Appendix A:

Traffic Count Data Sheets

ITM Peak Hour Summary

Prepared by:

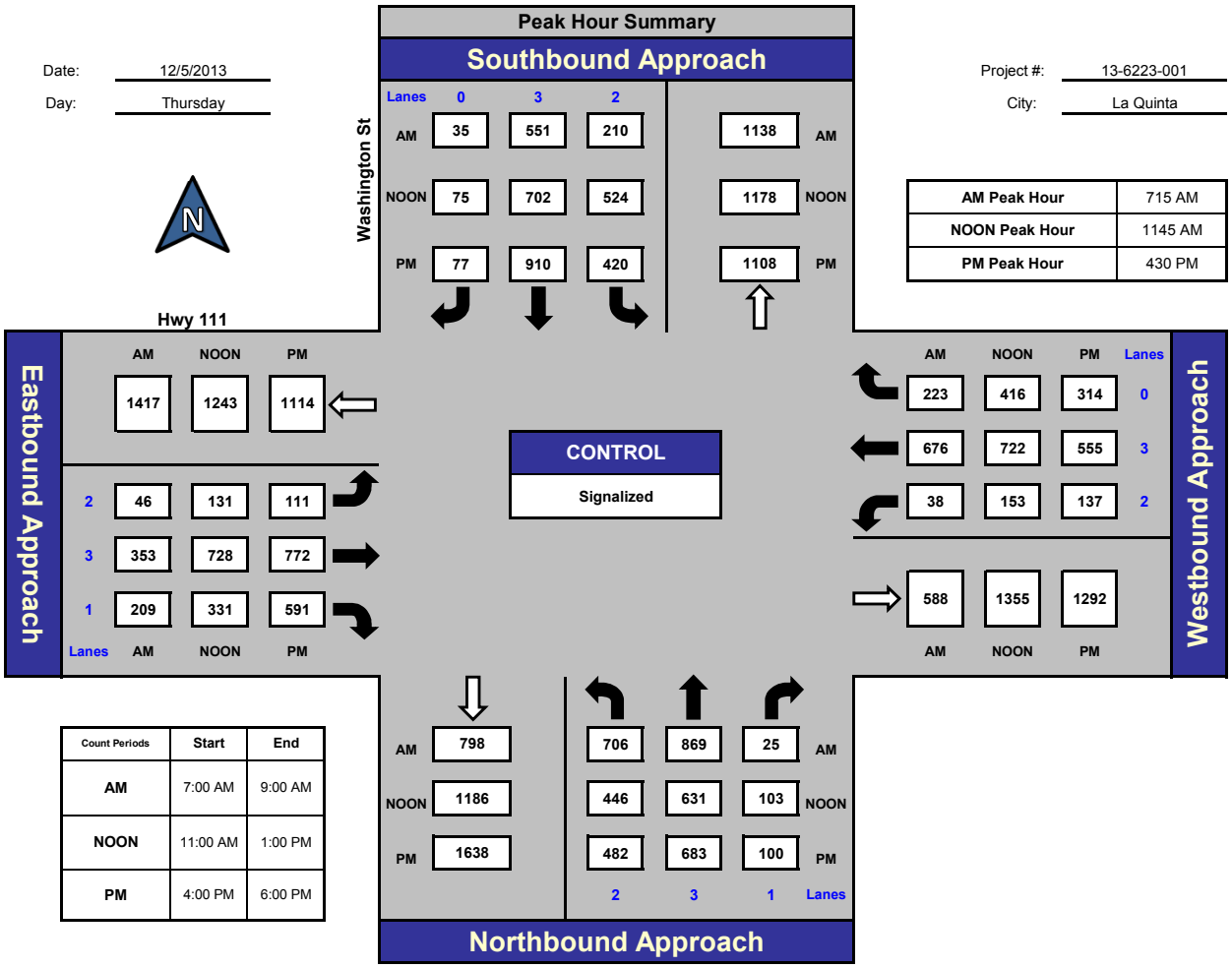
National Data & Surveying Services

Washington St and Hwy 111 , La Quinta

Date: 12/5/2013
Day: Thursday

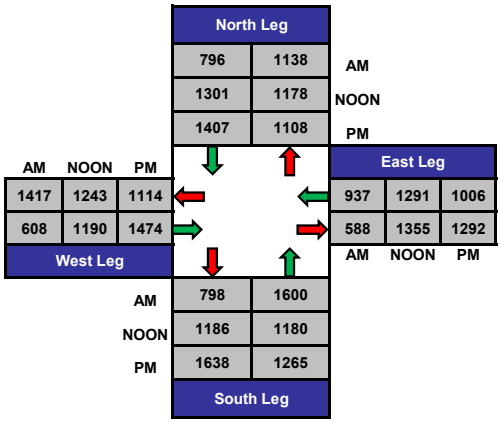
Project #: 13-6223-001
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1145 AM
PM Peak Hour	430 PM

