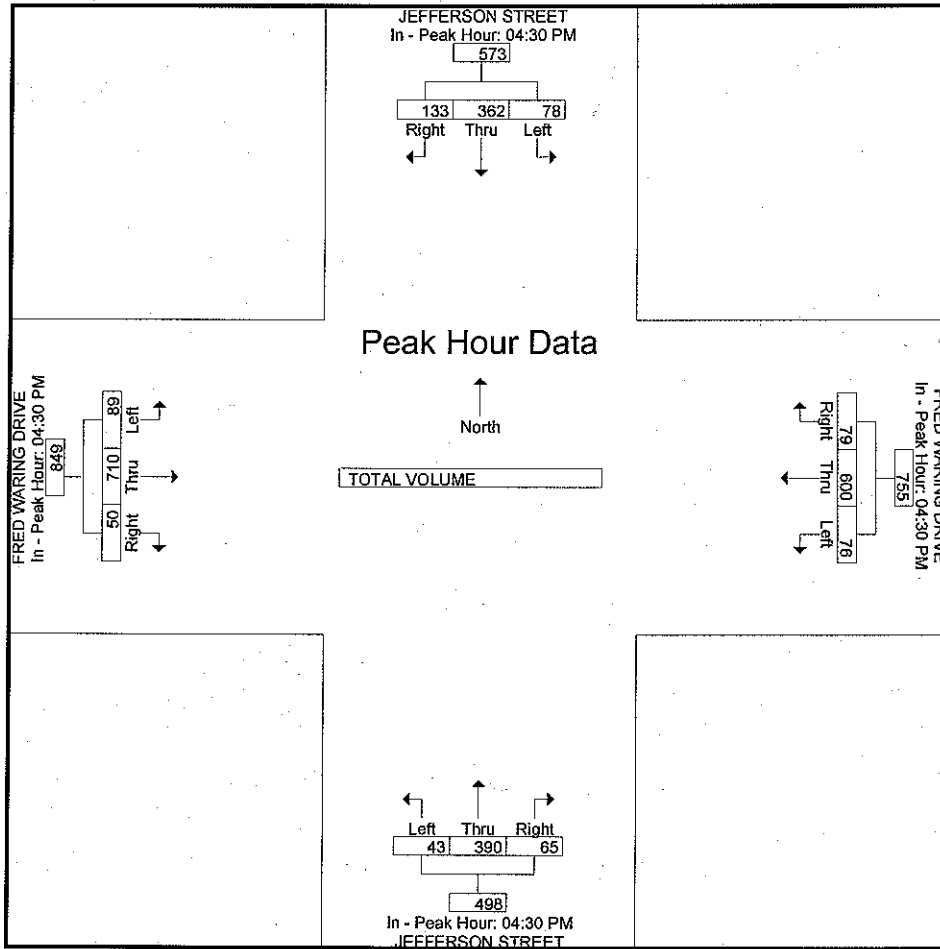
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM							
+0 mins.	16	71	26	113	14	147	27	188	12	77	18	107	21	162	9	192
+15 mins.	25	88	27	140	17	123	17	157	8	93	11	112	22	146	8	176
+30 mins.	20	71	50	141	21	168	19	208	11	84	19	114	23	214	20	257
+45 mins.	17	132	30	179	24	162	16	202	12	136	17	165	23	188	13	224
Total Volume	78	362	133	573	76	600	79	755	43	390	65	498	89	710	50	849
% App. Total	13.6	63.2	23.2		10.1	79.5	10.5		8.6	78.3	13.1		10.5	83.6	5.9	
PHF	.780	.686	.665	.800	.792	.893	.731	.907	.896	.717	.855	.755	.967	.829	.625	.826

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CITY OF INDIO
 N/S: JEFFERSON STREET
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File Name : INJEFWPM
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 25424 Jaclyn Avenue
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CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: FRED WARING DRIVE
 WEATHER: SUNNY

File Name : INJEFWAM
 Site Code : 0072938
 Start Date : 1/25/2006
 Page No : 1

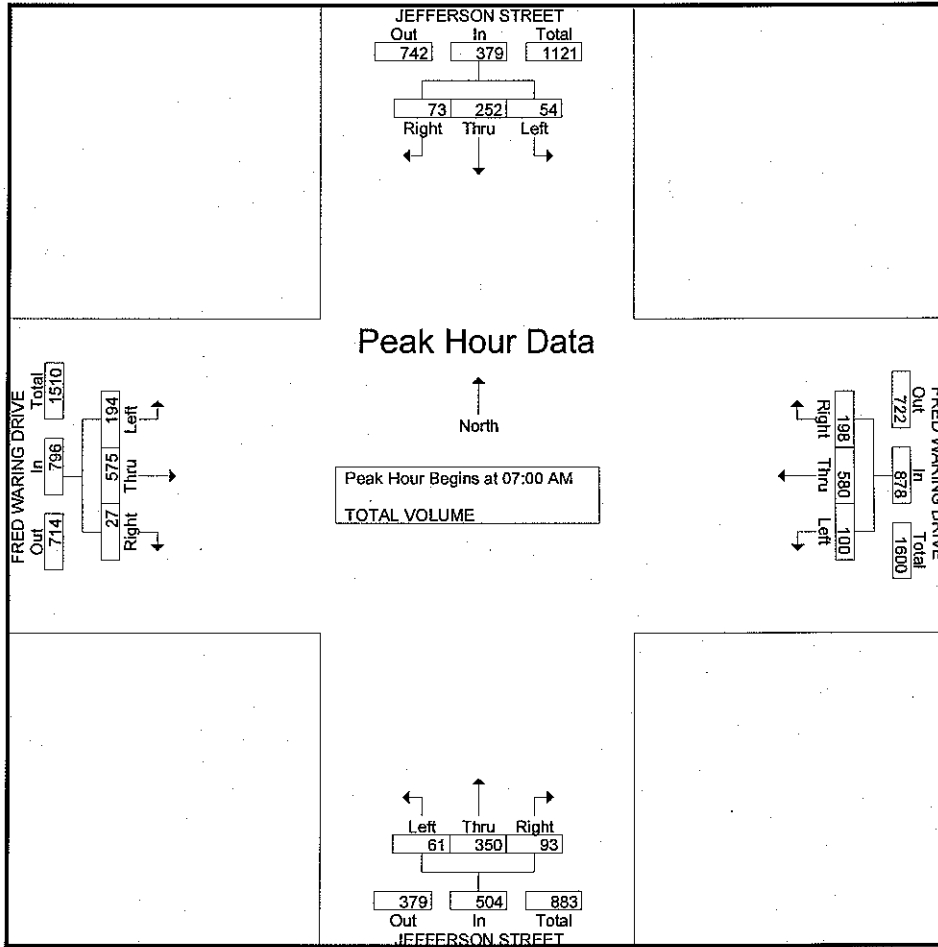
Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON STREET Southbound				FRED WARING DRIVE Westbound				JEFFERSON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	16	74	23	113	21	132	49	202	22	101	26	149	36	182	5	223	687
07:15 AM	7	55	13	75	25	181	52	258	13	78	31	122	88	149	5	242	697
07:30 AM	13	57	17	87	27	152	50	229	15	109	17	141	36	140	10	186	643
07:45 AM	18	66	20	104	27	115	47	189	11	62	19	92	34	104	7	145	530
Total	54	252	73	379	100	580	198	878	61	350	93	504	194	575	27	796	2557
08:00 AM	20	73	27	120	17	140	36	193	14	74	11	99	27	93	5	125	537
08:15 AM	16	73	20	109	16	128	25	169	11	70	8	89	22	92	15	129	496
08:30 AM	13	80	18	111	18	106	30	154	10	71	21	102	44	107	7	158	525
08:45 AM	11	59	15	85	14	113	28	155	16	60	10	86	35	86	3	124	450
Total	60	285	80	425	65	487	119	671	51	275	50	376	128	378	30	536	2008
Grand Total	114	537	153	804	165	1067	317	1549	112	625	143	880	322	953	57	1332	4565
Apprch %	14.2	66.8	19		10.7	68.9	20.5		12.7	71	16.2		24.2	71.5	4.3		
Total %	2.5	11.8	3.4	17.6	3.6	23.4	6.9	33.9	2.5	13.7	3.1	19.3	7.1	20.9	1.2	29.2	

Start Time	JEFFERSON STREET Southbound				FRED WARING DRIVE Westbound				JEFFERSON STREET Northbound				FRED WARING DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	16	74	23	113	21	132	49	202	22	101	26	149	36	182	5	223	687
07:15 AM	7	55	13	75	25	181	52	258	13	78	31	122	88	149	5	242	697
07:30 AM	13	57	17	87	27	152	50	229	15	109	17	141	36	140	10	186	643
07:45 AM	18	66	20	104	27	115	47	189	11	62	19	92	34	104	7	145	530
Total Volume	54	252	73	379	100	580	198	878	61	350	93	504	194	575	27	796	2557
% App. Total	14.2	66.5	19.3		11.4	66.1	22.6		12.1	69.4	18.5		24.4	72.2	3.4		
PHF	.750	.851	.793	.838	.926	.801	.952	.851	.693	.803	.750	.846	.551	.790	.675	.822	.917

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM



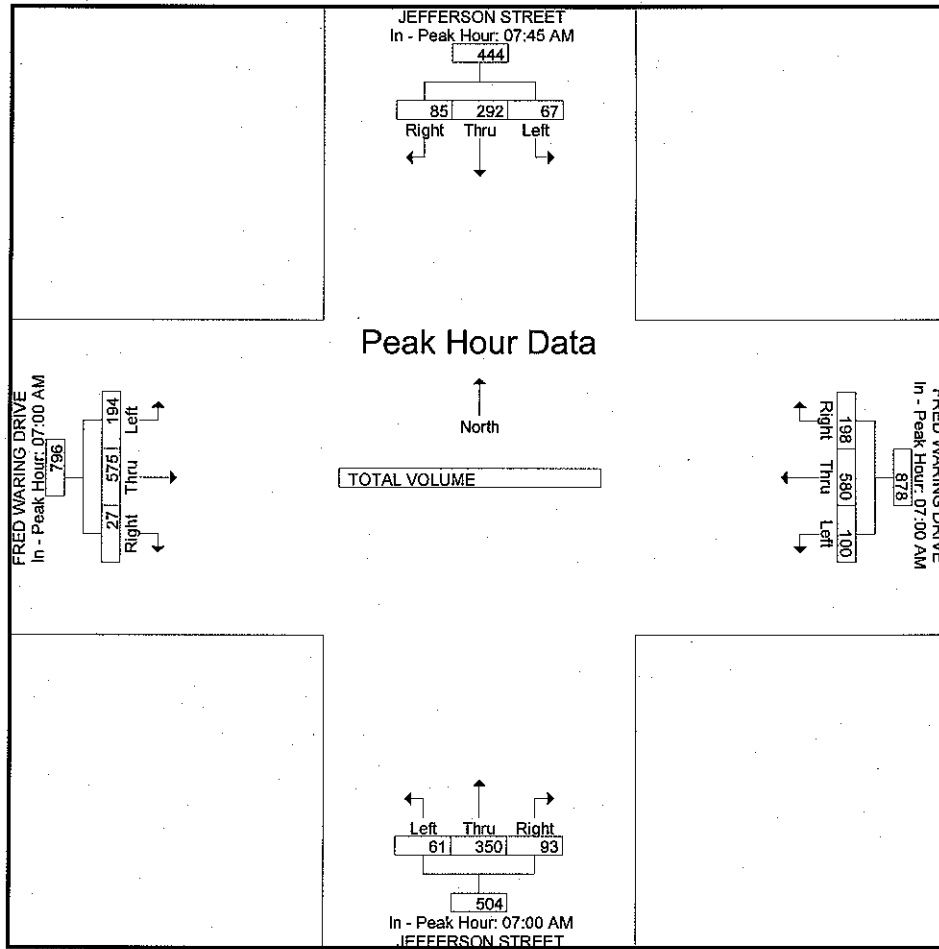
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	18	66	20	104	21	132	49	202	22	101	26	149	36	182	5	223
+15 mins.	20	73	27	120	25	181	52	258	13	78	31	122	88	149	5	242
+30 mins.	16	73	20	109	27	152	50	229	15	109	17	141	36	140	10	186
+45 mins.	13	80	18	111	27	115	47	189	11	62	19	92	34	104	7	145
Total Volume	67	292	85	444	100	580	198	878	61	350	93	504	194	575	27	796
% App. Total	15.1	65.8	19.1		11.4	66.1	22.6		12.1	69.4	18.5		24.4	72.2	3.4	
PHF	.838	.913	.787	.925	.926	.801	.952	.851	.693	.803	.750	.846	.551	.790	.675	.822