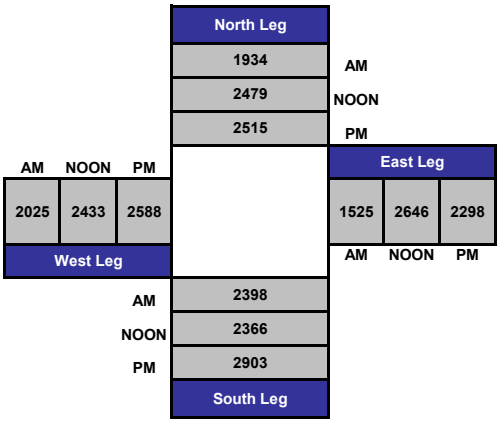


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

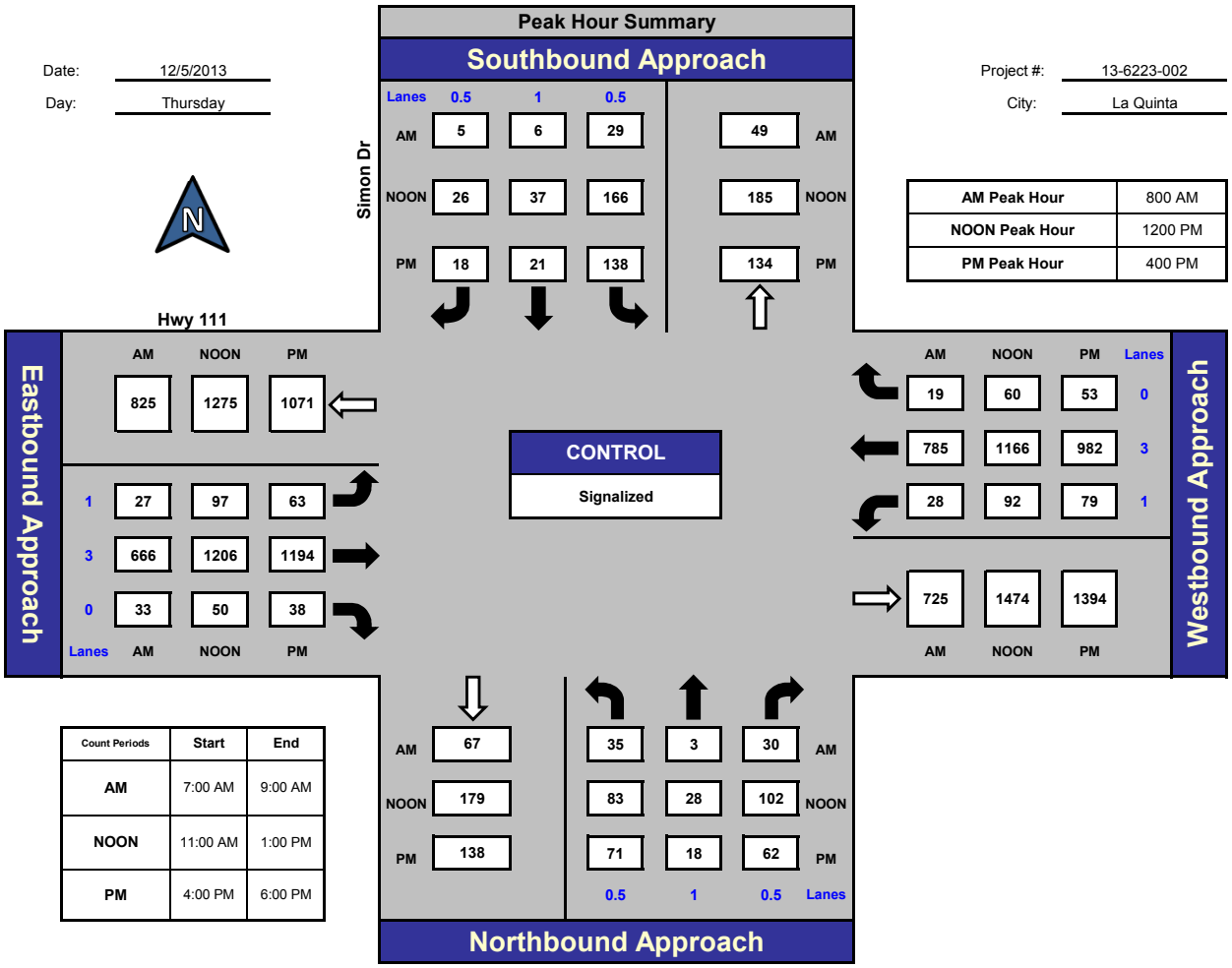
National Data & Surveying Services

Simon Dr and Hwy 111 , La Quinta

Date: 12/5/2013
Day: Thursday

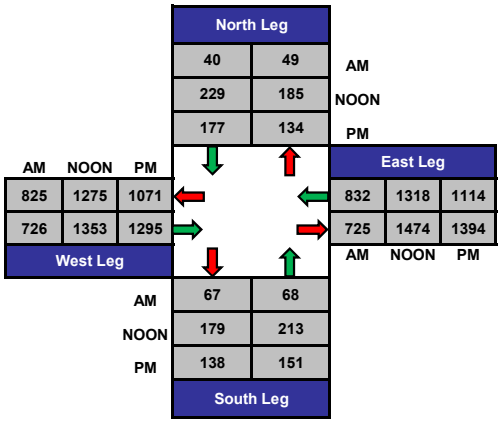
Project #: 13-6223-002
City: La Quinta

AM Peak Hour	800 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

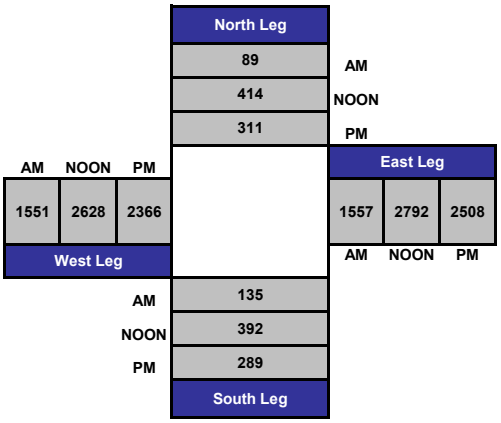


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

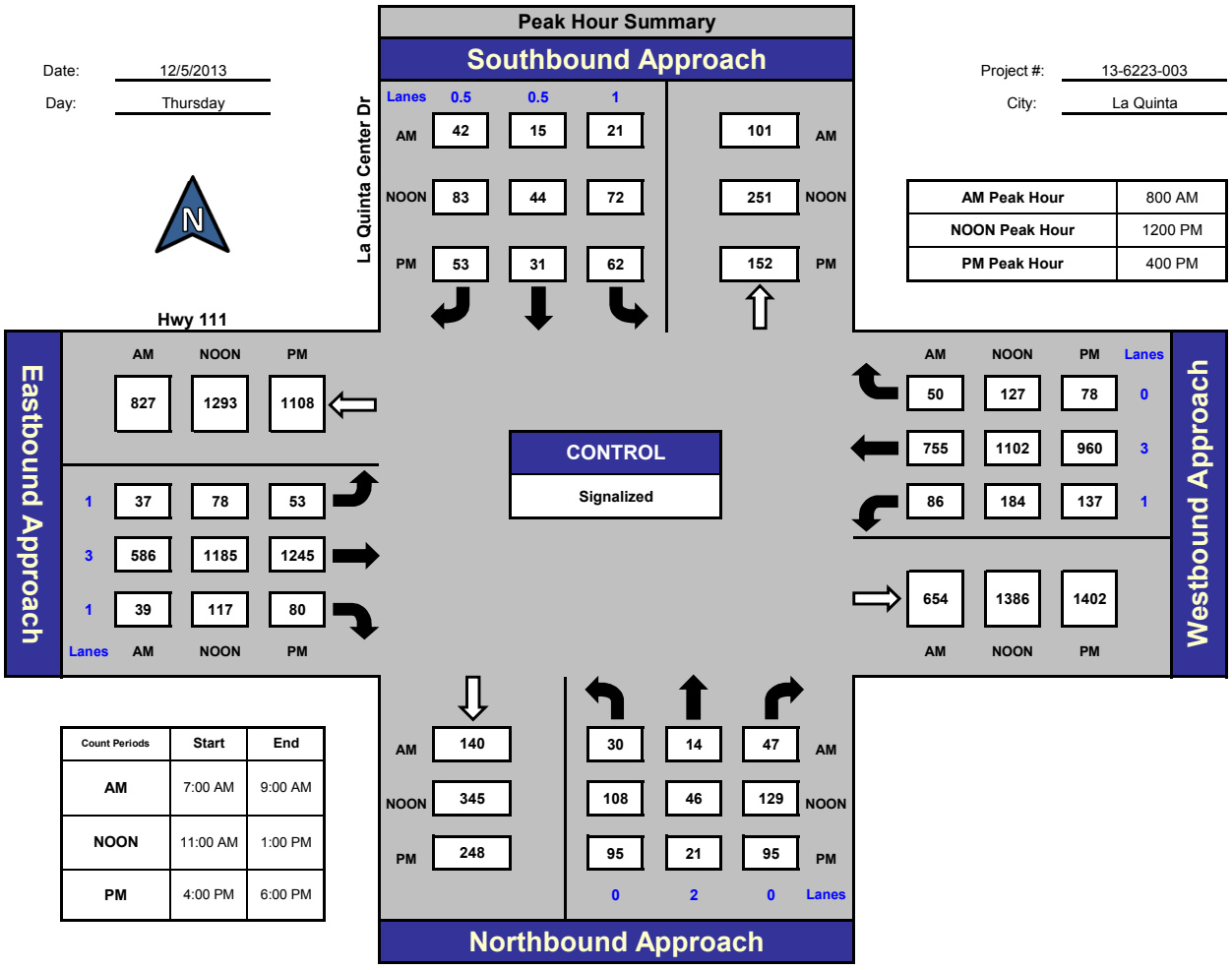
National Data & Surveying Services

La Quinta Center Dr and Hwy 111 , La Quinta

Date: 12/5/2013
Day: Thursday

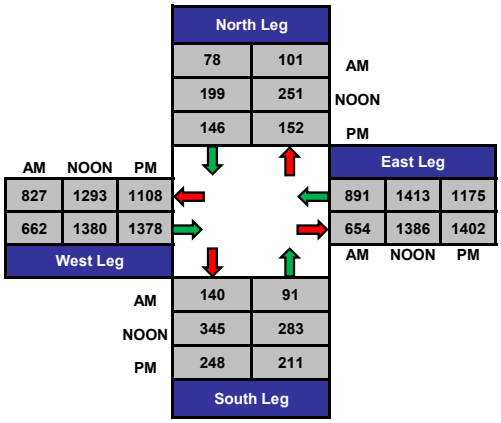
Project #: 13-6223-003
City: La Quinta

AM Peak Hour	800 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

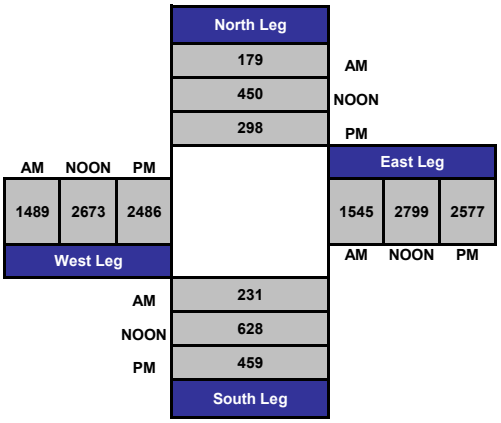


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Adams St and Hwy 111 , La Quinta

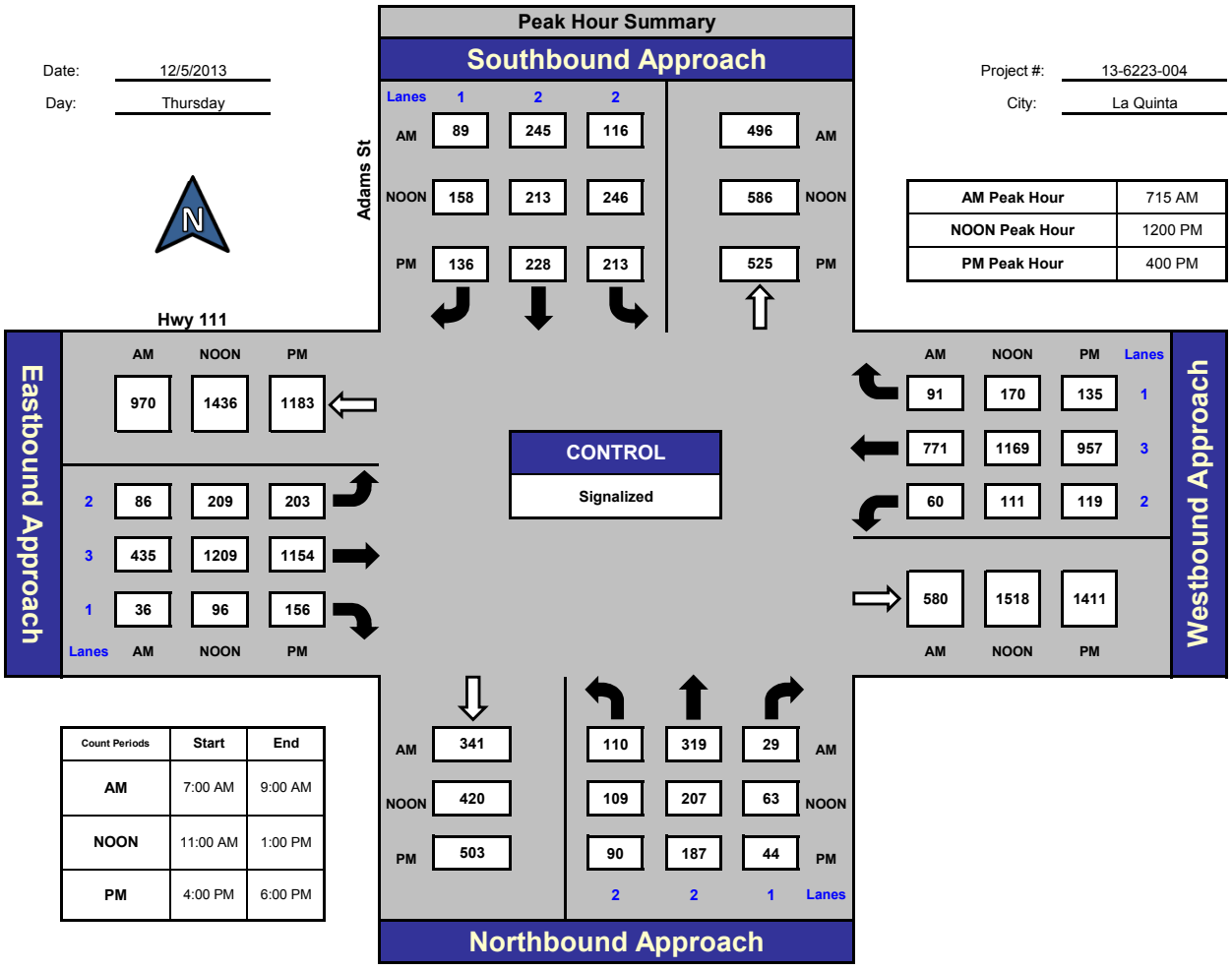
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-004

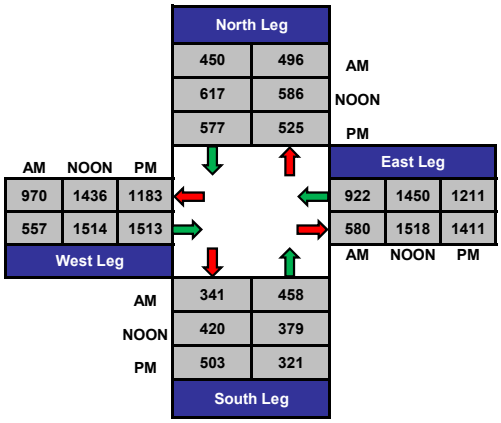
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

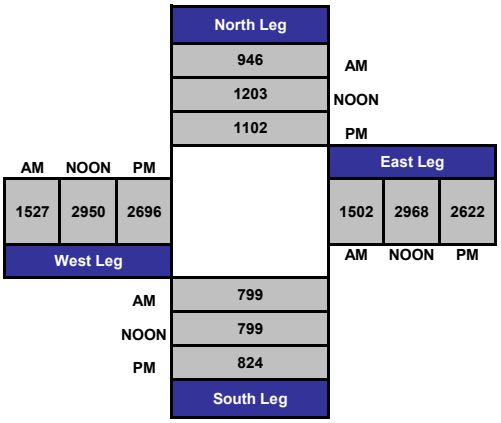


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

La Quinta Dr and Hwy 111 , La Quinta

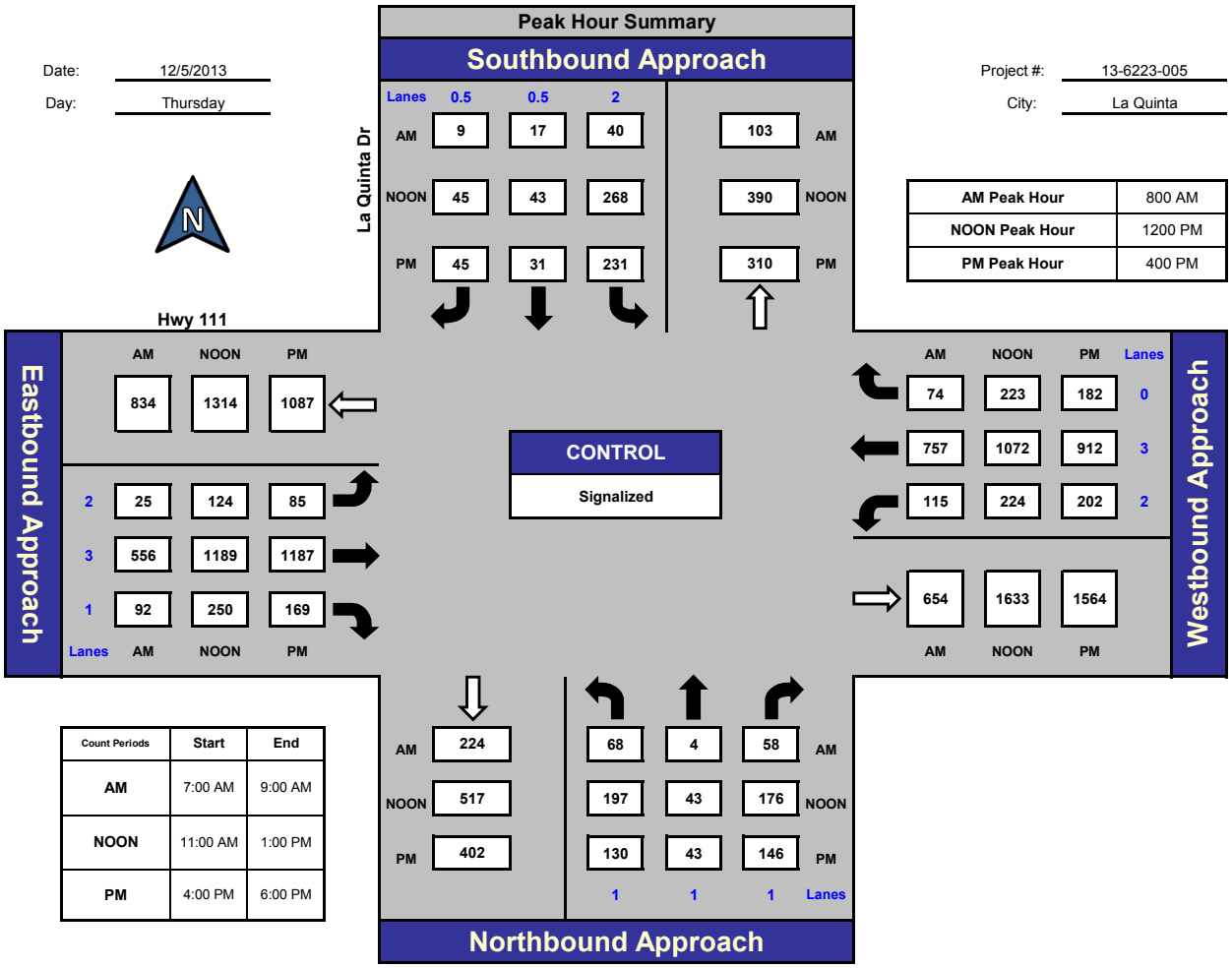
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-005

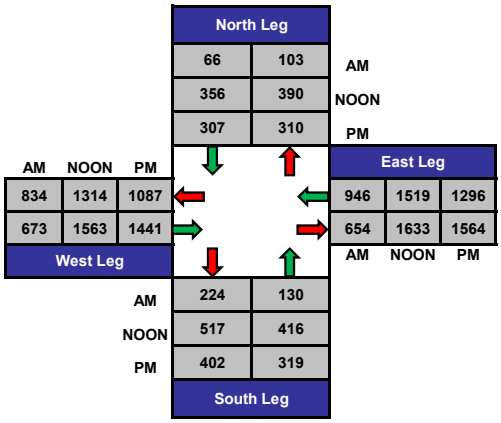
City: La Quinta

AM Peak Hour	800 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

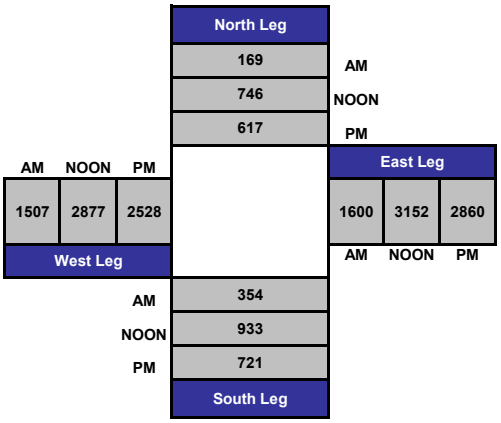


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Dune Palms Rd and Hwy 111 , La Quinta

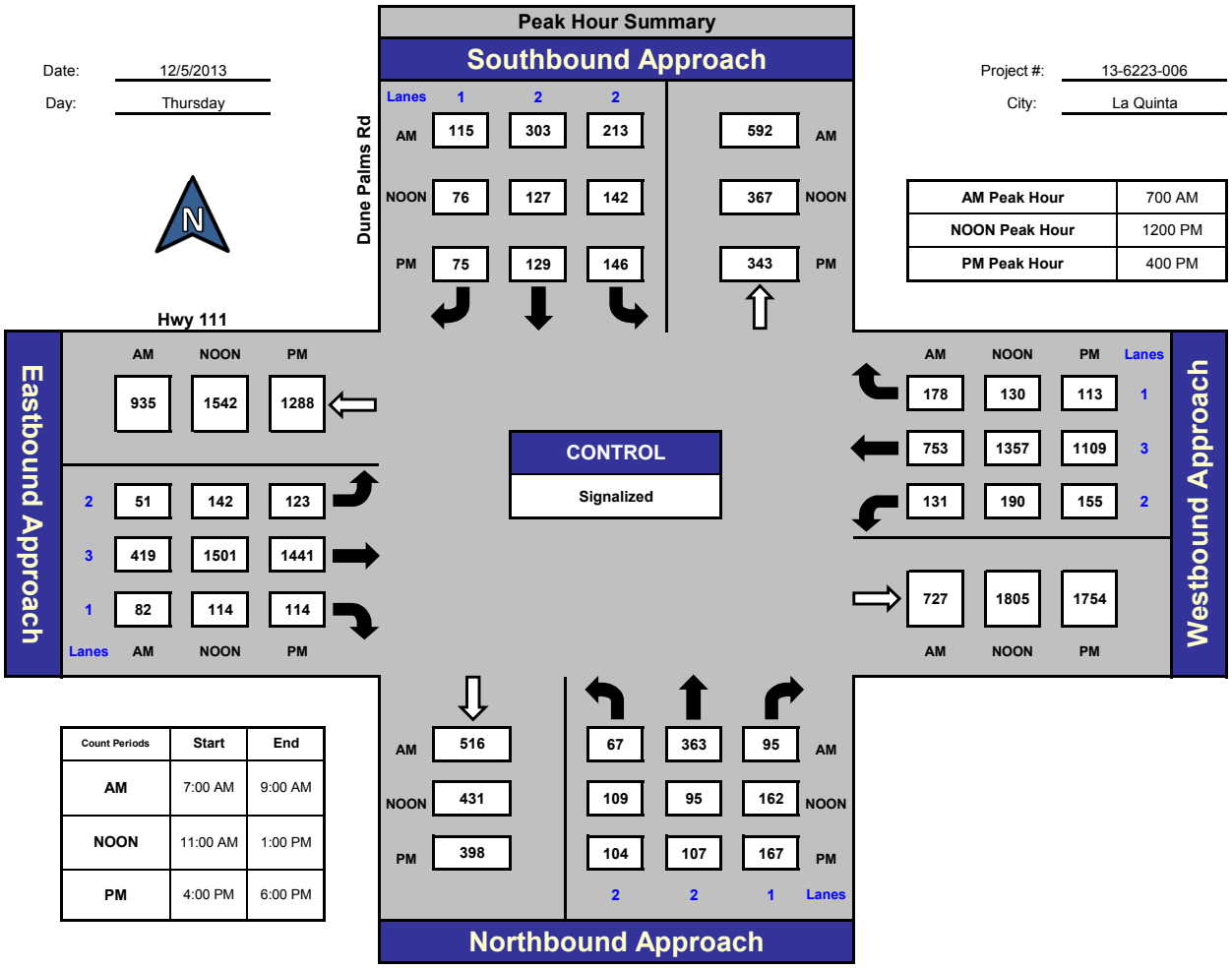
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-006

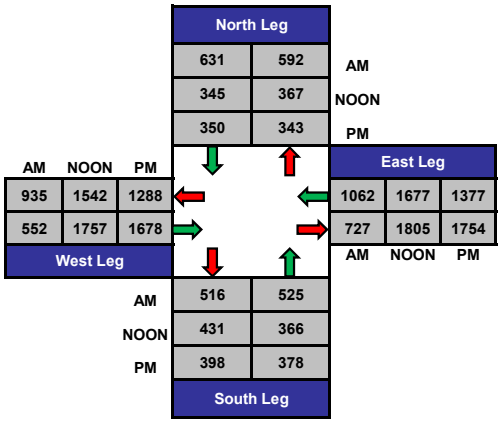
City: La Quinta

AM Peak Hour	700 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

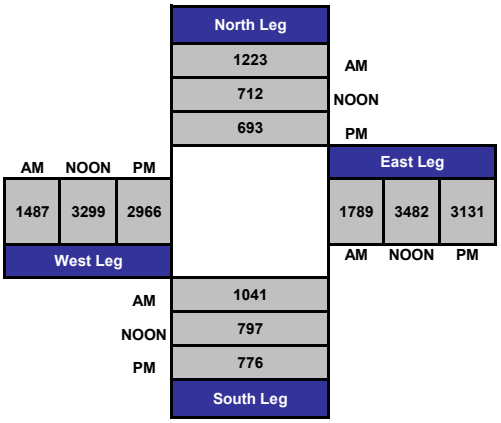


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Depot Dr and Hwy 111 , La Quinta

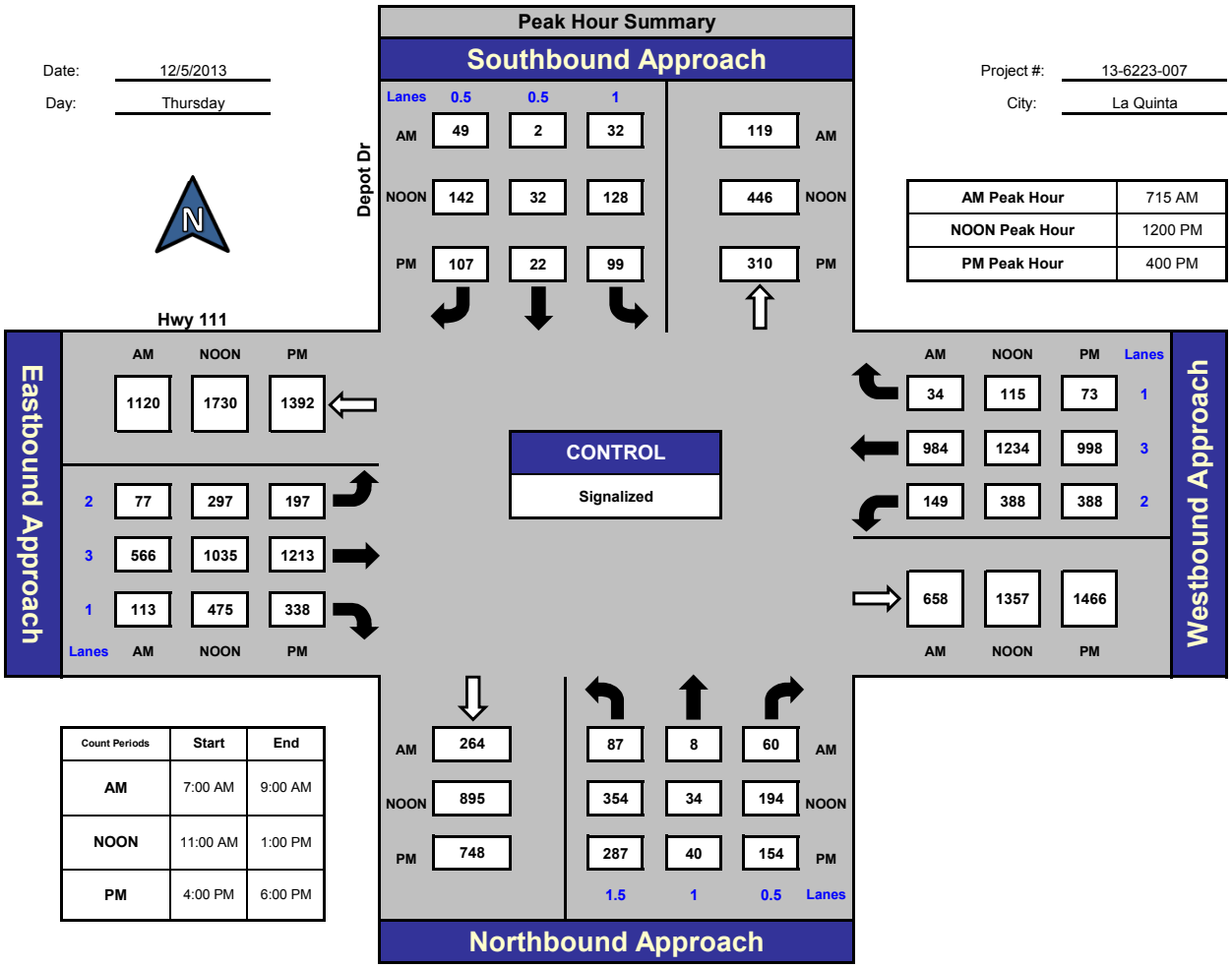
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-007

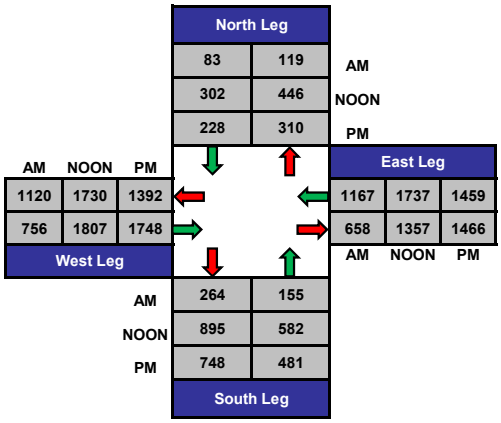
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