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951-247-6716

CITY OF INDIO
N/S: JEFFERSON STREET
E/W: FRED WARING DRIVE
WEATHER: SUNNY

File Name : INJEFWAM
Site Code : 0072938
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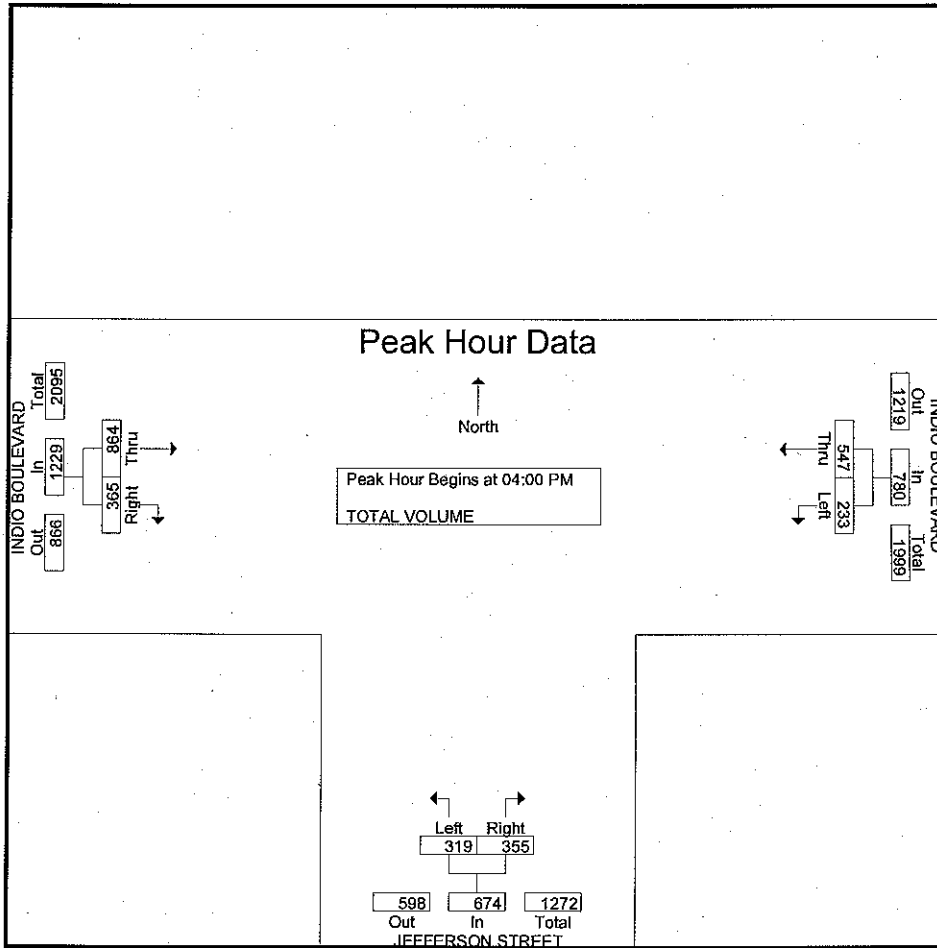
CITY OF INDIO
 N/S: JEFFERSON STREET
 E/W: INDIO BOULEVARD
 WEATHER: SUNNY

File Name : INJEINPM
 Site Code : 0072938
 Start Date : 1/26/2006
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	INDIO BOULEVARD Westbound			JEFFERSON STREET Northbound			INDIO BOULEVARD Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	53	142	195	97	105	202	237	81	318	715
04:15 PM	54	115	169	53	88	141	213	96	309	619
04:30 PM	51	125	176	84	86	170	197	81	278	624
04:45 PM	75	165	240	85	76	161	217	107	324	725
Total	233	547	780	319	355	674	864	365	1229	2683
05:00 PM	40	101	141	81	78	159	189	120	309	609
05:15 PM	36	108	144	79	106	185	207	90	297	626
05:30 PM	33	94	127	88	72	160	173	114	287	574
05:45 PM	24	88	112	61	71	132	158	103	261	505
Total	133	391	524	309	327	636	727	427	1154	2314
Grand Total	366	938	1304	628	682	1310	1591	792	2383	4997
Apprch %	28.1	71.9		47.9	52.1		66.8	33.2		
Total %	7.3	18.8	26.1	12.6	13.6	26.2	31.8	15.8	47.7	

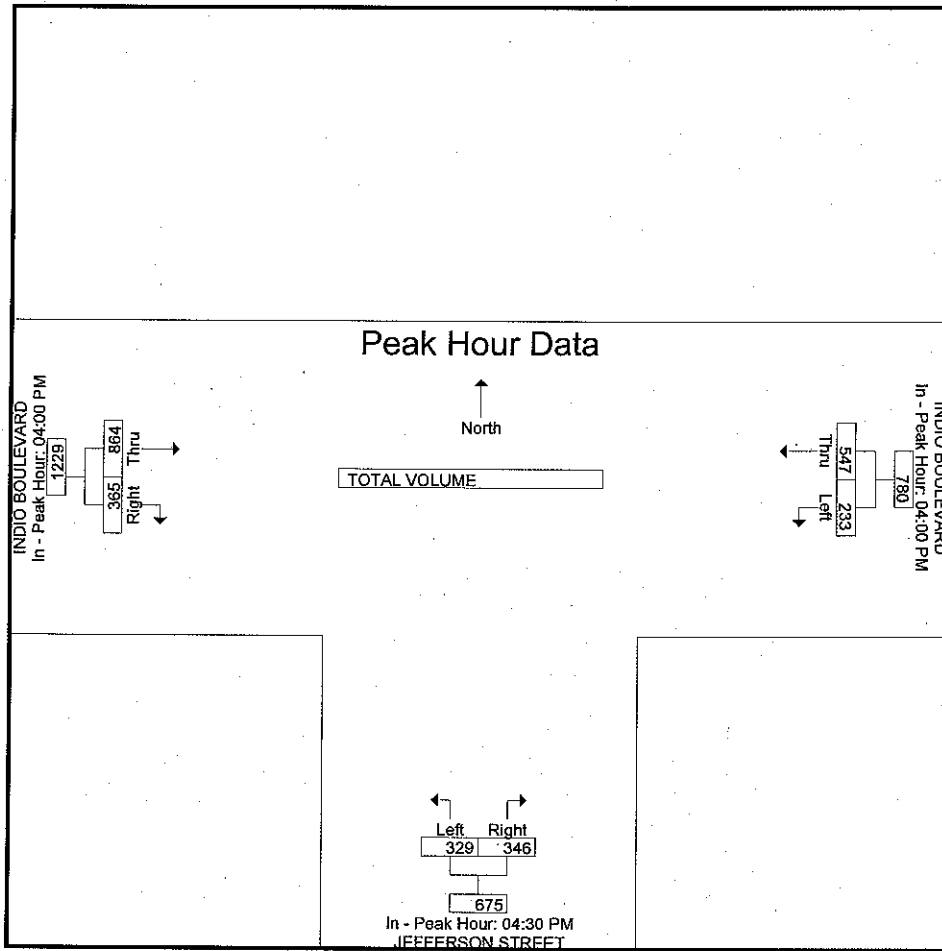
Start Time	INDIO BOULEVARD Westbound			JEFFERSON STREET Northbound			INDIO BOULEVARD Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	53	142	195	97	105	202	237	81	318	715
04:15 PM	54	115	169	53	88	141	213	96	309	619
04:30 PM	51	125	176	84	86	170	197	81	278	624
04:45 PM	75	165	240	85	76	161	217	107	324	725
Total Volume	233	547	780	319	355	674	864	365	1229	2683
% App. Total	29.9	70.1		47.3	52.7		70.3	29.7		
PHF	.777	.829	.813	.822	.845	.834	.911	.853	.948	.925



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			05:00 PM		
+0 mins.	53	142	195	84	86	170	237	81	318
+15 mins.	54	115	169	85	76	161	213	96	309
+30 mins.	51	125	176	81	78	159	197	81	278
+45 mins.	75	165	240	79	106	185	217	107	324
Total Volume	233	547	780	329	346	675	864	365	1229
% App. Total	29.9	70.1		48.7	51.3		70.3	29.7	
PHF	.777	.829	.813	.968	.816	.912	.911	.853	.948



CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : LQWA48PM
 Site Code : 0037538
 Start Date : 4/18/2006
 Page No : 1

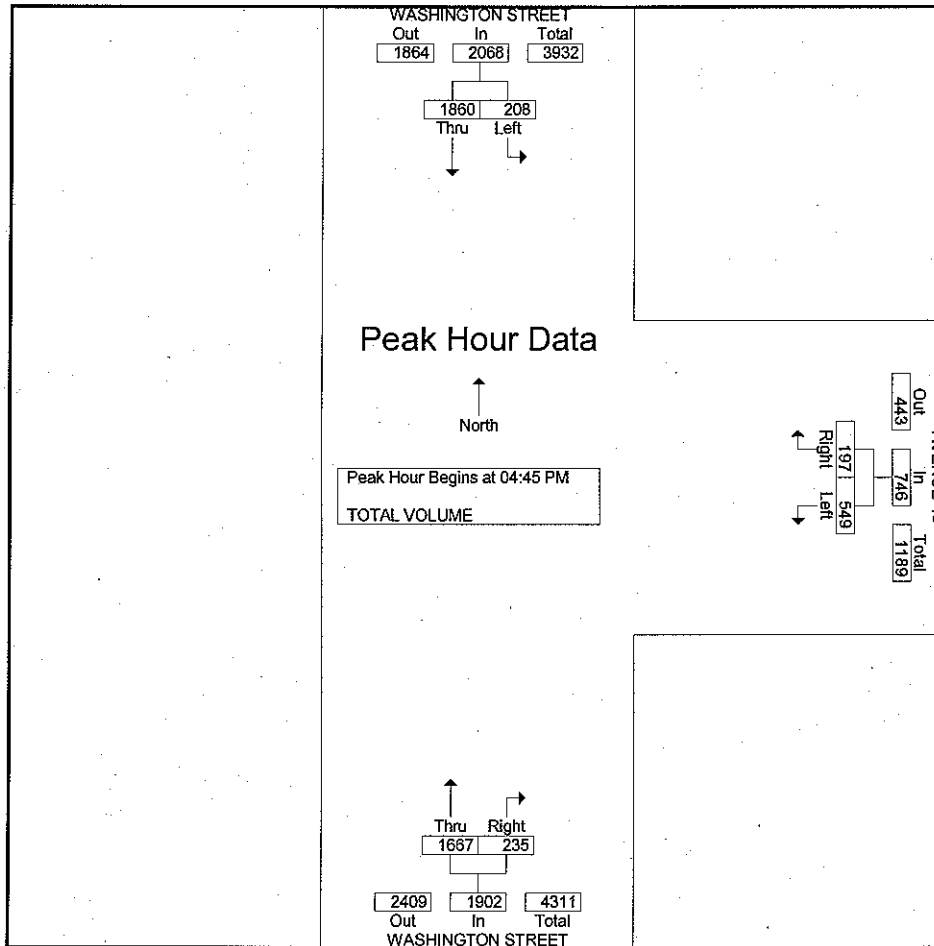
Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound			AVENUE 48 Westbound			WASHINGTON STREET Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	45	388	433	105	62	167	399	66	465	1065
04:15 PM	46	374	420	83	45	128	301	57	358	906
04:30 PM	46	412	458	99	51	150	351	52	403	1011
04:45 PM	50	444	494	122	63	185	401	64	465	1144
Total	187	1618	1805	409	221	630	1452	239	1691	4126
05:00 PM	63	429	492	166	43	209	430	61	491	1192
05:15 PM	43	520	563	134	49	183	483	57	540	1286
05:30 PM	52	467	519	127	42	169	353	53	406	1094
05:45 PM	39	370	409	99	47	146	352	55	407	962
Total	197	1786	1983	526	181	707	1618	226	1844	4534
Grand Total	384	3404	3788	935	402	1337	3070	465	3535	8660
Apprch %	10.1	89.9		69.9	30.1		86.8	13.2		
Total %	4.4	39.3	43.7	10.8	4.6	15.4	35.5	5.4	40.8	

Start Time	WASHINGTON STREET Southbound			AVENUE 48 Westbound			WASHINGTON STREET Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	50	444	494	122	63	185	401	64	465	1144
05:00 PM	63	429	492	166	43	209	430	61	491	1192
05:15 PM	43	520	563	134	49	183	483	57	540	1286
05:30 PM	52	467	519	127	42	169	353	53	406	1094
Total Volume	208	1860	2068	549	197	746	1667	235	1902	4716
% App. Total	10.1	89.9		73.6	26.4		87.6	12.4		
PHF	.825	.894	.918	.827	.782	.892	.863	.918	.881	.917

CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: AVENUE 48
 WEATHER: SUNNY

File Name : LQWA48PM
 Site Code : 0037538
 Start Date : 4/18/2006
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	50	444	494	122	63	185	401	64	465
+15 mins.	63	429	492	166	43	209	430	61	491
+30 mins.	43	520	563	134	49	183	483	57	540
+45 mins.	52	467	519	127	42	169	353	53	406
Total Volume	208	1860	2068	549	197	746	1667	235	1902
% App. Total	10.1	89.9		73.6	26.4		87.6	12.4	
PHF	.825	.894	.918	.827	.782	.892	.863	.918	.881

APPENDIX B

**INTERSECTION LEVEL OF SERVICE ANALYSIS WORKSHEETS AND SYNCHRO
REPORTS**

**Polo Square (Indio, CA)
Intersection LOS Analysis Worksheet - 2006 Conditions (Adjusted Traffic, Adjusted Network)**

ID	Cross Street #1	Cross Street #2	Traffic Control	Eastbound			Westbound			Northbound			Southbound			Delay (seconds)		Level of Service	
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	AM	PM	AM	PM
1	Washington St.	Fred Waring Dr.	TS	2	1	1	1	1	1	1	1	1	1	1	1	24.9	24.7	C	C
2	Washington St.	Miles Ave.	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	12.1	11.3	B	B
3	Washington St.	Highway 111	TS	2	3	1	2	2.5	0.5	2	3	1	2	2.5	0.5	22.6	28.5	C	C
4	Dune Palms Rd.	Highway 111	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	46.8	22.8	D	C
5	Jefferson St.	Indio Blvd.	TS	0	2	1	1	0	2	1	0	2	1	0	0	17.7	15.3	B	B
6	Jefferson St.	Fred Waring Dr.	TS	1	2.5	0.5	2	2.5	0.5	1	3	1	1	3	1	21.6	17.8	C	B
7	Jefferson St.	Miles Ave.	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	5.7	4.4	A	A
8	Jefferson St.	Westward Ho Dr.	TS	1	0.5	0.5	0.33	0.33	0.33	1	1	1	1	1	1	3.5	4.4	A	A
9	Jefferson St.	Highway 111	TS	2	2	1	1	1.5	0.5	2	3	1	2	3	1	25.1	17.7	C	B
10	Jefferson St.	Avenue 48	TS	1	1	1	1	1	1	1	1	1	1	1	1	19.6	20.3	B	C
11	Jefferson St.	Avenue 50	TS	1	1	1	1	1	1	1	1	1	1	1	1	15.7	20.1	B	C
12	Shields Rd.	Highway 111	TWSC	1	1.5	0.5	1	1.5	0.5	0.33	0.33	0.33	0.33	0.33	0.33	10.6	14.3	B/B ¹	B/B ¹
13	Shields Rd.	Avenue 48	TWSC	1	0.5	0.5	1	1	0.5	0.33	0.33	0.33	0.33	0.33	0.33	N/A	N/A	A ¹	A ¹
14	Madison St.	Miles Ave.	AWIS	0	0.5	0.5	1	1	0	1	0	1	0	0	0	12.9	15.6	B	B
15	Madison St.	Avenue 48	AWIS	0.33	0.33	0.33	0.5	1	0.5	1	0.5	0.5	1	0.5	0.5	16.6	12.1	B	B
16	Madison St.	Highway 111	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	16.7	24.7	B	C
17	Madison St.	Avenue 48	TS	1	2	1	1	1.5	0.5	2	2	1	1	1.5	0.5	6.5	5.8	A	A
18	Clinton St./Dr. Carreon Blvd.	Highway 111	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	20.5	21.9	C	C
19	Monroe St.	Fred Waring Dr.	TS	2	1	1	1	1	1	1	1	1	1	1	1	17.2	17.8	B	B
20	Monroe St.	Miles Ave.	TS	1	1	1	1	1	1	1	1	1	1	1	1	9.9	9.5	A	A
21	Monroe St.	Requie Ave./Shadow Palm Ave.	TS	0	1.5	0.5	1	1	0	1	0	1	0	0	0	12.0	7.7	B	A
22	Monroe St.	Highway 111	TS	0.33	0.33	0.33	0.33	0.33	0.33	1	1.5	0.5	1	1.5	0.5	18.1	18.8	B	B
23	Monroe St.	Dr. Carreon Blvd.	TS	1	2.5	0.5	2	2	1	1	1.5	0.5	1	1.5	0.5	10.2	10.1	B	B
24	Monroe St.	Avenue 48	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	22.7	23.0	C	C
25	Monroe St.	Avenue 50	TS	1	0.5	0.5	1	1	0.5	1	1	0.5	1	1	0.5	23.8	36.1	C	D
26	Fred Waring Drive	Adams Street	TS	0	2	1	1	1	0	1	0.33	0.33	1	0.5	0.5	7.2	7.0	A	A
27	Fred Waring Drive	Dune Palms Road	TS	0	1.5	0.5	1	1	0	1	0	1	0	0	0	9.9	9.5	A	A
28	Highway 111	Adams Street	TS	1	3	1	1	3	1	2	1	2	1	2	1	19.8	11.9	B	B
29	Highway 111	La Quinta Center	TS	1	2	1	1	2.5	0.5	0.5	1	0.5	1	0.5	0.5	14.4	12.1	B	B
30	Highway 111	Depot Drive/Cortico	TS	1	2	0	0	2	0	0	0	0	0.5	0	0.5	15.2	6.8	B	A
31	Jefferson St.	Vista Grande	TS	0.33	0.33	0.33	0.33	0.33	0.33	1	3	1	3	1	1.2	2.4	A	A	
32	Miles Avenue	Adams Street	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	9.6	14.7	A	B
33	Miles Avenue	Dune Palms Road	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	18.3	15.4	B	B
34	Washington St.	Channel Drive	TS	0.33	0.3	0.33	0.5	0.5	1	1	2.5	0.5	1	2.5	0.5	6.3	7.9	A	A
35	Washington St.	Avenue 47/Highland Palms	TS	0.33	0.33	0.33	0.5	0.5	1	1	2.5	0.5	1	2.5	0.5	3.5	3.1	A	A
36	Washington St.	Avenue 49	TS	0	0	0	2	0	1	0	2.3	0.5	1	3	0	13.6	13.2	B	B

Notes: ¹ HCM LOS analysis procedures do not apply for this type of unsignalized intersection. Figures shown are ICU intersection LOS/HCM intersection LOS based on average intersection delay where available.

Polo Square (Indio, CA)
 Intersection LOS Analysis Worksheet - 2010 Existing + Ambient + Cumulative Conditions

ID	Cross Street #1	Cross Street #2	Eastbound			Westbound			Northbound			Southbound			Delay (seconds)			Level of Service		
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	AM	PM	PK
1	Washington St	Fred Waring Dr.	2	2	1	1.5	0.5	2	3	1	3	1	2	3	1	37.1	38.4	D	D	
2	Washington St	Miles Ave.	1	1.5	0.5	2	1.5	0.5	1	3	1	3	1	14.8	16.3	B	B			
3	Washington St	Highway 111	2	3	1	2	3	1	2	3	1	2	2.5	0.5	20.2	51.7	C	D		
4	Dune Palms Rd.	Highway 111	1	2.5	0.5	1	2.5	0.5	1	1	1	1	1	1	30.7	38.8	D	D		
5	Jefferson St	Indio Blvd.	0	2	1	1	2	0	2	0	1	0	0	0	21.3	17.4	C	B		
6	Jefferson St	Fred Waring Dr.	2	2.5	0.5	2	2.5	0.5	1	3	1	1	3	1	27.0	18.1	C	B		
7	Jefferson St	Miles Ave.	1	1.5	0.5	1	1.5	0.5	1	3	1	1	3	1	20.7	23.8	C	C		
8	Jefferson St	Westward Ho Dr.	1	0.5	0.5	0.33	0.33	0.33	1	3	1	1	3	1	8.9	10.8	A	B		
9	Jefferson St	Highway 111	2	3	1	2	3	1	2	3	1	2	3	1	17.7	35.1	B	D		
10	Jefferson St	Avenue 48	1	1	1	1	1.5	0.5	2	3	1	1	3	1	27.6	30.8	C	C		
11	Jefferson St	Avenue 50	1	1	1	1	1	1	1	3	1	1	3	1	20.1	28.5	C	C		
12	Shields Rd.	Highway 111	1	2.5	0.5	1	2.5	0.5	0.33	0.33	0.33	0.5	1	0.5	85.5	n/a	B/F	D/F		
13	Shields Rd.	Avenue 48	1	3	1	1	1.5	0.5	0.33	0.33	0.33	0.33	0.33	0.33	7.7	8.4	A	A		
14	Madison St	Miles Ave.	0	1.5	0.5	1	2	0	1	0	1	0	0	0	19.4	16.9	B	B		
15	Madison St	Avenue 46	0.33	0.33	0.33	0.5	1	0.5	1	0.5	0.5	1	0.5	0.5	28.2	23.9	C	C		
16	Madison St	Highway 111	1	3	1	1	3	1	1	0.5	0.5	1	0.5	0.5	20.8	40.3	C	D		
17	Madison St	Avenue 48	1	2	1	1	1.5	0.5	1	2	1	1	1.5	0.5	16.6	22.4	B	C		
18	Clinton St/Dr. Carreon Blvd.	Highway 111	1	2.5	0.5	1	2.5	0.5	1.5	1	0.5	1	1.5	0.5	23.2	32.4	C	C		
19	Monroe St	Fred Waring Dr.	2	1	1	1	1	1	1	1.5	0.5	1	1.5	0.5	19.4	28.9	B	C		
20	Monroe St	Miles Ave.	1	1	1	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	26.5	29.2	C	C		
21	Monroe St	Reque Ave/Shadow Palm Ave.	0.33	0.33	0.33	0.33	0.33	0.33	1	1.5	0.5	1	1.5	0.5	15.3	17.9	B	B		
22	Monroe St	Highway 111	1	3	1	2	3	1	2	1.5	0.5	2	1.5	0.5	21.4	32.2	C	C		
23	Monroe St	Dr. Carreon Blvd.	1	2	1	1	2	1	2	1.5	0.5	2	1.5	0.5	28.0	58.3	C	E		
24	Monroe St	Avenue 48	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2	1	18.2	26.9	B	C		
25	Monroe St	Avenue 50	1	0.5	0.5	1	1	1	0.33	0.33	0.33	1	0.5	0.5	22.8	25.3	C	C		
26	Fred Waring Drive	Adams Street	0	2	1	1	1	0	1	0	1	0	0	0	18.5	20.0	B	B		
27	Fred Waring Drive	Dune Palms Road	0	1.5	0.5	1	1	0	1	0	1	0	0	0	11.3	7.2	B	A		
28	Highway 111	Adams Street	1	3	1	1	3	1	2	2	1	2	2	1	18.4	24.5	B	C		
29	Highway 111	La Quinta Center	1	3	1	1	2.5	0.5	0.5	1	0.5	1	0.5	0.5	8.5	22.0	A	C		
30	Highway 111	Dapout Drive/Concho	1	2.5	0.5	1	2.5	0.5	1.5	0.5	1	0.33	0.33	0.33	7.6	23.0	A	C		
31	Jefferson St	Vista Grande	0.33	0.33	0.33	0.33	0.33	0.33	1	3	1	1	3	1	5.0	2.3	A	A		
32	Miles Avenue	Adams Street	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	10.9	16.2	B	B		
33	Miles Avenue	Dune Palms Road	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	18.7	22.1	B	C		
34	Washington St	Channel Drive	0.33	0.33	0.33	0.5	1	1	2.5	0.5	1	2.5	0.5	1	10.4	10.5	B	B		
35	Washington St	Avenue 47/Highland Palms	0.33	0.33	0.33	0.5	1	1	1	2.5	0.5	1	2.5	0.5	4.2	4.1	A	A		
36	Washington St	Avenue 48	0	0	0	2	0	1	0	2.5	0.5	1	3	0	23.2	28.4	C	C		