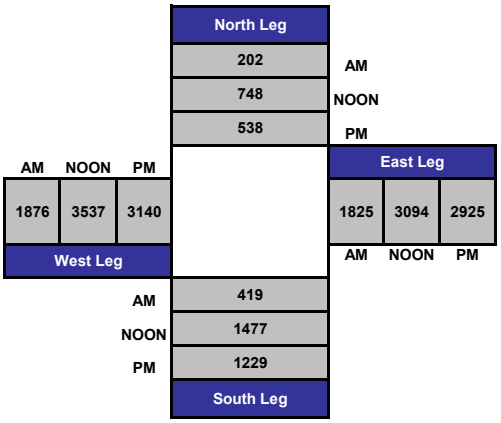


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jefferson St and Hwy 111 , La Quinta

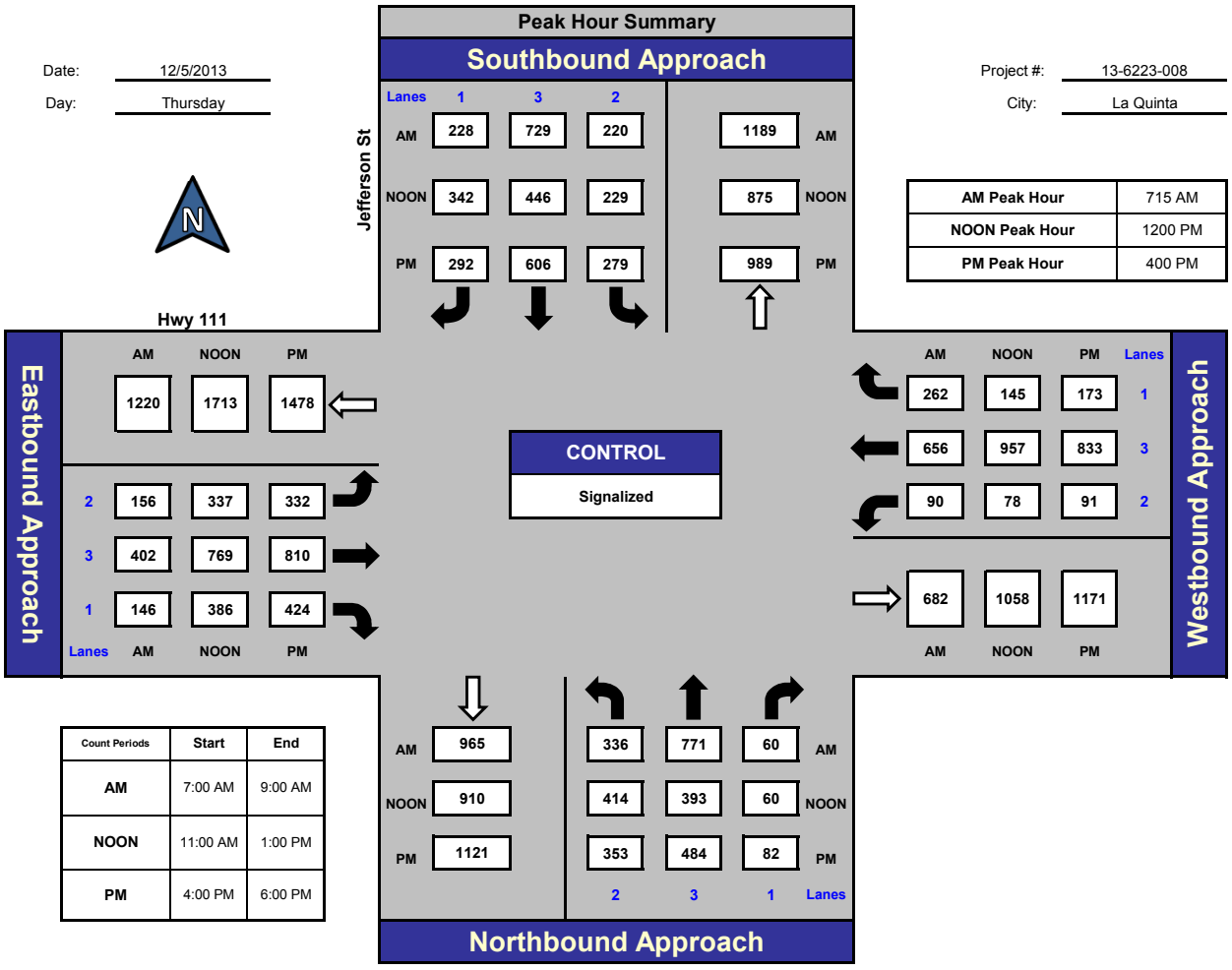
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-008

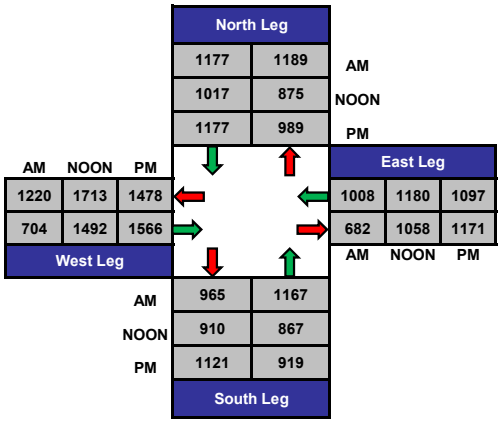
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1200 PM
PM Peak Hour	400 PM

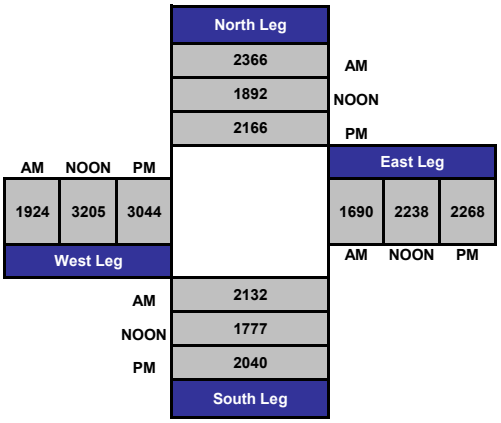


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Washington St and Fred Waring Dr , La Quinta

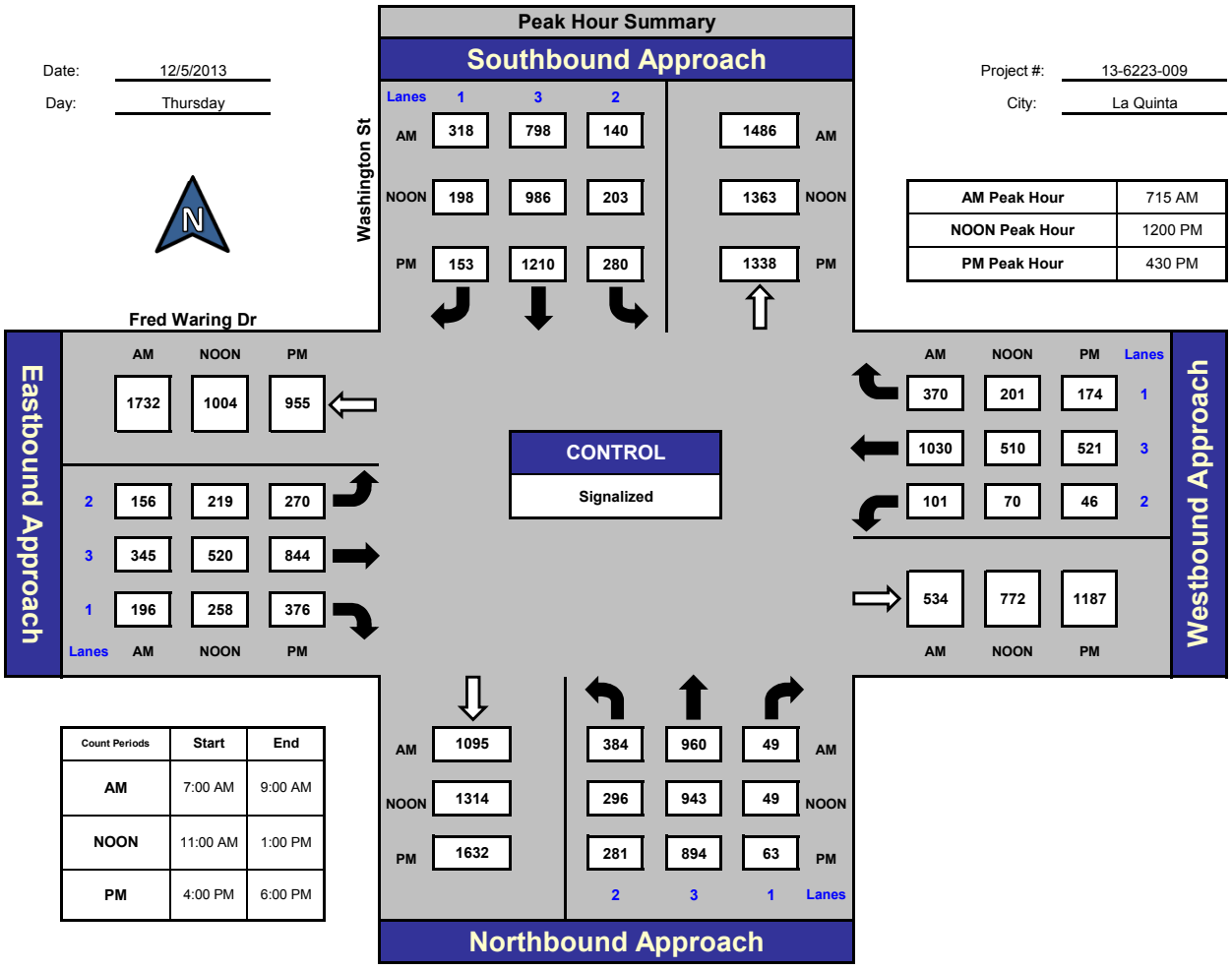
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-009

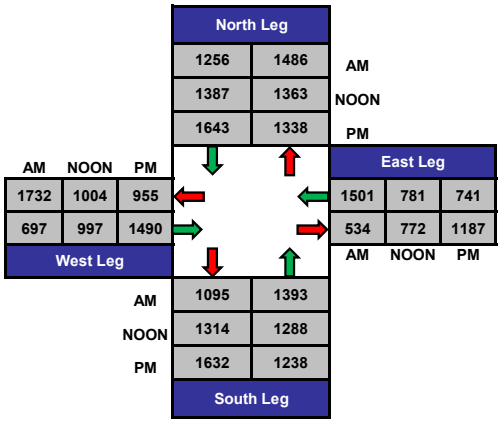
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1200 PM
PM Peak Hour	430 PM

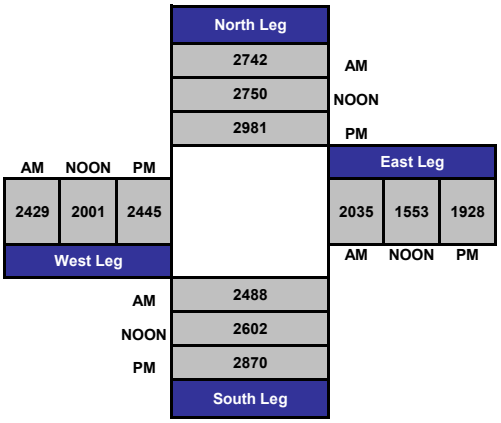


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Washington St and Miles Ave , La Quinta