Notes: HCM LOS analysis procedures do not apply for this type of unsignalized intersection. Figures shown are ICU Intersection LOS/HCM Intersection LOS based on average intersection delay where available.
 Improvements

Polo Square (Indio, CA)
 Intersection LOS Analysis Worksheet - 2010 Existing + Ambient + Cumulative + Project Conditions

ID	Cross Street #1	Cross Street #2	Geometry/Improvements	Eastbound			Westbound			Northbound			Southbound			Delay (seconds)			Level of Service	
				Vol	Cap	TS	Vol	Cap	TS	Vol	Cap	TS	Vol	Cap	TS	Vol	Cap	TS		Vol
1	Washington St	Fred Waring Dr	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	15.0	22.4	B	C
2	Washington St	Miles Ave	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
3	Washington St	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
4	Dune Palms Rd	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
5	Jefferson St	Indio Blvd	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
6	Jefferson St	Fred Waring Dr	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
7	Jefferson St	Miles Ave	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
8	Jefferson St	Westward Ho Dr	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
9	Jefferson St	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
10	Jefferson St	Avenue 46	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
11	Jefferson St	Avenue 20	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
12	Shields Rd	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
13	Shields Rd	Avenue 46	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
14	Madison St	Miles Ave	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
15	Madison St	Avenue 46	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
16	Madison St	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
17	Madison St	Avenue 46	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
18	Monroe St	Fred Waring Dr	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
19	Monroe St	Miles Ave	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
20	Monroe St	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
21	Monroe St	Regue Ave/Shadow Palm Ave	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
22	Monroe St	Highway 111	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
23	Monroe St	Dr. Carson Blvd	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
24	Monroe St	Avenue 46	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
25	Monroe St	Avenue 20	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
26	Fred Waring Drive	Adams Street	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
27	Fred Waring Drive	Dune Palms Road	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
28	Highway 111	Adams Street	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
29	Highway 111	Le Quinta Center	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
30	Highway 111	Depto Drive/Castro	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
31	Jefferson St	Vista Grande	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
32	Miles Avenue	Adams Street	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
33	Miles Avenue	Dune Palms Road	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
34	Washington St	Channel Drive	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
35	Washington St	Avenue 47/Highland Palms	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
36	Washington St	Avenue 46	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
37	Highway 111	right-of-way site access	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
38	Shields Rd	north pocket circulation rd	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
39	Highway 111	unnamed	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
40	Highway 111	unnamed	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C
41	Highway 111	unnamed	base line with improvements	2	1	1.5	0.5	2	1.5	0.5	1	3	1	1	3	1	16.0	22.4	B	C

Notes: HCM LOS analysis procedure do not apply for this type of ungraded intersection. Figures shown are HCM intersection LOS based on average intersection delay where available. Improvements

Lanes, Volumes, Timings
1: Fred Waring Dr & Washington St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↗	↖	↕↕		↔↔	↕↕↕	↗	↔↔	↕↕↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	361		0	145		0	416		163	200		101
Storage Lanes	2		0	1		0	2		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.91	1.00	0.97	0.91	1.00
Flt			0.850		0.942				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3334	0	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3334	0	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		186				19			146
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		912			5375			3279			2054	
Travel Time (s)		13.8			81.4			49.7			31.1	
Volume (vph)	110	234	120	38	644	407	369	1018	19	191	1076	190
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	110	234	120	38	644	407	369	1018	19	191	1076	190
Lane Group Flow (vph)	110	234	120	38	1051	0	369	1018	19	191	1076	190
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0		11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	11.0	30.0	30.0	11.0	30.0	0.0	15.0	27.0	27.0	12.0	24.0	24.0
Total Split (%)	13.8%	37.5%	37.5%	13.8%	37.5%	0.0%	18.8%	33.8%	33.8%	15.0%	30.0%	30.0%
Maximum Green (s)	7.0	26.0	26.0	7.0	26.0		11.0	23.0	23.0	8.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.0	18.6	18.6	15.9	25.2		10.9	24.1	24.1	10.0	23.1	23.1
Actuated g/C Ratio	0.09	0.23	0.23	0.20	0.32		0.14	0.30	0.30	0.13	0.29	0.29
v/c Ratio	0.37	0.29	0.26	0.11	0.89		0.79	0.67	0.04	0.45	0.73	0.34
Uniform Delay, d1	35.0	25.2	0.0	28.6	21.3		33.4	25.8	0.0	32.5	27.1	5.1
Control Delay	38.2	28.4	7.4	23.1	24.6		32.5	17.6	2.7	37.1	30.6	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	28.4	7.4	23.1	24.6		32.5	17.6	2.7	37.1	30.6	9.4

Lanes, Volumes, Timings
 1: Fred Waring Dr & Washington St

Modified 2006 Existing Network
 9/22/2006

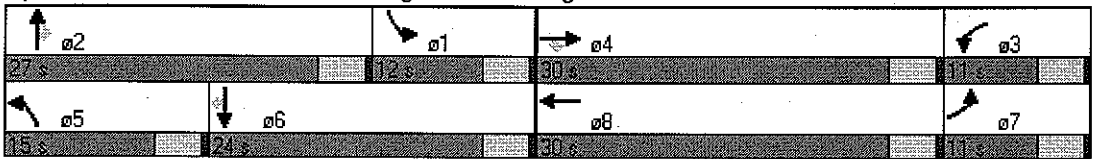


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C		C	B	A	D	C	A
Approach Delay		25.3			24.5			21.3			28.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	27	58	0	15	242		74	178	0	46	187	17
Queue Length 95th (ft)	51	90	44	m31	#332		#145	190	m1	80	#244	68
Internal Link Dist (ft)		832			5295			3199			1974	
Turn Bay Length (ft)	361			145			416		163	200		101
Base Capacity (vph)	300	1247	635	350	1209		472	1585	507	426	1471	561
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	4
Reduced v/c Ratio	0.37	0.19	0.19	0.11	0.87		0.78	0.64	0.04	0.45	0.73	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 59 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 24.9 Intersection LOS: C
 Intersection Capacity Utilization 81.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Fred Waring Dr & Washington St



Lanes, Volumes, Timings
2: Miles Dr & Washington St

Modified 2006 Existing Network
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕		↖	↕		↙	↖	↗	↙	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	247		0	259		253	130		200
Storage Lanes	1		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Fit		0.948			0.928				0.850			0.850
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3355	0	3433	3284	0	1770	5085	1583	1770	5085	1583
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3355	0	3433	3284	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			265				59			66
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		2325			3500			1805			3279	
Travel Time (s)		39.6			59.7			27.3			49.7	
Volume (vph)	25	65	34	85	335	311	43	1199	59	173	1090	66
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	25	65	34	85	335	311	43	1199	59	173	1090	66
Lane Group Flow (vph)	25	99	0	85	646	0	43	1199	59	173	1090	66
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4		3	8		5	2		1	6	6
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	11.0	21.0	0.0	11.0	21.0	0.0	11.0	30.0	30.0	18.0	37.0	37.0
Total Split (%)	13.8%	26.3%	0.0%	13.8%	26.3%	0.0%	13.8%	37.5%	37.5%	22.5%	46.3%	46.3%
Maximum Green (s)	7.0	17.0		7.0	17.0		7.0	26.0	26.0	14.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	7.0	8.1		10.6	16.1		10.3	35.9	35.9	11.6	43.9	43.9
Actuated g/C Ratio	0.09	0.10		0.13	0.20		0.13	0.45	0.45	0.15	0.55	0.55
v/c Ratio	0.16	0.27		0.19	0.74		0.19	0.53	0.08	0.67	0.39	0.07
Uniform Delay, d1	37.8	21.6		30.7	17.2		35.0	17.7	0.0	32.4	13.3	0.0
Control Delay	36.5	23.8		23.1	14.8		16.7	8.0	0.5	21.4	11.6	5.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.9	0.0	0.0
Total Delay	36.5	23.8		23.1	14.8		16.7	8.0	0.5	22.4	11.7	5.1

Lanes, Volumes, Timings
2: Miles Dr & Washington St

Modified 2006 Existing Network
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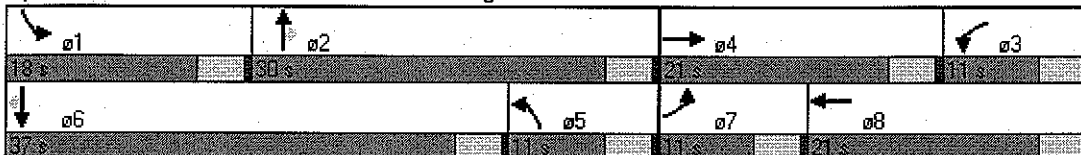


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C		C	B		B	A	A	C	B	A
Approach Delay		26.4			15.8			7.9			12.7	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	12	16		21	95		11	42	1	37	186	3
Queue Length 95th (ft)	35	38		39	151		16	71	0	m129	255	m26
Internal Link Dist (ft)		2245			3420			1725			3199	
Turn Bay Length (ft)	260			247			259		253	130		200
Base Capacity (vph)	155	740		455	925		227	2283	743	310	2995	960
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	31	127	8
Reduced v/c Ratio	0.16	0.13		0.19	0.70		0.19	0.53	0.08	0.62	0.38	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 64 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 12.1 Intersection LOS: B
 Intersection Capacity Utilization 63.5% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Miles Dr & Washington St