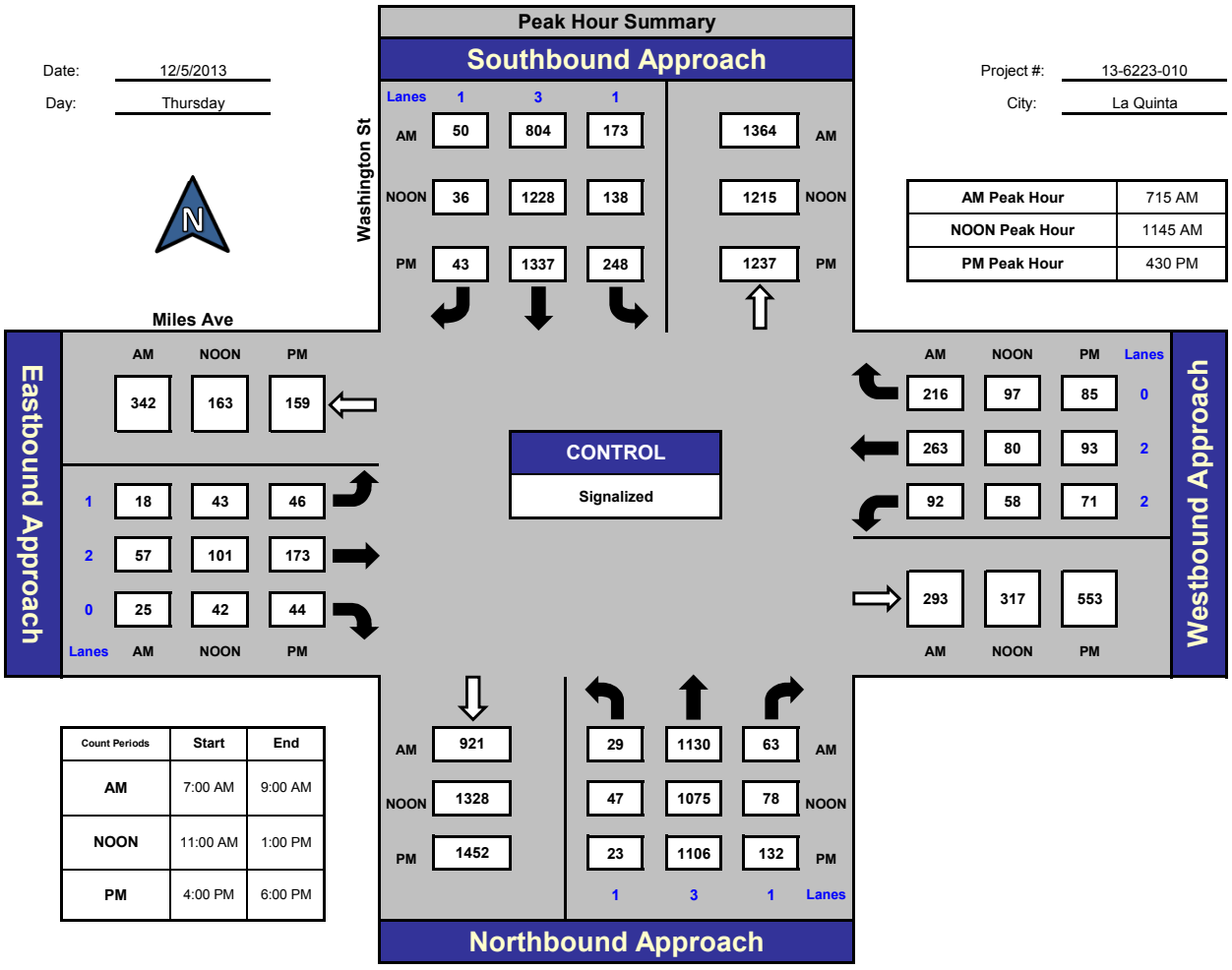
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-010

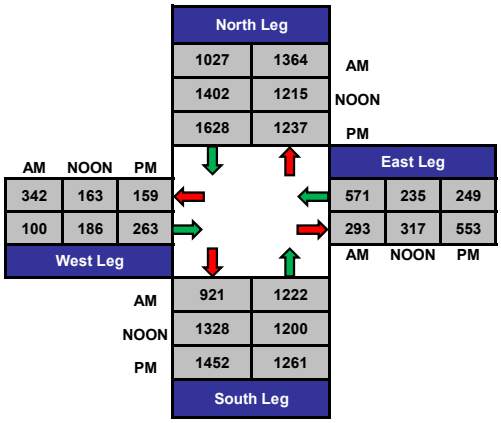
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1145 AM
PM Peak Hour	430 PM

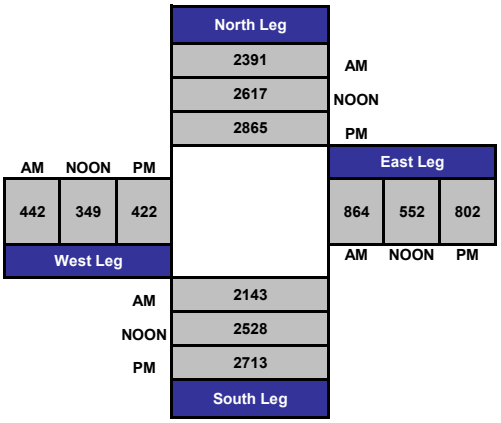


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Washington St and Simon Dr , La Quinta

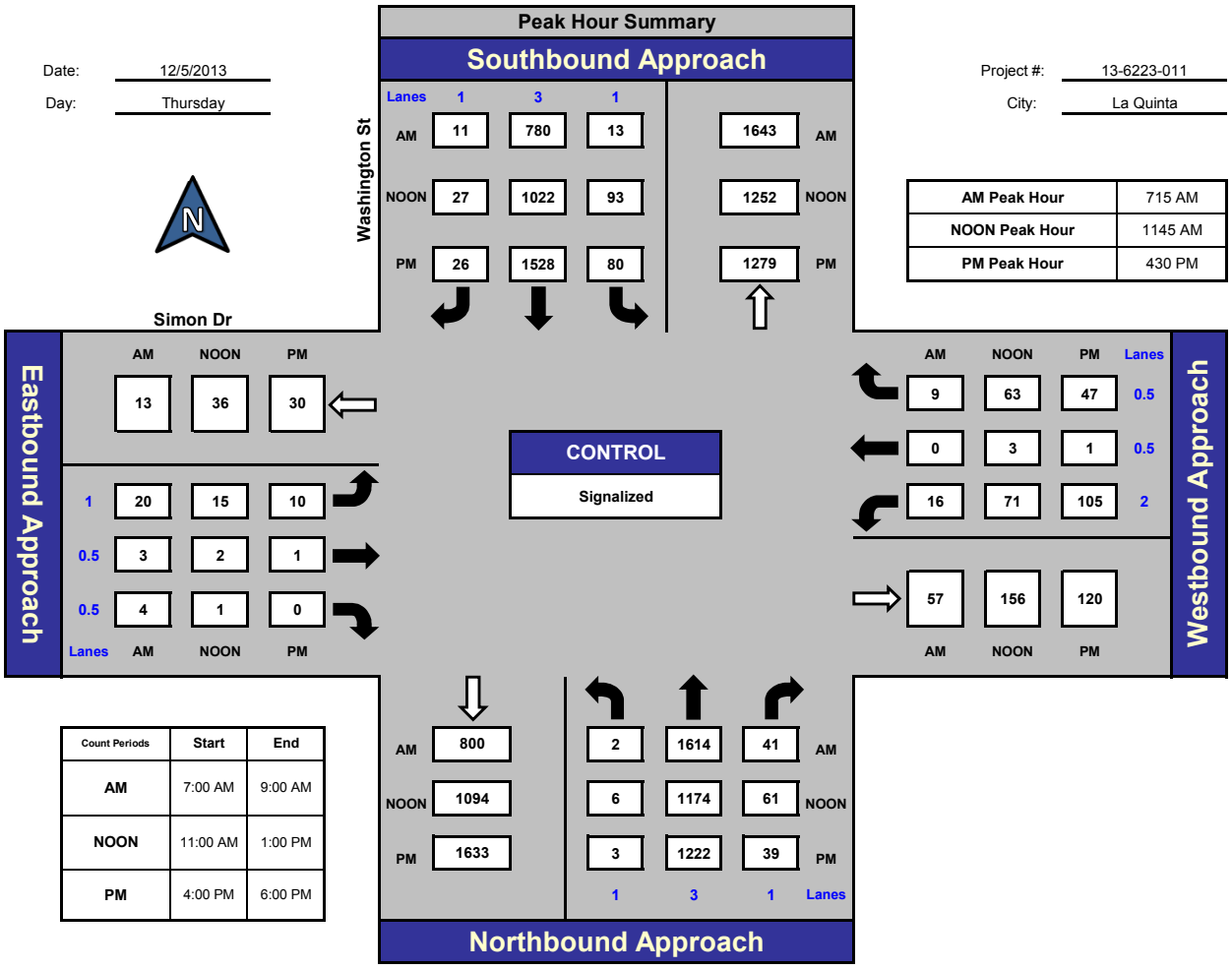
Date: 12/5/2013

Day: Thursday

Project #: 13-6223-011

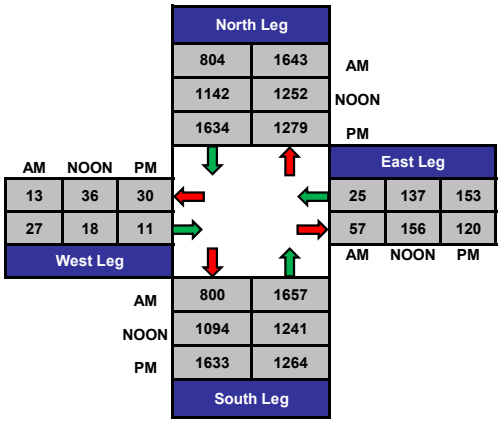
City: La Quinta

AM Peak Hour	715 AM
NOON Peak Hour	1145 AM
PM Peak Hour	430 PM

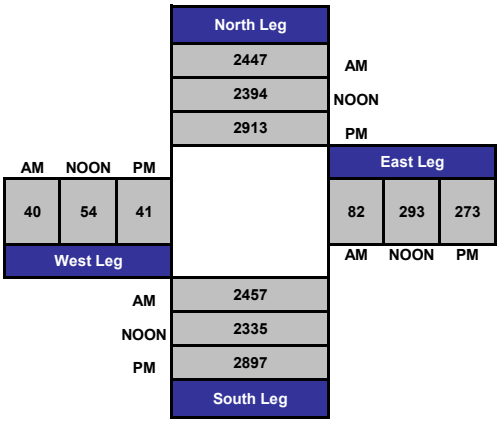


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	11:00 AM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Prepared by NDS/ATD

VOLUME

Highway 111 from Mountain Cove Dr to Washington St

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,441	15,428	30,869

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			25		9		34		12:00			298		280		578	
00:15			27		15		42		12:15			302		296		598	
00:30			17		9		26		12:30			311		313		624	
00:45			9	78	5	38	14	116	12:45			306	1217	263	1152	569	2369
01:00			10		10		20		13:00			302		270		572	
01:15			8		9		17		13:15			308		293		601	
01:30			18		5		23		13:30			310		264		574	
01:45			6	42	6	30	12	72	13:45			339	1259	291	1118	630	2377
02:00			9		3		12		14:00			300		267		567	
02:15			11		2		13		14:15			357		274		631	
02:30			4		6		10		14:30			360		287		647	
02:45			3	27	4	15	7	42	14:45			369	1386	290	1118	659	2504
03:00			6		5		11		15:00			326		257		583	
03:15			8		3		11		15:15			369		279		648	
03:30			9		9		18		15:30			402		288		690	
03:45			6	29	16	33	22	62	15:45			381	1478	266	1090	647	2568
04:00			5		11		16		16:00			366		268		634	
04:15			8		20		28		16:15			335		307		642	
04:30			7		39		46		16:30			399		272		671	
04:45			7	27	57	127	64	154	16:45			347	1447	259	1106	606	2553
05:00			18		54		72		17:00			313		286		599	
05:15			18		68		86		17:15			412		279		691	
05:30			24		118		142		17:30			302		233		535	
05:45			28	88	112	352	140	440	17:45			273	1300	232	1030	505	2330
06:00			33		81		114		18:00			247		195		442	
06:15			53		122		175		18:15			232		154		386	
06:30			72		177		249		18:30			209		172		381	
06:45			107	265	238	618	345	883	18:45			158	846	163	684	321	1530
07:00			83		229		312		19:00			163		127		290	
07:15			134		359		493		19:15			190		117		307	
07:30			137		436		573		19:30			148		100		248	
07:45			174	528	366	1390	540	1918	19:45			140	641	89	433	229	1074
08:00			166		234		400		20:00			137		98		235	
08:15			153		270		423		20:15			137		88		225	
08:30			180		305		485		20:30			147		84		231	
08:45			190	689	289	1098	479	1787	20:45			110	531	76	346	186	877
09:00			179		234		413		21:00			142		64		206	
09:15			169		225		394		21:15			122		73		195	
09:30			199		250		449		21:30			110		42		152	
09:45			185	732	229	938	414	1670	21:45			111	485	58	237	169	722
10:00			199		218		417		22:00			80		43		123	
10:15			226		262		488		22:15			66		34		100	
10:30			210		259		469		22:30			82		41		123	
10:45			225	860	282	1021	507	1881	22:45			55	283	38	156	93	439
11:00			265		286		551		23:00			62		23		85	
11:15			274		287		561		23:15			31		22		53	
11:30			264		318		582		23:30			34		13		47	
11:45			250	1053	330	1221	580	2274	23:45			23	150	19	77	42	227
TOTALS				4418		6881		11299	TOTALS				11023		8547		19570
SPLIT %				39.1%		60.9%		36.6%	SPLIT %				56.3%		43.7%		63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,441	15,428	30,869