Lanes, Volumes, Timings
3: Highway 111 & Washington St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↗	↔	↕	↗	↔	↕	↗	↔	↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	525		0	434		173	253		0
Storage Lanes	2		0	2		0	2		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Frt			0.850		0.952				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	4841	0	3433	5085	1583	3433	5045	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	4841	0	3433	5085	1583	3433	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			285		142				60		10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		2765			2143			2589			950	
Travel Time (s)		37.7			29.2			39.2			14.4	
Volume (vph)	55	503	285	67	820	381	722	923	60	321	732	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	503	285	67	820	381	722	923	60	321	732	43
Lane Group Flow (vph)	55	503	285	67	1201	0	722	923	60	321	775	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0		11.0	20.0	20.0	11.0	20.0	
Total Split (s)	11.0	25.0	25.0	11.0	25.0	0.0	24.0	28.0	28.0	16.0	20.0	0.0
Total Split (%)	13.8%	31.3%	31.3%	13.8%	31.3%	0.0%	30.0%	35.0%	35.0%	20.0%	25.0%	0.0%
Maximum Green (s)	7.0	21.0	21.0	7.0	21.0		20.0	24.0	24.0	12.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	7.0	18.9	18.9	7.0	21.1		19.3	29.1	29.1	11.3	21.0	
Actuated g/C Ratio	0.09	0.24	0.24	0.09	0.26		0.24	0.36	0.36	0.14	0.26	
v/c Ratio	0.18	0.42	0.48	0.22	0.87		0.87	0.50	0.10	0.66	0.58	
Uniform Delay, d1	36.5	25.2	0.0	35.3	24.7		29.0	21.1	0.0	32.5	26.8	
Control Delay	35.5	26.6	5.8	36.0	32.2		28.8	12.1	4.4	24.5	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	35.5	26.6	5.8	36.0	32.2		28.8	12.1	4.4	24.5	16.5	

Lanes, Volumes, Timings
3: Highway 111 & Washington St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C		C	B	A	C	B	
Approach Delay		20.1			32.4			18.9			18.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	13	75	0	16	187		178	146	9	89	150	
Queue Length 95th (ft)	30	105	56	35	#264		#259	147	m23	78	97	
Internal Link Dist (ft)		2685			2063			2509			870	
Turn Bay Length (ft)	400			525			434		173	253		
Base Capacity (vph)	300	1335	626	300	1403		859	1847	613	515	1332	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.38	0.46	0.22	0.86		0.84	0.50	0.10	0.62	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 29 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 22.6

Intersection LOS: C

Intersection Capacity Utilization 74.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Highway 111 & Washington St

ø1	ø2	ø3	ø4
15 s	28 s	11 s	25 s
ø5	ø5	ø7	ø8
20 s	24 s	11 s	25 s

Lanes, Volumes, Timings
4: Highway 111 & Dune Palms Rd

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↙	↕		↘	↕	↙	↘	↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	535		0	170		265	195		130
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frnt		0.987			0.965				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3493	0	1770	3415	0	1770	1863	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.518			0.190		
Satd. Flow (perm)	1770	3493	0	1770	3415	0	965	1863	1583	354	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			56				44			156
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		2592			1698			1384			5239	
Travel Time (s)		35.3			23.2			27.0			102.1	
Volume (vph)	78	905	83	48	1549	470	90	254	44	235	300	166
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	78	905	83	48	1549	470	90	254	44	235	300	166
Lane Group Flow (vph)	78	988	0	48	2019	0	90	254	44	235	300	166
Turn Type	Prot			Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	11.0	72.0	0.0	12.0	73.0	0.0	11.0	21.0	21.0	15.0	25.0	25.0
Total Split (%)	9.2%	60.0%	0.0%	10.0%	60.8%	0.0%	9.2%	17.5%	17.5%	12.5%	20.8%	20.8%
Maximum Green (s)	7.0	68.0		8.0	69.0		7.0	17.0	17.0	11.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	7.0	70.6		7.7	69.0		24.0	17.0	17.0	32.0	21.0	21.0
Actuated g/C Ratio	0.06	0.59		0.06	0.58		0.20	0.14	0.14	0.27	0.18	0.18
v/c Ratio	0.76	0.48		0.43	1.02		0.38	0.96	0.17	1.05	0.48	0.41
Uniform Delay, d1	56.1	14.3		55.7	24.8		34.7	51.6	0.0	38.3	45.0	2.5
Control Delay	96.2	15.5		65.1	49.5		39.7	98.1	14.8	112.5	47.7	11.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.2	15.5		65.1	49.5		39.7	98.1	14.8	112.5	47.7	11.2

Lanes, Volumes, Timings
4: Highway 111 & Dune Palms Rd

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	B		E	D		D	F	B	F	D	B
Approach Delay		21.4			49.9			75.1			60.8	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	61	228		36	~821		54	198	0	~164	111	7
Queue Length 95th (ft)	#146	282		77	#1000		99	#364	35	#309	157	68
Internal Link Dist (ft)		2512			1618			1304			5159	
Turn Bay Length (ft)	135			535			170		265	195		130
Base Capacity (vph)	103	2059		116	1987		240	264	262	224	619	406
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.48		0.41	1.02		0.38	0.96	0.17	1.05	0.48	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 46.8
 Intersection LOS: D
 Intersection Capacity Utilization 101.2%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Highway 111 & Dune Palms Rd

ø1	ø2	ø3	ø4
5 s	21 s	12 s	72 s
ø5	ø6	ø7	ø8
11 s	25 s	11 s	73 s

Lanes, Volumes, Timings
5: Indio Blvd & Jefferson St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓↓	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		255	216		0	200
Storage Lanes		1	1		0	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	1770	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		321				194
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	45	
Link Distance (ft)	1935			2644	6029	
Travel Time (s)	33.0			45.1	91.3	
Volume (vph)	562	321	292	789	329	194
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	562	321	292	789	329	194
Lane Group Flow (vph)	562	321	292	789	329	194
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.0	20.0	11.0	20.0	20.0	20.0
Total Split (s)	27.0	27.0	30.0	57.0	23.0	23.0
Total Split (%)	33.8%	33.8%	37.5%	71.3%	28.8%	28.8%
Maximum Green (s)	23.0	23.0	26.0	53.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.4	18.4	17.6	40.0	32.0	32.0
Actuated g/C Ratio	0.23	0.23	0.22	0.50	0.40	0.40
v/c Ratio	0.69	0.53	0.75	0.45	0.24	0.26
Uniform Delay, d1	28.2	0.0	29.1	12.9	15.9	0.0
Control Delay	29.9	5.4	31.6	12.6	16.7	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	5.4	31.6	12.6	16.7	4.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	C	A	C	B	B	A
Approach Delay	21.0			17.7	12.1	
Approach LOS	C			B	B	
Queue Length 50th (ft)	134	0	137	124	47	6
Queue Length 95th (ft)	175	57	199	115	78	24
Internal Link Dist (ft)	1855			2564	5949	
Turn Bay Length (ft)		255	216			200
Base Capacity (vph)	1017	684	575	2345	1374	750
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	48	0	0
Reduced v/c Ratio	0.55	0.47	0.51	0.34	0.24	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 36 (45%), Referenced to phase 2:NBL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 17.7
 Intersection LOS: B
 Intersection Capacity Utilization 51.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Indio Blvd & Jefferson St

23 s	27 s	30 s
	57 s	

Lanes, Volumes, Timings
6: Fred Waring Dr & Jefferson St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	8
Storage Length (ft)	219		0	232		0	208		215	149		200
Storage Lanes	1		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.986			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5014	0	3433	4902	0	1770	5085	1583	1770	5085	1372
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5014	0	3433	4902	0	1770	5085	1583	1770	5085	1372
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			95				115			57
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2684			10653			2642			6029	
Travel Time (s)		40.7			161.4			40.0			91.3	
Volume (vph)	178	575	57	113	580	186	83	389	115	46	295	57
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	178	575	57	113	580	186	83	389	115	46	295	57
Lane Group Flow (vph)	178	632	0	113	766	0	83	389	115	46	295	57
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	21.0	31.0	0.0	13.0	23.0	0.0	15.0	23.0	23.0	13.0	21.0	21.0
Total Split (%)	26.3%	38.8%	0.0%	16.3%	28.8%	0.0%	18.8%	28.8%	28.8%	16.3%	26.3%	26.3%
Maximum Green (s)	17.0	27.0		9.0	19.0		11.0	19.0	19.0	9.0	17.0	17.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	12.9	23.6		8.1	16.6		11.0	33.5	33.5	7.7	25.8	25.8
Actuated g/C Ratio	0.16	0.30		0.10	0.21		0.14	0.42	0.42	0.10	0.32	0.32
v/c Ratio	0.62	0.42		0.33	0.70		0.34	0.18	0.16	0.27	0.18	0.12
Uniform Delay, d1	31.3	21.8		34.7	24.9		31.1	16.7	0.0	37.6	21.8	0.0
Control Delay	40.5	18.4		32.2	25.5		33.1	17.7	6.5	31.4	13.0	2.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings
6: Fred Waring Dr & Jefferson St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	40.5	18.4		32.2	25.5		33.1	17.7	6.5	31.4	13.0	2.6
LOS	D	B		C	C		C	B	A	C	B	A
Approach Delay		23.3			26.4			17.7			13.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	88	62		26	109		34	43	1	16	22	0
Queue Length 95th (ft)	140	79		m45	164		73	85	33	m34	49	m9
Internal Link Dist (ft)		2604			10573			2562			5949	
Turn Bay Length (ft)	219			232			208		215	149		200
Base Capacity (vph)	379	1707		391	1250		260	2136	732	199	1665	488
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.37		0.29	0.61		0.32	0.18	0.16	0.23	0.18	0.12

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 36 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 21.6

Intersection LOS: C

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Fred Waring Dr & Jefferson St

ø1	ø2	ø3	ø4
3 s	23 s	12 s	31 s
ø5	ø6	ø7	ø8
16 s	21 s	21 s	23 s

Lanes, Volumes, Timings
7: Miles Dr & Jefferson St

Modified 2006 Existing Network
9/22/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	212		0	162		0	200		200	200		200				
Storage Lanes	1		0	1		0	1		1	1		1				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50				
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9				
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00				
Frt		0.949			0.952				0.850			0.850				
Flt Protected	0.950			0.950			0.950			0.950						
Satd. Flow (prot)	1770	3359	0	1770	3369	0	1770	5085	1583	1770	5085	1583				
Flt Permitted	0.428			0.556			0.579			0.663						
Satd. Flow (perm)	797	3359	0	1036	3369	0	1079	5085	1583	1235	5085	1583				
Right Turn on Red			Yes			Yes			Yes			Yes				
Satd. Flow (RTOR)		111			175				92			28				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Link Speed (mph)		40			40			45			45					
Link Distance (ft)		2684			5197			2675			2642					
Travel Time (s)		45.8			88.6			40.5			40.0					
Volume (vph)	116	213	111	84	377	175	53	134	92	62	270	28				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	116	213	111	84	377	175	53	134	92	62	270	28				
Lane Group Flow (vph)	116	324	0	84	552	0	53	134	92	62	270	28				
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm				
Protected Phases		4			8			2			6					
Permitted Phases	4			8			2		2	6		6				
Detector Phases	4	4		8	8		2	2	2	6	6	6				
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0				
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0				
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0				
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%				
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0	16.0	16.0	16.0	16.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5				
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5				
Lead/Lag																
Lead-Lag Optimize?																
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0				
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min				
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0				
Act Effct Green (s)	12.6	12.6		12.6	12.6		19.4	19.4	19.4	19.4	19.4	19.4				
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.49	0.49	0.49	0.49	0.49	0.49				
v/c Ratio	0.46	0.29		0.26	0.47		0.10	0.05	0.11	0.10	0.11	0.04				
Uniform Delay, d1	11.0	6.6		10.2	7.3		5.6	5.4	0.0	5.6	5.6	0.0				
Control Delay	11.0	4.9		9.2	7.0		6.5	5.4	2.6	3.5	2.9	1.8				
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	11.0	4.9		9.2	7.0		6.5	5.4	2.6	3.5	2.9	1.8				

Lanes, Volumes, Timings
7: Miles Dr & Jefferson St

Modified 2006 Existing Network
9/22/2006

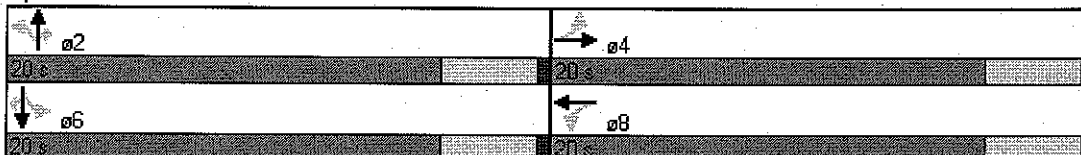


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A		A	A		A	A	A	A	A	A
Approach Delay		6.5			7.3			4.7			2.9	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	20	17		14	34		3	2	0	2	2	1
Queue Length 95th (ft)	24	17		23	38		21	15	0	17	18	m0
Internal Link Dist (ft)		2604			5117			2595			2562	
Turn Bay Length (ft)	212			162			200		200	200		200
Base Capacity (vph)	339	1491		440	1533		551	2598	854	631	2598	823
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.22		0.19	0.36		0.10	0.05	0.11	0.10	0.10	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 28 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 5.7 Intersection LOS: A
 Intersection Capacity Utilization 47.4% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Miles Dr & Jefferson St



Lanes, Volumes, Timings
8: Westward Ho Dr & Jefferson St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↙	↘	↗	↘	↗	↗	↘	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		0	0		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.861			0.976				0.850			0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	1770	1604	0	0	1805	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.735				0.974		0.545			0.606		
Satd. Flow (perm)	1369	1604	0	0	1771	0	1015	5085	1583	1129	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78			6				11			160
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		20			20			45			45	
Link Distance (ft)		1517			1321			1431			2675	
Travel Time (s)		51.7			45.0			21.7			40.5	
Volume (vph)	84	6	78	5	23	6	91	225	11	7	330	160
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	84	6	78	5	23	6	91	225	11	7	330	160
Lane Group Flow (vph)	84	84	0	0	34	0	91	225	11	7	330	160
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phases	4	4		8	8		2	2	2	6	6	6
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effct Green (s)	8.1	8.1		8.1	8.1		29.9	29.9	29.9	29.9	29.9	29.9
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.30	0.22		0.09	0.09		0.12	0.06	0.01	0.01	0.09	0.13
Uniform Delay, d1	16.0	1.1		12.6	12.6		2.4	2.3	0.0	2.1	2.4	0.0
Control Delay	13.9	5.1		11.0	11.0		2.4	1.8	1.2	2.4	2.3	1.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	5.1		11.0	11.0		2.4	1.8	1.2	2.4	2.3	1.4

Lanes, Volumes, Timings
 8: Westward Ho Dr & Jefferson St

Modified 2006 Existing Network
 9/22/2006

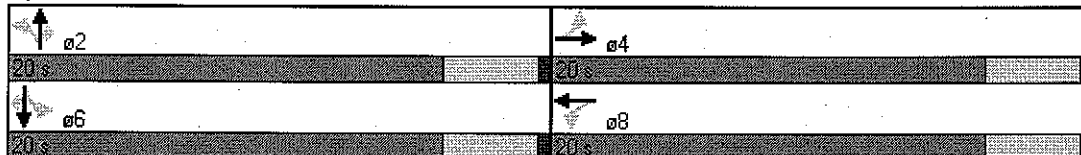


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A			B		A	A	A	A	A	A
Approach Delay		9.5			11.0			1.9			2.0	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)	16	1			5		8	6	1	1	17	17
Queue Length 95th (ft)	39	22			19		5	3	1	1	6	0
Internal Link Dist (ft)		1437			1241			1351			2595	
Turn Bay Length (ft)							200		200	200		200
Base Capacity (vph)	548	688			712		759	3801	1186	844	3801	1224
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.12			0.05		0.12	0.06	0.01	0.01	0.09	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 39 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 3.5
 Intersection Capacity Utilization 33.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 8: Westward Ho Dr & Jefferson St



Lanes, Volumes, Timings
9: Highway 111 & Jefferson St

Modified 2006 Existing Network
9/22/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	255		200	191		0	325		250	140		255
Storage Lanes	2		1	1		0	2		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3500	0	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3500	0	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198		11				152			44
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1003			2597			2695			1188	
Travel Time (s)		13.7			35.4			40.8			18.0	
Volume (vph)	57	573	198	175	980	75	389	318	152	98	396	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	57	573	198	175	980	75	389	318	152	98	396	44
Lane Group Flow (vph)	57	573	198	175	1055	0	389	318	152	98	396	44
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0		11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	11.0	24.0	24.0	19.0	32.0	0.0	16.0	26.0	26.0	11.0	21.0	21.0
Total Split (%)	13.8%	30.0%	30.0%	23.8%	40.0%	0.0%	20.0%	32.5%	32.5%	13.8%	26.3%	26.3%
Maximum Green (s)	7.0	20.0	20.0	15.0	28.0		12.0	22.0	22.0	7.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.0	17.5	17.5	13.8	28.7		13.8	27.9	27.9	7.1	19.0	19.0
Actuated g/C Ratio	0.09	0.22	0.22	0.17	0.36		0.17	0.35	0.35	0.09	0.24	0.24
v/c Ratio	0.19	0.74	0.40	0.57	0.84		0.66	0.18	0.23	0.32	0.33	0.11
Uniform Delay, d1	36.5	29.1	0.0	28.9	23.2		30.0	19.9	0.0	35.5	27.4	0.0
Control Delay	35.6	32.5	6.1	34.9	29.9		22.9	10.1	0.9	39.5	26.5	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	32.5	6.1	34.9	29.9		22.9	10.1	0.9	39.5	26.5	9.5

Lanes, Volumes, Timings
9: Highway 111 & Jefferson St

Modified 2006 Existing Network
9/22/2006

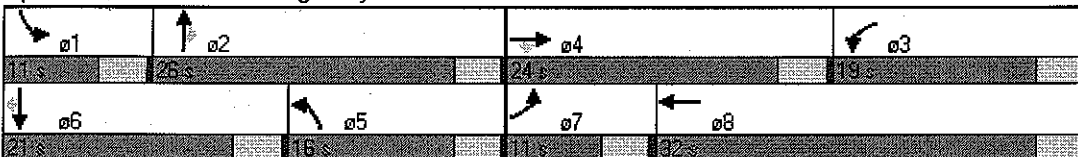


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C		C	B	A	D	C	A
Approach Delay		26.4			30.6			14.3			27.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	13	138	0	73	231		64	19	0	23	66	1
Queue Length 95th (ft)	31	188	49	141	#363		104	26	m2	50	85	1
Internal Link Dist (ft)		923			2517			2615			1108	
Turn Bay Length (ft)	255		200	191			325		250	140		255
Base Capacity (vph)	300	885	544	355	1287		603	1820	665	303	1368	458
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.65	0.36	0.49	0.82		0.65	0.17	0.23	0.32	0.29	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 25.1
 Intersection LOS: C
 Intersection Capacity Utilization 67.4%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Highway 111 & Jefferson St



Lanes, Volumes, Timings
10: Avenue 48 & Jefferson St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↕	↗	↘	↕	↗	↘	↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		385	220		0	285		202	321		253
Storage Lanes	1		1	1		0	2		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3422	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	3422	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			359		47				171			61
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		1786			2587			5312			2695	
Travel Time (s)		30.4			44.1			80.5			40.8	
Volume (vph)	25	183	359	193	557	158	451	668	171	88	708	61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	25	183	359	193	557	158	451	668	171	88	708	61
Lane Group Flow (vph)	25	183	359	193	715	0	451	668	171	88	708	61
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0		11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	11.0	20.0	20.0	19.0	28.0	0.0	19.0	28.0	28.0	13.0	22.0	22.0
Total Split (%)	13.8%	25.0%	25.0%	23.8%	35.0%	0.0%	23.8%	35.0%	35.0%	16.3%	27.5%	27.5%
Maximum Green (s)	7.0	16.0	16.0	15.0	24.0		15.0	24.0	24.0	9.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.0	12.7	12.7	12.3	24.6		15.0	32.9	32.9	8.4	24.0	24.0
Actuated g/C Ratio	0.09	0.16	0.16	0.15	0.31		0.19	0.41	0.41	0.11	0.30	0.30
v/c Ratio	0.16	0.62	0.65	0.71	0.66		0.70	0.32	0.23	0.48	0.46	0.12
Uniform Delay, d1	37.8	31.4	0.0	29.9	22.3		29.7	18.2	0.0	35.1	25.4	0.0
Control Delay	36.5	35.4	8.0	32.9	20.2		34.2	15.7	3.0	27.3	15.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	35.4	8.0	32.9	20.2		34.2	15.7	3.0	27.3	15.6	3.1

Lanes, Volumes, Timings
10: Avenue 48 & Jefferson St

Modified 2006 Existing Network
9/22/2006

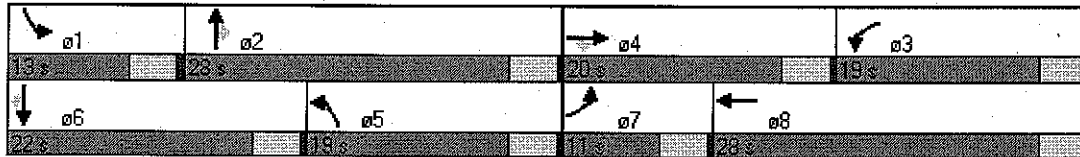


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	A	C	C		C	B	A	C	B	A
Approach Delay		18.1			22.9			20.5			15.9	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	12	87	0	71	109		113	60	4	29	62	0
Queue Length 95th (ft)	35	144	68	118	161		145	86	13	57	156	m8
Internal Link Dist (ft)		1706			2507			5232			2615	
Turn Bay Length (ft)	210		385	220			285		202	321		253
Base Capacity (vph)	155	373	604	332	1119		644	2093	752	199	1528	518
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.49	0.59	0.58	0.64		0.70	0.32	0.23	0.44	0.46	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 72 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 66.2%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Avenue 48 & Jefferson St



Lanes, Volumes, Timings
11: Avenue 50 & Jefferson St

Modified 2006 Existing Network
9/22/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	152		117	127		151	325		215	350		235
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.514			0.545			0.950			0.950		
Satd. Flow (perm)	957	1863	1583	1015	1863	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)			51			137			79		354	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		1553			10574			690			5312	
Travel Time (s)		26.5			180.2			10.5			80.5	
Volume (vph)	234	188	51	89	206	137	60	523	79	139	579	354
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	234	188	51	89	206	137	60	523	79	139	579	354
Lane Group Flow (vph)	234	188	51	89	206	137	60	523	79	139	579	354
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0	20.0
Total Split (s)	18.0	27.0	27.0	13.0	22.0	22.0	13.0	22.0	22.0	18.0	27.0	27.0
Total Split (%)	22.5%	33.8%	33.8%	16.3%	27.5%	27.5%	16.3%	27.5%	27.5%	22.5%	33.8%	33.8%
Maximum Green (s)	14.0	23.0	23.0	9.0	18.0	18.0	9.0	18.0	18.0	14.0	23.0	23.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	22.4	15.1	15.1	24.1	14.2	14.2	8.2	32.7	32.7	10.6	37.3	37.3
Actuated g/C Ratio	0.28	0.19	0.19	0.30	0.18	0.18	0.10	0.41	0.41	0.13	0.47	0.47
v/c Ratio	0.66	0.53	0.15	0.22	0.62	0.35	0.33	0.25	0.11	0.59	0.24	0.38
Uniform Delay, d1	23.0	29.2	0.0	19.0	30.4	0.0	36.0	16.6	0.0	34.0	14.3	0.0
Control Delay	27.4	31.8	8.8	18.4	26.8	7.8	37.3	19.1	6.8	22.6	6.8	1.8
Queue Delay	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 Delay	27.4	31.8	8.8	18.4	26.8	7.8	37.3	19.1	6.8	22.6	6.8	1.8