AM Peak Hour			11:45	07:15	11:45	PM Peak Hour		15:15	12:00	15:15
AM Pk Volume			1161	1395	2380	PM Pk Volume		1518	1152	2619
Pk Hr Factor			0.933	0.800	0.954	Pk Hr Factor		0.944	0.920	0.949
7 - 9 Volume	0	0	1217	2488	3705	4 - 6 Volume	0	2747	2136	4883
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour		16:30	16:15	16:30
7 - 9 Pk Volume	0	0	689	1395	2006	4 - 6 Pk Volume	0	1471	1124	2567
Pk Hr Factor	0.000	0.000	0.907	0.800	0.875	Pk Hr Factor	0.000	0.893	0.915	0.929

Prepared by NDS/ATD

VOLUME

Highway 111 from Washington St to Simon Dr

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,930	14,232	29,162

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			21		14		35		12:00			329		300		629	
00:15			19		14		33		12:15			327		323		650	
00:30			8		5		13		12:30			334		310		644	
00:45			13	61	6	39	19	100	12:45			303	1293	308	1241	611	2534
01:00			11		8		19		13:00			320		314		634	
01:15			13		13		26		13:15			317		276		593	
01:30			16		7		23		13:30			299		246		545	
01:45			10	50	9	37	19	87	13:45			337	1273	298	1134	635	2407
02:00			9		6		15		14:00			300		303		603	
02:15			7		2		9		14:15			338		296		634	
02:30			4		4		8		14:30			361		321		682	
02:45			2	22	11	23	13	45	14:45			336	1335	284	1204	620	2539
03:00			3		6		9		15:00			320		319		639	
03:15			7		6		13		15:15			317		266		583	
03:30			15		5		20		15:30			378		293		671	
03:45			13	38	14	31	27	69	15:45			329	1344	259	1137	588	2481
04:00			9		14		23		16:00			314		254		568	
04:15			11		18		29		16:15			299		273		572	
04:30			15		27		42		16:30			305		253		558	
04:45			21	56	42	101	63	157	16:45			314	1232	237	1017	551	2249
05:00			17		44		61		17:00			290		251		541	
05:15			19		47		66		17:15			346		247		593	
05:30			21		76		97		17:30			259		214		473	
05:45			39	96	51	218	90	314	17:45			237	1132	200	912	437	2044
06:00			44		49		93		18:00			198		197		395	
06:15			61		83		144		18:15			218		147		365	
06:30			82		121		203		18:30			194		179		373	
06:45			114	301	181	434	295	735	18:45			170	780	157	680	327	1460
07:00			99		153		252		19:00			156		121		277	
07:15			125		233		358		19:15			180		130		310	
07:30			149		254		403		19:30			140		101		241	
07:45			148	521	270	910	418	1431	19:45			125	601	115	467	240	1068
08:00			162		167		329		20:00			124		110		234	
08:15			138		209		347		20:15			119		115		234	
08:30			189		220		409		20:30			118		110		228	
08:45			213	702	206	802	419	1504	20:45			80	441	87	422	167	863
09:00			199		207		406		21:00			96		83		179	
09:15			185		199		384		21:15			94		61		155	
09:30			220		211		431		21:30			74		62		136	
09:45			218	822	198	815	416	1637	21:45			84	348	70	276	154	624
10:00			255		214		469		22:00			63		47		110	
10:15			213		227		440		22:15			58		35		93	
10:30			238		235		473		22:30			55		39		94	
10:45			254	960	261	937	515	1897	22:45			39	215	50	171	89	386
11:00			295		276		571		23:00			39		27		66	
11:15			311		290		601		23:15			26		19		45	
11:30			283		284		567		23:30			20		25		45	
11:45			311	1200	285	1135	596	2335	23:45			22	107	18	89	40	196
TOTALS				4829		5482		10311	TOTALS				10101		8750		18851
SPLIT %				46.8%		53.2%		35.4%	SPLIT %				53.6%		46.4%		64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,930	14,232	29,162

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			14:15	12:15	14:15
AM Pk Volume			1301	1218	2519	PM Pk Volume			1355	1255	2575
Pk Hr Factor			0.974	0.943	0.969	Pk Hr Factor			0.938	0.971	0.944
7 - 9 Volume	0	0	1223	1712	2935	4 - 6 Volume	0	0	2364	1929	4293
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume	0	0	702	924	1508	4 - 6 Pk Volume	0	0	1255	1017	2249
Pk Hr Factor	0.000	0.000	0.824	0.856	0.902	Pk Hr Factor	0.000	0.000	0.907	0.931	0.983

Prepared by NDS/ATD

VOLUME

Highway 111 from Simon Dr to La Quinta Center Dr

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,145	14,774	30,919

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			20		9		29		12:00			325		314		639	
00:15			17		13		30		12:15			349		323		672	
00:30			19		8		27		12:30			363		305		668	
00:45			17	73	11	41	28	114	12:45			352	1389	295	1237	647	2626
01:00			17		19		36		13:00			351		266		617	
01:15			13		10		23		13:15			350		290		640	
01:30			9		7		16		13:30			325		284		609	
01:45			7	46	6	42	13	88	13:45			341	1367	308	1148	649	2515
02:00			9		8		17		14:00			353		279		632	
02:15			13		6		19		14:15			366		277		643	
02:30			12		10		22		14:30			333		294		627	
02:45			6	40	5	29	11	69	14:45			381	1433	334	1184	715	2617
03:00			12		4		16		15:00			339		286		625	
03:15			11		9		20		15:15			365		286		651	
03:30			8		8		16		15:30			334		292		626	
03:45			14	45	13	34	27	79	15:45			349	1387	284	1148	633	2535
04:00			6		8		14		16:00			376		264		640	
04:15			6		12		18		16:15			330		287		617	
04:30			7		25		32		16:30			316		276		592	
04:45			16	35	27	72	43	107	16:45			320	1342	278	1105	598	2447
05:00			23		30		53		17:00			306		255		561	
05:15			26		56		82		17:15			377		238		615	
05:30			27		73		100		17:30			290		271		561	
05:45			34	110	49	208	83	318	17:45			292	1265	212	976	504	2241
06:00			38		46		84		18:00			262		213		475	
06:15			50		68		118		18:15			230		206		436	
06:30			73		112		185		18:30			235		167		402	
06:45			89	250	146	372	235	622	18:45			187	914	198	784	385	1698
07:00			99		137		236		19:00			181		156		337	
07:15			127		213		340		19:15			200		151		351	
07:30			162		239		401		19:30			140		126		266	
07:45			132	520	268	857	400	1377	19:45			162	683	134	567	296	1250
08:00			160		180		340		20:00			167		113		280	
08:15			176		218		394		20:15			146		115		261	
08:30			188		210		398		20:30			134		99		233	
08:45			165	689	259	867	424	1556	20:45			118	565	109	436	227	1001
09:00			179		197		376		21:00			112		86		198	
09:15			182		208		390		21:15			112		74		186	
09:30			212		224		436		21:30			100		62		162	
09:45			250	823	247	876	497	1699	21:45			81	405	54	276	135	681
10:00			247		225		472		22:00			102		64		166	
10:15			242		236		478		22:15			59		46		105	
10:30			269		273		542		22:30			61		40		101	
10:45			281	1039	291	1025	572	2064	22:45			46	268	54	204	100	472
11:00			303		296		599		23:00			42		36		78	
11:15			337		274		611		23:15			46		17		63	
11:30			336		316		652		23:30			26		11		37	
11:45			337	1313	328	1214	665	2527	23:45			30	144	8	72	38	216
TOTALS				4983		5637		10620	TOTALS				11162		9137		20299
SPLIT %				46.9%		53.1%		34.3%	SPLIT %				55.0%		45.0%		65.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,145	14,774	30,919

AM Peak Hour			11:45	11:30	11:45	PM Peak Hour			14:00	12:00	12:00
AM Pk Volume			1374	1281	2644	PM Pk Volume			1433	1237	2626
Pk Hr Factor			0.946	0.976	0.984	Pk Hr Factor			0.940	0.957	0.977
7 - 9 Volume	0	0	1209	1724	2933	4 - 6 Volume	0	0	2607	2081	4688
7 - 9 Peak Hour			08:00	07:30	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	689	905	1556	4 - 6 Pk Volume	0	0	1342	1105	2447
Pk Hr Factor	0.000	0.000	0.916	0.844	0.917	Pk Hr Factor	0.000	0.000	0.892	0.963	0.956

Prepared by NDS/ATD

VOLUME

Highway 111 from La Quinta Center Dr to Adams St

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,535	16,721	33,256

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		9		26		12:00			340		381		721	
00:15			11		10		21		12:15			361		364		725	
00:30			16		8		24		12:30			439		347		786	
00:45			16	60	7	34	23	94	12:45			376	1516	334	1426	710	2942
01:00			17		13		30		13:00			383		321		704	
01:15			12		8		20		13:15			371		381		752	
01:30			5		8		13		13:30			352		404		756	
01:45			5	39	3	32	8	71	13:45			404	1510	416	1522	820	3032
02:00			8		7		15		14:00			397		384		781	
02:15			12		5		17		14:15			443		387		830	
02:30			11		10		21		14:30			420		393		813	
02:45			4	35	7	29	11	64	14:45			445	1705	455	1619	900	3324
03:00			5		8		13		15:00			366		365		731	
03:15			8		7		15		15:15			445		395		840	
03:30			6		8		14		15:30			423		371		794	
03:45			8	27	7	30	15	57	15:45			406	1640	327	1458	733	3098
04:00			6		7		13		16:00			345		312		657	
04:15			6		13		19		16:15			319		305		624	
04:30			5		17		22		16:30			341		275		616	
04:45			16	33	18	55	34	88	16:45			365	1370	277	1169	642	2539
05:00			20		25		45		17:00			328		236		564	
05:15			23		60		83		17:15			356		244		600	
05:30			24		70		94		17:30			276		257		533	
05:45			20	87	30	185	50	272	17:45			272	1232	204	941	476	2173
06:00			35		33		68		18:00			263		204		467	
06:15			47		56		103		18:15			208		185		393	
06:30			64		91		155		18:30			202		178		380	
06:45			72	218	118	298	190	516	18:45			161	834	211	778	372	1612
07:00			85		132		217		19:00			169		156		325	
07:15			104		209		313		19:15			173		153		326	
07:30			150		255		405		19:30			136		118		254	
07:45			115	454	286	882	401	1336	19:45			127	605	130	557	257	1162
08:00			143		219		362		20:00			150		126		276	
08:15			157		233		390		20:15			131		92		223	
08:30			177		247		424		20:30			110		92		202	
08:45			199	676	257	956	456	1632	20:45			108	499	96	406	204	905
09:00			193		283		476		21:00			109		88		197	
09:15			181		295		476		21:15			97		68		165	
09:30			221		311		532		21:30			82		53		135	
09:45			240	835	325	1214	565	2049	21:45			79	367	55	264	134	631
10:00			256		289		545		22:00			76		56		132	
10:15			234		317		551		22:15			58		44		102	
10:30			324		352		676		22:30			53		44		97	
10:45			257	1071	368	1326	625	2397	22:45			41	228	42	186	83	414
11:00			290		311		601		23:00			36		42		78	
11:15			366		292		658		23:15			42		9		51	
11:30			337		331		668		23:30			24		14		38	
11:45			371	1364	347	1281	718	2645	23:45			28	130	8	73	36	203
TOTALS				4899		6322		11221	TOTALS				11636		10399		22035
SPLIT %				43.7%		56.3%		33.7%	SPLIT %				52.8%		47.2%		66.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,535	16,721	33,256

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			14:00	14:00	14:00
AM Pk Volume			1511	1439	2950	PM Pk Volume			1705	1619	3324
Pk Hr Factor			0.860	0.944	0.938	Pk Hr Factor			0.958	0.890	0.923
7 - 9 Volume	0	0	1130	1838	2968	4 - 6 Volume	0	0	2602	2110	4712
7 - 9 Peak Hour			08:00	07:30	08:00	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume	0	0	676	993	1632	4 - 6 Pk Volume	0	0	1390	1169	2539
Pk Hr Factor	0.000	0.000	0.849	0.868	0.895	Pk Hr Factor	0.000	0.000	0.952	0.937	0.966

Prepared by NDS/ATD

VOLUME

Highway 111 from Adams St to La Quinta Dr

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,133	12,648	25,781

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			9		12		21		12:00			388		328		716	
00:15			7		8		15		12:15			352		336		688	
00:30			7		4		11		12:30			392		319		711	
00:45			7	30	6	30	13	60	12:45			383	1515	318	1301	701	2816
01:00			8		6		14		13:00			322		356		678	
01:15			1		7		8		13:15			361		324		685	
01:30			10		4		14		13:30			333		312		645	
01:45			5	24	6	23	11	47	13:45			380	1396	297	1289	677	2685
02:00			1		3		4		14:00			198		210		408	
02:15			4		3		7		14:15			191		192		383	
02:30			4		2		6		14:30			192		191		383	
02:45			2	11	8	16	10	27	14:45			191	772	177	770	368	1542
03:00			1		2		3		15:00			197		196		393	
03:15			2		3		5		15:15			187		161		348	
03:30			9		5		14		15:30			208		174		382	
03:45			6	18	8	18	14	36	15:45			374	966	247	778	621	1744
04:00			6		10		16		16:00			355		248		603	
04:15			6		9		15		16:15			344		316		660	
04:30			4		20		24		16:30			359		253		612	
04:45			9	25	26	65	35	90	16:45			352	1410	266	1083	618	2493
05:00			8		29		37		17:00			344		294		638	
05:15			13		28		41		17:15			370		270		640	
05:30			10		44		54		17:30			311		276		587	
05:45			21	52	32	133	53	185	17:45			319	1344	196	1036	515	2380
06:00			23		36		59		18:00			101		187		288	
06:15			32		49		81		18:15			113		125		238	
06:30			78		107		185		18:30			118		115		233	
06:45			88	221	169	361	257	582	18:45			103	435	106	533	209	968
07:00			96		140		236		19:00			101		95		196	
07:15			117		200		317		19:15			99		81		180	
07:30			146		287		433		19:30			96		71		167	
07:45			166	525	232	859	398	1384	19:45			82	378	73	320	155	698
08:00			123		171		294		20:00			76		65		141	
08:15			157		216		373		20:15			63		50		113	
08:30			141		218		359		20:30			70		66		136	
08:45			210	631	186	791	396	1422	20:45			52	261	51	232	103	493
09:00			171		188		359		21:00			55		44		99	
09:15			187		187		374		21:15			59		38		97	
09:30			226		141		367		21:30			41		34		75	
09:45			189	773	145	661	334	1434	21:45			43	198	39	155	82	353
10:00			162		152		314		22:00			50		21		71	
10:15			175		157		332		22:15			31		23		54	
10:30			153		185		338		22:30			31		23		54	
10:45			191	681	278	772	469	1453	22:45			20	132	20	87	40	219
11:00			294		334		628		23:00			17		14		31	
11:15			314		312		626		23:15			15		14		29	
11:30			332		315		647		23:30			12		14		26	
11:45			338	1278	326	1287	664	2565	23:45			13	57	6	48	19	105
TOTALS				4269		5016		9285	TOTALS				8864		7632		16496
SPLIT %				46.0%		54.0%		36.0%	SPLIT %				53.7%		46.3%		64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,133	12,648	25,781

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			12:00	12:15	12:00
AM Pk Volume			1470	1309	2779	PM Pk Volume			1515	1329	2816
Pk Hr Factor			0.938	0.974	0.970	Pk Hr Factor			0.966	0.933	0.983
7 - 9 Volume	0	0	1156	1650	2806	4 - 6 Volume	0	0	2754	2119	4873
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			16:30	16:15	16:15
7 - 9 Pk Volume	0	0	631	906	1498	4 - 6 Pk Volume	0	0	1425	1129	2528
Pk Hr Factor	0.000	0.000	0.751	0.789	0.865	Pk Hr Factor	0.000	0.000	0.963	0.893	0.958

Prepared by NDS/ATD

VOLUME

Highway 111 from La Quinta Dr to Dune Palms Rd

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	17,422	17,569	34,991

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			23		11		34		12:00			372		401		773	
00:15			17		18		35		12:15			416		384		800	
00:30			8		8		16		12:30			419		366		785	
00:45			11	59	14	51	25	110	12:45			412	1619	367	1518	779	3137
01:00			10		13		23		13:00			420		363		783	
01:15			6		12		18		13:15			422		363		785	
01:30			14		4		18		13:30			393		374		767	
01:45			8	38	10	39	18	77	13:45			383	1618	375	1475	758	3093
02:00			9		4		13		14:00			346		363		709	
02:15			7		7		14		14:15			359		372		731	
02:30			2		7		9		14:30			384		381		765	
02:45			2	20	3	21	5	41	14:45			372	1461	379	1495	751	2956
03:00			2		7		9		15:00			376		379		755	
03:15			4		9		13		15:15			395		328		723	
03:30			7		10		17		15:30			396		362		758	
03:45			6	19	16	42	22	61	15:45			453	1620	365	1434	818	3054
04:00			5		10		15		16:00			414		298		712	
04:15			8		15		23		16:15			361		322		683	
04:30			6		24		30		16:30			403		325		728	
04:45			12	31	27	76	39	107	16:45			363	1541	313	1258	676	2799
05:00			6		35		41		17:00			380		309		689	
05:15			16		68		84		17:15			387		291		678	
05:30			18		50		68		17:30			346		306		652	
05:45			32	72	57	210	89	282	17:45			336	1449	230	1136	566	2585
06:00			27		61		88		18:00			285		271		556	
06:15			58		79		137		18:15			284		250		534	
06:30			65		101		166		18:30			273		222		495	
06:45			93	243	164	405	257	648	18:45			243	1085	247	990	490	2075
07:00			98		141		239		19:00			220		205		425	
07:15			112		232		344		19:15			191		208		399	
07:30			129		271		400		19:30			165		177		342	
07:45			182	521	252	896	434	1417	19:45			159	735	170	760	329	1495
08:00			122		216		338		20:00			143		139		282	
08:15			156		221		377		20:15			136		137		273	
08:30			167		224		391		20:30			147		140		287	
08:45			195	640	260	921	455	1561	20:45			109	535	93	509	202	1044
09:00			198		249		447		21:00			102		84		186	
09:15			213		270		483		21:15			121		82		203	
09:30			219		295		514		21:30			83		72		155	
09:45			252	882	261	1075	513	1957	21:45			82	388	60	298	142	686
10:00			221		275		496		22:00			75		49		124	
10:15			270		316		586		22:15			57		47		104	
10:30			301		333		634		22:30			60		38		98	
10:45			348	1140	343	1267	691	2407	22:45			35	227	47	181	82	408
11:00			321		347		668		23:00			36		38		74	
11:15			323		357		680		23:15			21		12		33	
11:30			353		377		730		23:30			17		17		34	
11:45			383	1380	360	1441	743	2821	23:45			25	99	4	71	29	170
TOTALS				5045		6444		11489	TOTALS				12377		11125		23502
SPLIT %				43.9%		56.1%		32.8%	SPLIT %				52.7%		47.3%		67.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	17,422	17,569	34,991

AM Peak Hour			11:45	11:30	11:45	PM Peak Hour		12:30	12:00	12:15
AM Pk Volume			1590	1522	3101	PM Pk Volume		1673	1518	3147
Pk Hr Factor			0.949	0.949	0.969	Pk Hr Factor		0.991	0.946	0.983
7 - 9 Volume	0	0	1161	1817	2978	4 - 6 Volume	0	2990	2394	5384
7 - 9 Peak Hour			08:00	07:15	08:00	4 - 6 Peak Hour		16:00	16:15	16:00
7 - 9 Pk Volume	0	0	640	971	1561	4 - 6 Pk Volume	0	1541	1269	2799
Pk Hr Factor	0.000	0.000	0.821	0.896	0.858	Pk Hr Factor	0.000	0.931	0.976	0.961

Prepared by NDS/ATD

VOLUME

Highway 111 from Dune Palms Rd to Depot Dr

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,736	16,108	35,844

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			37		17		54		12:00			450		450		900	
00:15			32		10		42		12:15			427		390		817	
00:30			13		6		19		12:30			447		375		822	
00:45			16	98	10	43	26	141	12:45			457	1781	437	1652	894	3433
01:00			21		6		27		13:00			427		433		860	
01:15			5		7		12		13:15			442		252		694	
01:30			27		12		39		13:30			403		226		629	
01:45			14	67	8	33	22	100	13:45			411	1683	228	1139	639	2822
02:00			10		4		14		14:00			403		265		668	
02:15			11		4		15		14:15			408		234		642	
02:30			8		4		12		14:30			459		243		702	
02:45			5	34	9	21	14	55	14:45			501	1771	234	976	735	2747
03:00			3		9		12		15:00			432		230		662	
03:15			3		7		10		15:15			382		279		661	
03:30			13		10		23		15:30			392		278		670	
03:45			6	25	14	40	20	65	15:45			414	1620	270	1057	684	2677
04:00			11		13		24		16:00			472		345		817	
04:15			13		11		24		16:15			402		359		761	
04:30			13		23		36		16:30			445		379		824	
04:45			13	50	53	100	66	150	16:45			410	1729	333	1416	743	3145
05:00			8		37		45		17:00			412		331		743	
05:15			13		36		49		17:15			397		339		736	
05:30			26		59		85		17:30			376		309		685	
05:45			46	93	49	181	95	274	17:45			368	1553	276	1255	644	2808
06:00			46		57		103		18:00			291		247		538	
06:15			67		74		141		18:15			298		191		489	
06:30			82		128		210		18:30			323		194		517	
06:45			110	305	236	495	346	800	18:45			261	1173	174	806	435	1979
07:00			122		194		316		19:00			262		141		403	
07:15			205		258		463		19:15			243		156		399	
07:30			208		305		513		19:30			205		124		329	
07:45			206	741	285	1042	491	1783	19:45			171	881	109	530	280	1411
08:00			138		208		346		20:00			154		110		264	
08:15			173		259		432		20:15			176		101		277	
08:30			166		233		399		20:30			178		103		281	
08:45			242	719	253	953	495	1672	20:45			168	676	89	403	257	1079
09:00			226		214		440		21:00			134		59		193	
09:15			264		206		470		21:15			141		73		214	
09:30			205		176		381		21:30			130		49		179	
09:45			277	972	195	791	472	1763	21:45			114	519	55	236	169	755
10:00			264		183		447		22:00			91		38		129	
10:15			301		225		526		22:15			82		44		126	
10:30			298		335		633		22:30			98		38		136	
10:45			338	1201	366	1109	704	2310	22:45			53	324	34	154	87	478
11:00			359		366		725		23:00			53		21		74	
11:15			380		404		784		23:15			45		22		67	
11:30			401		408		809		23:30			34		17		51	
11:45			412	1552	423	1601	835	3153	23:45			37	169	15	75	52	244
TOTALS				5857		6409		12266	TOTALS				13879		9699		23578
SPLIT %				47.7%		52.3%		34.2%	SPLIT %				58.9%		41.1%		65.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,736	16,108	35,844