Lanes, Volumes, Timings
11: Avenue 50 & Jefferson St

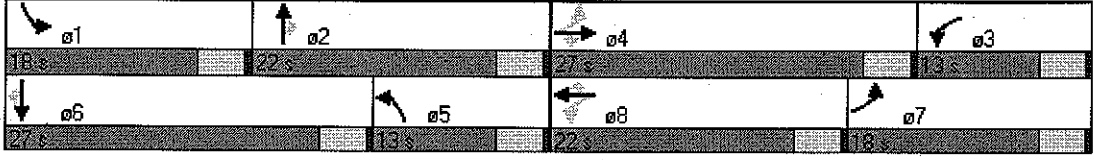
Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	B	C	A	D	B	A	C	A	A
Approach Delay		27.1			19.0			19.3			7.2	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)	88	89	0	27	69	5	28	63	0	45	36	3
Queue Length 95th (ft)	129	142	27	m50	118	34	64	115	33	m53	57	11
Internal Link Dist (ft)		1473			10494			610			5232	
Turn Bay Length (ft)	152		117	127		151	325		215	350		235
Base Capacity (vph)	474	536	491	414	419	462	199	2081	694	322	2373	927
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.35	0.10	0.21	0.49	0.30	0.30	0.25	0.11	0.43	0.24	0.38

Intersection Summary
 Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 54.9%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Avenue 50 & Jefferson St



Lanes, Volumes, Timings
12: Highway 111 & Shields Rd

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	106		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997						0.876	
Flt Protected	0.950			0.950				0.950			0.996	
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1770	0	0	1625	0
Flt Permitted	0.950			0.950				0.950			0.996	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1770	0	0	1625	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			20			20	
Link Distance (ft)		2597			2601			1102			1148	
Travel Time (s)		35.4			35.5			37.6			39.1	
Volume (vph)	89	712	5	3	952	21	2	0	0	26	0	303
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	89	712	5	3	952	21	2	0	0	26	0	303
Lane Group Flow (vph)	89	717	0	3	973	0	0	2	0	0	329	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings
13: Avenue 48 & Shields Rd

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↗	↔	↑↑			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	156		236	154		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.952			0.876	
Flt Protected	0.950			0.950				0.970			0.997	
Satd. Flow (prot)	1770	5085	1583	1770	3536	0	0	1720	0	0	1627	0
Flt Permitted	0.950			0.950				0.970			0.997	
Satd. Flow (perm)	1770	5085	1583	1770	3536	0	0	1720	0	0	1627	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2587			2612			757			752	
Travel Time (s)		44.1			44.5			17.2			17.1	
Volume (vph)	43	352	25	30	650	6	19	1	11	8	2	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	43	352	25	30	650	6	19	1	11	8	2	118
Lane Group Flow (vph)	43	352	25	30	656	0	0	31	0	0	128	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.9% ICU Level of Service A
 Analysis Period (min) 15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	→	↵	↵	↵	↵
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	105		0	160
Storage Lanes		0	1		0	1
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1730	0	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1730	0	1770	1863	1770	1583
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	5197			5351	2726	
Travel Time (s)	88.6			91.2	62.0	
Volume (vph)	189	210	248	303	295	299
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	189	210	248	303	295	299
Lane Group Flow (vph)	399	0	248	303	295	299
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 62.9% ICU Level of Service B
 Analysis Period (min) 15

Lanes, Volumes, Timings
15: Avenue 46 & Madison St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	109		0	91		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.955			0.962			0.955	
Flt Protected		0.986			0.985		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	3329	0	1770	1792	0	1770	1779	0
Flt Permitted		0.986			0.985		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	3329	0	1770	1792	0	1770	1779	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2605			5077			2599			2726	
Travel Time (s)		71.0			138.5			59.1			62.0	
Volume (vph)	103	175	96	118	153	115	80	281	94	77	274	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	103	175	96	118	153	115	80	281	94	77	274	116
Lane Group Flow (vph)	0	374	0	0	386	0	80	375	0	77	390	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings
16: Highway 111 & Madison St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	126		0	116		0	160		0	107		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.984			0.945			0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3483	0	1770	1760	0	1770	1755	0
Flt Permitted	0.950			0.950			0.424			0.448		
Satd. Flow (perm)	1770	3522	0	1770	3483	0	790	1760	0	835	1755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			23			51				55
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			30				30
Link Distance (ft)		2601			2623			2658				2599
Travel Time (s)		35.5			35.8			60.4				59.1
Volume (vph)	69	644	21	73	705	84	59	190	111	120	196	122
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	69	644	21	73	705	84	59	190	111	120	196	122
Lane Group Flow (vph)	69	665	0	73	789	0	59	301	0	120	318	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases							2			6		
Detector Phases	7	4		3	8		2	2		6		6
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		7.0
Minimum Split (s)	11.0	20.0		11.0	20.0		20.0	20.0		20.0		20.0
Total Split (s)	12.0	25.0	0.0	12.0	25.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	20.0%	41.7%	0.0%	20.0%	41.7%	0.0%	38.3%	38.3%	0.0%	38.3%	38.3%	0.0%
Maximum Green (s)	8.0	21.0		8.0	21.0		19.0	19.0		19.0		19.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5		0.5
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		Max	Max		Max		Max
Walk Time (s)		5.0			5.0		5.0	5.0		5.0		5.0
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0		11.0
Pedestrian Calls (#/hr)		0			0		0	0		0		0
Act Effct Green (s)	7.5	16.0		7.6	16.0		19.9	19.9		19.9		19.9
Actuated g/C Ratio	0.14	0.32		0.14	0.32		0.39	0.39		0.39		0.39
v/c Ratio	0.28	0.59		0.30	0.70		0.19	0.41		0.36		0.44
Uniform Delay, d1	22.9	15.2		23.0	15.5		10.7	9.6		11.5		9.7
Control Delay	25.9	16.2		26.1	17.1		16.4	14.2		19.3		14.4
Queue Delay	0.0	0.0		0.1	0.0		0.0	0.0		0.0		0.0
Total Delay	25.9	16.2		26.2	17.1		16.4	14.2		19.3		14.4

Lanes, Volumes, Timings
16: Highway 111 & Madison St

Modified 2006 Existing Network
9/22/2006

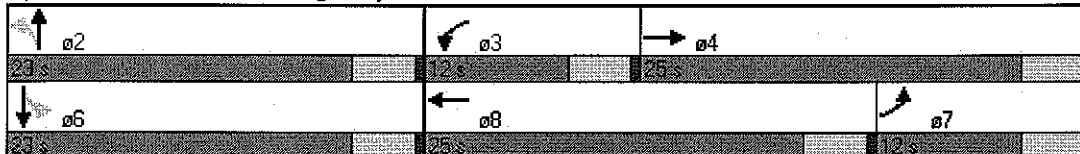


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B		C	B		B	B		B	B	
Approach Delay		17.1			17.8			14.6			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	22	96		23	117		14	64		31	68	
Queue Length 95th (ft)	55	143		58	172		42	136		79	144	
Internal Link Dist (ft)		2521			2543			2578			2519	
Turn Bay Length (ft)	126			116			160			107		
Base Capacity (vph)	258	1361		258	1357		312	727		330	727	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		15	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.49		0.30	0.58		0.19	0.41		0.36	0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 50.4
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization: 64.9%
 Analysis Period (min): 15
 Intersection LOS: B
 ICU Level of Service: C

Splits and Phases: 16: Highway 111 & Madison St



Lanes, Volumes, Timings
17: Avenue 48 & Madison St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	151		0	135		0	152		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.883	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3415	0	1770	3539	1583	1770	3125	0
Fit Permitted	0.350			0.614			0.659			0.736		
Satd. Flow (perm)	652	3539	1583	1144	3415	0	1228	3539	1583	1371	3125	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27		117				31		115	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		2612			5366			1283			2658	
Travel Time (s)		44.5			91.5			29.2			60.4	
Volume (vph)	88	221	27	15	517	155	33	31	31	166	32	115
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	88	221	27	15	517	155	33	31	31	166	32	115
Lane Group Flow (vph)	88	221	27	15	672	0	33	31	31	166	147	0
Turn Type	Perm		Perm	Perm			Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		
Detector Phases	4	4	4	8	8		2	2	2	6	6	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	0.0%	50.0%	50.0%	50.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		16.0	16.0	16.0	16.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		C-Min	C-Min	C-Min	C-Min	C-Min	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	
Act Effct Green (s)	13.7	13.7	13.7	13.7	13.7		18.3	18.3	18.3	18.3	18.3	
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34		0.46	0.46	0.46	0.46	0.46	
v/c Ratio	0.39	0.18	0.05	0.04	0.54		0.06	0.02	0.04	0.27	0.10	
Uniform Delay, d1	10.0	9.2	0.0	8.7	8.6		6.0	5.9	0.0	6.7	1.3	
Control Delay	8.7	5.0	1.5	3.7	6.6		8.8	8.3	4.3	10.1	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	8.7	5.0	1.5	3.7	6.6		8.8	8.3	4.3	10.1	3.6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A	A	A	A		A	A	A	B	A	
Approach Delay		5.7			6.5			7.1			7.1	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	9	11	1	1	20		5	2	0	26	2	
Queue Length 95th (ft)	48	18	m1	m3	24		16	7	11	59	14	
Internal Link Dist (ft)		2532			5286			1203			2578	
Turn Bay Length (ft)	150			151			135			152		
Base Capacity (vph)	277	1504	688	486	1519		591	1704	778	660	1564	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.32	0.15	0.04	0.03	0.44		0.06	0.02	0.04	0.25	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 16 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 6.5

Intersection LOS: A

Intersection Capacity Utilization 53.4%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Avenue 48 & Madison St

<p>20 s</p>	<p>20 s</p>
<p>20 s</p>	<p>20 s</p>

Lanes, Volumes, Timings
18: Highway 111 & Clinton St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗		↘	↗		↘	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	54		0	190		0	228		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.977			0.992			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3369	0	1770	3458	0	1770	3511	0	1770	3398	0
Flt Permitted	0.950			0.950			0.399			0.561		
Satd. Flow (perm)	1770	3369	0	1770	3458	0	743	3511	0	1045	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		117			30			8				77
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			35				35
Link Distance (ft)		2623			3854			2739				1901
Travel Time (s)		35.8			52.6			53.4				37.0
Volume (vph)	95	525	247	37	576	103	253	299	16	100	310	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	525	247	37	576	103	253	299	16	100	310	113
Lane Group Flow (vph)	95	772	0	37	679	0	253	315	0	100	423	0
Turn Type	Prot			Prot			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	20.0		11.0	20.0	
Total Split (s)	11.0	21.0	0.0	11.0	21.0	0.0	12.0	22.0	0.0	11.0	21.0	0.0
Total Split (%)	16.9%	32.3%	0.0%	16.9%	32.3%	0.0%	18.5%	33.8%	0.0%	16.9%	32.3%	0.0%
Maximum Green (s)	7.0	17.0		7.0	17.0		8.0	18.0		7.0	17.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	7.0	19.4		7.1	15.2		27.0	20.9		24.1	17.3	
Actuated g/C Ratio	0.11	0.32		0.11	0.25		0.44	0.34		0.38	0.28	
v/c Ratio	0.48	0.67		0.20	0.77		0.55	0.26		0.21	0.41	
Uniform Delay, d1	27.1	16.6		30.2	22.0		10.5	15.6		9.9	15.0	
Control Delay	36.1	19.2		30.6	25.2		16.6	17.8		11.9	17.1	
Queue Delay	0.0	0.0		0.1	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.1	19.2		30.7	25.2		16.6	17.8		11.9	17.1	

Lanes, Volumes, Timings
 18: Highway 111 & Clinton St

Modified 2006 Existing Network
 9/22/2006



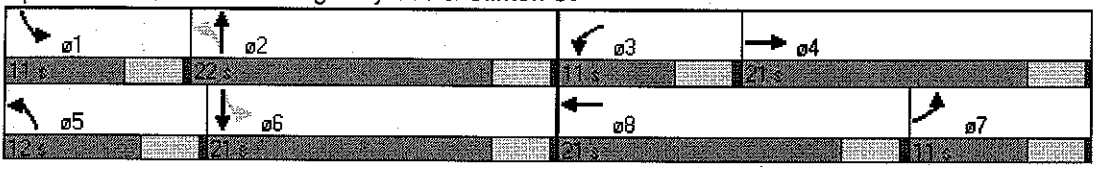
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B		C	C		B	B		B	B	
Approach Delay		21.0			25.5			17.3			16.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	36	93		14	123		62	50		22	58	
Queue Length 95th (ft)	#79	#211		38	178		109	81		47	97	
Internal Link Dist (ft)		2543			3774			2659			1821	
Turn Bay Length (ft)	220			54			190			228		
Base Capacity (vph)	197	1215		186	968		464	1213		479	1021	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		14	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.64		0.22	0.70		0.55	0.26		0.21	0.41	

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 60.9
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 20.5
 Intersection LOS: C
 Intersection Capacity Utilization 67.8%
 ICU Level of Service C
 Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Highway 111 & Clinton St



Lanes, Volumes, Timings
19: Fred Waring Dr & Monroe St

Modified 2006 Existing Network
9/22/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	112		200	110		0	121		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.988			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3497	0	1770	3380	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3497	0	1770	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			82		13			95	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		10653			594			2274			920	
Travel Time (s)		161.4			9.0			38.8			15.7	
Volume (vph)	246	92	72	64	40	82	86	632	53	50	743	314
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	246	92	72	64	40	82	86	632	53	50	743	314
Lane Group Flow (vph)	246	92	72	64	40	82	86	685	0	50	1057	0
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	12.0	36.0	0.0	11.0	35.0	0.0
Total Split (%)	16.3%	27.5%	27.5%	13.8%	25.0%	25.0%	15.0%	45.0%	0.0%	13.8%	43.8%	0.0%
Maximum Green (s)	9.0	18.0	18.0	7.0	16.0	16.0	8.0	32.0		7.0	31.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	9.2	9.6	9.6	9.1	9.6	9.6	8.0	39.9		12.0	41.7	
Actuated g/C Ratio	0.12	0.12	0.12	0.11	0.12	0.12	0.10	0.50		0.15	0.52	
v/c Ratio	0.63	0.41	0.28	0.32	0.18	0.31	0.48	0.39		0.19	0.59	
Uniform Delay, d1	33.7	32.6	0.0	33.8	32.9	0.0	34.6	13.8		32.2	13.4	
Control Delay	27.9	21.1	9.3	36.4	30.7	8.9	41.3	6.3		30.6	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1	0.0	
Total Delay	27.9	21.1	9.3	36.4	30.7	8.9	41.3	6.3		30.8	16.0	

Lanes, Volumes, Timings
 19: Fred Waring Dr & Monroe St

Modified 2006 Existing Network
 9/22/2006

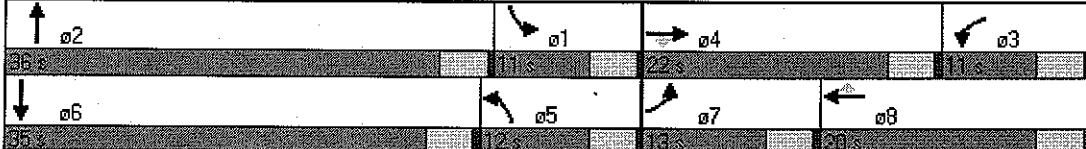


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	D	C	A	D	A		C	B	
Approach Delay		23.1			23.1			10.2			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	59	41	0	30	19	0	46	81		19	185	
Queue Length 95th (ft)	101	90	45	64	43	35	m92	58		54	287	
Internal Link Dist (ft)		10573			514			2194			840	
Turn Bay Length (ft)	380			112		200	110			121		
Base Capacity (vph)	402	419	412	201	373	382	183	1852		265	1806	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		27	0	
Reduced v/c Ratio	0.61	0.22	0.17	0.32	0.11	0.21	0.47	0.37		0.21	0.59	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Fred Waring Dr & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	149		0	155		0	86		0	85		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.968			0.996			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1803	0	1770	3525	0	1770	3440	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1803	0	1770	3525	0	1770	3440	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102		15			3				36
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		5351			1929			1603			2274	
Travel Time (s)		91.2			32.9			27.3			38.8	
Volume (vph)	166	195	102	84	164	44	92	668	16	19	645	147
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	166	195	102	84	164	44	92	668	16	19	645	147
Lane Group Flow (vph)	166	195	102	84	208	0	92	684	0	19	792	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Detector Phases	7	4	4	3	8		5	2		1	6	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	20.0	20.0	11.0	20.0		11.0	20.0		11.0	20.0	
Total Split (s)	18.0	25.0	25.0	13.0	20.0	0.0	12.0	31.0	0.0	11.0	30.0	0.0
Total Split (%)	22.5%	31.3%	31.3%	16.3%	25.0%	0.0%	15.0%	38.8%	0.0%	13.8%	37.5%	0.0%
Maximum Green (s)	14.0	21.0	21.0	9.0	16.0		8.0	27.0		7.0	26.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	11.7	15.5	15.5	11.5	13.1		7.8	38.8		7.0	33.6	
Actuated g/C Ratio	0.15	0.19	0.19	0.14	0.16		0.10	0.49		0.09	0.42	
v/c Ratio	0.64	0.54	0.26	0.33	0.68		0.53	0.40		0.12	0.54	
Uniform Delay, d1	31.3	29.0	0.0	32.0	29.2		34.2	15.2		37.6	18.8	
Control Delay	38.3	32.2	7.2	33.5	34.7		38.0	10.6		29.4	9.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.3	32.2	7.2	33.5	34.7		38.0	10.6		29.4	9.7	

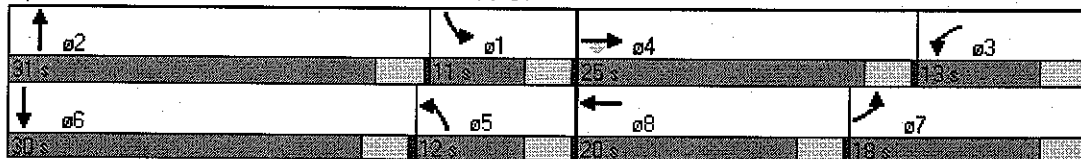


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C		D	B		C	A	
Approach Delay		28.9			34.3			13.9			10.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	78	92	0	37	91		46	53		10	114	
Queue Length 95th (ft)	137	147	37	79	155		#91	125		m19	88	
Internal Link Dist (ft)		5271			1849			1523			2194	
Turn Bay Length (ft)	149			155			86			85		
Base Capacity (vph)	310	489	491	263	373		177	1712		155	1467	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	76		0	0	
Reduced v/c Ratio	0.54	0.40	0.21	0.32	0.56		0.52	0.42		0.12	0.54	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 5 (6%) Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 18.1 Intersection LOS: B
 Intersection Capacity Utilization 62.2% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Miles Dr & Monroe St



Lanes, Volumes, Timings
21: Reqa Ave & Monroe St

Modified 2006 Existing Network
9/22/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		0	64		0
Storage Lanes	0		0	0		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.979			0.947			0.985			0.974	
Flt Protected		0.980			0.990		0.950			0.950		
Satd. Flow (prot)	0	1787	0	0	1746	0	1770	3486	0	1770	3447	0
Flt Permitted		0.751			0.905		0.950			0.950		
Satd. Flow (perm)	0	1370	0	0	1596	0	1770	3486	0	1770	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			44			17				35
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		20			20			40				40
Link Distance (ft)		1541			2103			1094				1603
Travel Time (s)		52.5			71.7			18.6				27.3
Volume (vph)	95	97	35	55	107	105	27	598	67	44	725	152
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	97	35	55	107	105	27	598	67	44	725	152
Lane Group Flow (vph)	0	227	0	0	267	0	27	665	0	44	877	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	20.0		11.0	20.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	15.0	34.0	0.0	15.0	34.0	0.0
Total Split (%)	38.8%	38.8%	0.0%	38.8%	38.8%	0.0%	18.8%	42.5%	0.0%	18.8%	42.5%	0.0%
Maximum Green (s)	27.0	27.0		27.0	27.0		11.0	30.0		11.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		17.0			17.0		7.8	47.5		7.9	52.0	
Actuated g/C Ratio		0.21			0.21		0.10	0.59		0.10	0.65	
v/c Ratio		0.75			0.71		0.16	0.32		0.25	0.39	
Uniform Delay, d1		27.9			24.2		38.4	8.7		36.0	7.8	
Control Delay		30.5			26.0		15.8	3.0		48.4	3.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.5			26.0		15.8	3.0		48.4	3.5	

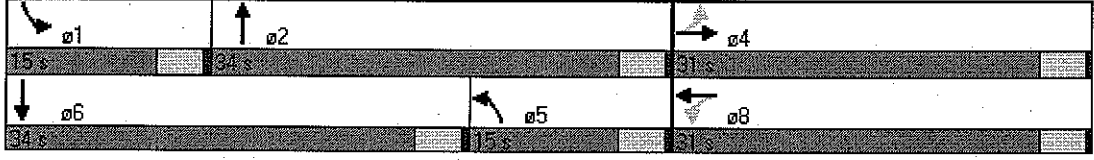


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C		B	A		D	A	
Approach Delay		30.5			26.0			3.5			5.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		102			104		9	18		23	35	
Queue Length 95th (ft)		158			162		m15	40		m41	72	
Internal Link Dist (ft)		1461			2023			1014			1523	
Turn Bay Length (ft)							56			64		
Base Capacity (vph)		470			568		243	2078		243	2252	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		3	0	
Reduced v/c Ratio		0.48			0.47		0.11	0.32		0.18	0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 45 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 10.2
 Intersection LOS: B
 Intersection Capacity Utilization 64.1%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Reqa Ave & Monroe St



Lanes, Volumes, Timings
22: Highway 111 & Monroe St

Modified 2006 Existing Network
9/22/2006



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗↘		↘↘	↗↗	↗	↘	↗↗		↘	↗↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	196		0	244		290	225		0	191		0
Storage Lanes	1		0	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.995				0.850		0.985			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	3433	3539	1583	1770	3486	0	1770	3398	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5060	0	3433	3539	1583	1770	3486	0	1770	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				66		14			64	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		3854			2505			2653			1094	
Travel Time (s)		52.6			34.2			45.2			18.6	
Volume (vph)	113	631	24	86	592	66	64	419	48	143	425	153
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	113	631	24	86	592	66	64	419	48	143	425	153
Lane Group Flow (vph)	113	655	0	86	592	66	64	467	0	143	578	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	20.0		11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	16.0	29.0	0.0	12.0	25.0	25.0	12.0	21.0	0.0	18.0	27.0	0.0
Total Split (%)	20.0%	36.3%	0.0%	15.0%	31.3%	31.3%	15.0%	26.3%	0.0%	22.5%	33.8%	0.0%
Maximum Green (s)	12.0	25.0		8.0	21.0	21.0	8.0	17.0		14.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	10.0	20.4		7.5	17.9	17.9	7.8	26.6		11.7	32.8	
Actuated g/C Ratio	0.13	0.26		0.09	0.22	0.22	0.10	0.33		0.15	0.41	
v/c Ratio	0.51	0.51		0.27	0.75	0.16	0.37	0.40		0.55	0.40	
Uniform Delay, d1	34.0	25.2		35.0	28.9	0.0	35.1	21.1		30.9	15.7	
Control Delay	37.3	25.4		35.5	32.0	7.3	30.6	17.5		21.4	10.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.3	25.4		35.5	32.0	7.3	30.6	17.5		21.4	10.8	