AM Peak Hour			11:45	11:15	11:45	PM Peak Hour		14:15	12:00	12:00
AM Pk Volume			1736	1685	3374	PM Pk Volume		1800	1652	3433
Pk Hr Factor			0.964	0.936	0.937	Pk Hr Factor		0.898	0.918	0.954
7 - 9 Volume	0	0	1460	1995	3455	4 - 6 Volume	0	3282	2671	5953
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour		16:00	16:00	16:00
7 - 9 Pk Volume	0	0	757	1057	1813	4 - 6 Pk Volume	0	1729	1416	3145
Pk Hr Factor	0.000	0.000	0.910	0.866	0.884	Pk Hr Factor	0.000	0.916	0.934	0.954

Prepared by NDS/ATD

VOLUME

Highway 111 from Depot Dr to Jefferson St

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,193	18,787	36,980

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			27		14		41		12:00			349		472		821	
00:15			19		19		38		12:15			357		401		758	
00:30			15		10		25		12:30			403		369		772	
00:45			17	78	21	64	38	142	12:45			398	1507	405	1647	803	3154
01:00			28		17		45		13:00			378		383		761	
01:15			15		13		28		13:15			385		360		745	
01:30			11		9		20		13:30			362		349		711	
01:45			19	73	8	47	27	120	13:45			378	1503	334	1426	712	2929
02:00			12		5		17		14:00			353		331		684	
02:15			12		7		19		14:15			408		320		728	
02:30			7		13		20		14:30			405		352		757	
02:45			7	38	9	34	16	72	14:45			406	1572	358	1361	764	2933
03:00			9		8		17		15:00			447		358		805	
03:15			6		11		17		15:15			409		346		755	
03:30			6		15		21		15:30			390		354		744	
03:45			6	27	23	57	29	84	15:45			366	1612	368	1426	734	3038
04:00			11		14		25		16:00			391		348		739	
04:15			7		18		25		16:15			325		368		693	
04:30			9		28		37		16:30			368		338		706	
04:45			7	34	54	114	61	148	16:45			396	1480	361	1415	757	2895
05:00			15		51		66		17:00			346		361		707	
05:15			22		77		99		17:15			378		351		729	
05:30			33		62		95		17:30			371		307		678	
05:45			40	110	79	269	119	379	17:45			345	1440	266	1285	611	2725
06:00			40		62		102		18:00			320		314		634	
06:15			56		111		167		18:15			308		276		584	
06:30			71		136		207		18:30			322		255		577	
06:45			91	258	156	465	247	723	18:45			285	1235	256	1101	541	2336
07:00			117		179		296		19:00			275		201		476	
07:15			175		290		465		19:15			246		185		431	
07:30			188		309		497		19:30			251		159		410	
07:45			182	662	290	1068	472	1730	19:45			235	1007	159	704	394	1711
08:00			124		243		367		20:00			249		121		370	
08:15			142		279		421		20:15			212		128		340	
08:30			159		246		405		20:30			226		114		340	
08:45			170	595	296	1064	466	1659	20:45			192	879	88	451	280	1330
09:00			176		278		454		21:00			155		83		238	
09:15			181		287		468		21:15			146		78		224	
09:30			192		299		491		21:30			139		53		192	
09:45			179	728	329	1193	508	1921	21:45			111	551	62	276	173	827
10:00			210		306		516		22:00			115		54		169	
10:15			225		362		587		22:15			88		46		134	
10:30			259		379		638		22:30			66		39		105	
10:45			286	980	388	1435	674	2415	22:45			73	342	45	184	118	526
11:00			280		418		698		23:00			83		30		113	
11:15			320		398		718		23:15			62		21		83	
11:30			305		364		669		23:30			51		21		72	
11:45			348	1253	438	1618	786	2871	23:45			33	229	11	83	44	312
TOTALS				4836		7428		12264	TOTALS				13357		11359		24716
SPLIT %				39.4%		60.6%		33.2%	SPLIT %				54.0%		46.0%		66.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,193	18,787	36,980

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour	14:30	12:00	12:00
AM Pk Volume			1457	1680	3137	PM Pk Volume	1667	1647	3154
Pk Hr Factor			0.904	0.890	0.955	Pk Hr Factor	0.932	0.872	0.960
7 - 9 Volume	0	0	1257	2132	3389	4 - 6 Volume	0 0	2920	2700	5620
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour		16:45	16:15	16:30
7 - 9 Pk Volume	0	0	669	1132	1801	4 - 6 Pk Volume	0 0	1491	1428	2899
Pk Hr Factor	0.000	0.000	0.890	0.916	0.906	Pk Hr Factor	0.000 0.000	0.941	0.970	0.957

Prepared by NDS/ATD

VOLUME

Washington St from Fred Waring Dr to Miles Ave

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_009

DAILY TOTALS	NB	SB	EB	WB	Total
	13,185	13,997	0	0	27,182

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		15						25		12:00	280		271						551	
00:15	15		21						36		12:15	258		256						514	
00:30	9		12						21		12:30	283		264						547	
00:45	12	46	19	67					31	113	12:45	290	1111	250	1041					540	2152
01:00	15		13						28		13:00	270		244						514	
01:15	11		13						24		13:15	284		257						541	
01:30	11		16						27		13:30	311		242						553	
01:45	7	44	9	51					16	95	13:45	289	1154	254	997					543	2151
02:00	8		12						20		14:00	284		276						560	
02:15	3		13						16		14:15	288		289						577	
02:30	10		4						14		14:30	310		252						562	
02:45	14	35	10	39					24	74	14:45	280	1162	286	1103					566	2265
03:00	8		5						13		15:00	267		288						555	
03:15	13		8						21		15:15	246		331						577	
03:30	14		10						24		15:30	256		330						586	
03:45	12	47	11	34					23	81	15:45	248	1017	287	1236					535	2253
04:00	14		6						20		16:00	245		266						511	
04:15	17		14						31		16:15	219		286						505	
04:30	22		17						39		16:30	238		291						529	
04:45	37	90	31	68					68	158	16:45	194	896	267	1110					461	2006
05:00	48		28						76		17:00	200		299						499	
05:15	40		40						80		17:15	200		322						522	
05:30	58		35						93		17:30	197		300						497	
05:45	75	221	42	145					117	366	17:45	196	793	246	1167					442	1960
06:00	63		73						136		18:00	177		225						402	
06:15	74		60						134		18:15	157		183						340	
06:30	107		88						195		18:30	141		167						308	
06:45	159	403	163	384					322	787	18:45	97	572	163	738					260	1310
07:00	176		142						318		19:00	97		148						245	
07:15	263		198						461		19:15	109		143						252	
07:30	242		175						417		19:30	92		126						218	
07:45	268	949	218	733					486	1682	19:45	83	381	135	552					218	933
08:00	166		190						356		20:00	73		121						194	
08:15	224		210						434		20:15	101		127						228	
08:30	194		192						386		20:30	75		99						174	
08:45	220	804	216	808					436	1612	20:45	77	326	101	448					178	774
09:00	187		200						387		21:00	85		82						167	
09:15	182		212						394		21:15	64		79						143	
09:30	223		215						438		21:30	53		70						123	
09:45	206	798	235	862					441	1660	21:45	51	253	68	299					119	552
10:00	164		184						348		22:00	46		57						103	
10:15	196		216						412		22:15	32		47						79	
10:30	238		191						429		22:30	42		38						80	
10:45	234	832	245	836					479	1668	22:45	43	163	44	186					87	349
11:00	232		213						445		23:00	22		31						53	
11:15	272		241						513		23:15	21		45						66	
11:30	252		228						480		23:30	24		20						44	
11:45	247	1003	280	962					527	1965	23:45	18	85	35	131					53	216
TOTALS		5272		4989						10261	TOTALS		7913		9008						16921
SPLIT %		51.4%		48.6%						37.7%	SPLIT %		46.8%		53.2%						62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,185	13,997	0	0	27,182

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	13:30	15:00			14:45
AM Pk Volume	1068	1071			2139	PM Pk Volume	1172	1236			2284
Pk Hr Factor	0.943	0.956			0.971	Pk Hr Factor	0.942	0.934			0.974
7 - 9 Volume	1753	1541	0	0	3294	4 - 6 Volume	1689	2277	0	0	3966
7 - 9 Peak Hour	07:00	07:45			07:15	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	949	810	0	0	1720	4 - 6 Pk Volume	896	1188	0	0	2011
Pk Hr Factor	0.885	0.929	0.000	0.000	0.885	Pk Hr Factor	0.914	0.922	0.000	0.000	0.950

Prepared by NDS/ATD

VOLUME

Washington St from Miles Ave to Highway 111

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_010

DAILY TOTALS	NB	SB	EB	WB	Total
	16,533	15,947	0	0	32,480

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	18		19						37		12:00	327		330						657	
00:15	24		20						44		12:15	273		305						578	
00:30	15		13						28		12:30	291		326						617	
00:45	16	73	17	69					33	142	12:45	340	1231	284	1245					624	2476
01:00	17		12						29		13:00	300		300						600	
01:15	11		17						28		13:15	309		284						593	
01:30	12		16						28		13:30	346		284						630	
01:45	14	54	13	58					27	112	13:45	320	1275	277	1145					597	2420
02:00	12		12						24		14:00	323		279						602	
02:15	4		7						11		14:15	320		328						648	
02:30	9		6						15		14:30	338		244						582	
02:45	13	38	6	31					19	69	14:45	310	1291	303	1154					613	2445
03:00	12		5						17		15:00	330		332						662	
03:15	15		8						23		15:15	314		381						695	
03:30	17		9						26		15:30	336		403						739	
03:45	13	57	12	34					25	91	15:45	331	1311	388	1504					719	2815
04:00	12		6						18		16:00	335		350						685	
04:15	19		14						33		16:15	303		346						649	
04:30	26		16						42		16:30	319		315						634	
04:45	39	96	31	67					70	163	16:45	303	1260	344	1355					647	2615
05:00	52		25						77		17:00	279		379						658	
05:15	54		35						89		17:15	290		378						668	
05:30	71		35						106		17:30	264		357						621	
05:45	92	269	39	134					131	403	17:45	261	1094	301	1415					562	2509
06:00	82		58						140		18:00	239		276						515	
06:15	98		64						162		18:15	208		261						469	
06:30	129		98						227		18:30	196		192						388	
06:45	199	508	160	380					359	888	18:45	163	806	174	903					337	1709
07:00	239		142						381		19:00	161		167						328	
07:15	346		182						528		19:15	161		165						326	
07:30	280		199						479		19:30	152		118						270	
07:45	321	1186	229	752					550	1938	19:45	134	608	154	604					288	1212
08:00	226		208						434		20:00	112		112						224	
08:15	283		241						524		20:15	153		154						307	
08:30	277		211						488		20:30	113		106						219	
08:45	287	1073	259	919					546	1992	20:45	107	485	123	495					230	980
09:00	251		217						468		21:00	115		82						197	
09:15	244		251						495		21:15	106		91						197	
09:30	261		241						502		21:30	79		71						150	
09:45	229	985	238	947					467	1932	21:45	86	386	67	311					153	697
10:00	205		203						408		22:00	66		59						125	
10:15	242		225						467		22:15	53		41						94	
10:30	265		240						505		22:30	69		37						106	
10:45	271	983	294	962					565	1945	22:45	61	249	49	186					110	435
11:00	265		246						511		23:00	36		29						65	
11:15	298		307						605		23:15	27		47						74	
11:30	263		268						531		23:30	30		21						51	
11:45	269	1095	325	1146					594	2241	23:45	27	120	34	131					61	251
TOTALS		6417		5499						11916	TOTALS		10116		10448						20564
SPLIT %		53.9%		46.1%						36.7%	SPLIT %		49.2%		50.8%						63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,533	15,947	0	0	32,480

AM Peak Hour	07:00	11:45			11:45	PM Peak Hour	15:15	15:15			15:15
AM Pk Volume	1186	1286			2446	PM Pk Volume	1316	1522			2838
Pk Hr Factor	0.857	0.974			0.931	Pk Hr Factor	0.979	0.944			0.960
7 - 9 Volume	2259	1671	0	0	3930	4 - 6 Volume	2354	2770	0	0	5124
7 - 9 Peak Hour	07:00	08:00			07:45	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	1186	919	0	0	1996	4 - 6 Pk Volume	1260	1458	0	0	2615
Pk Hr Factor	0.857	0.887	0.000	0.000	0.907	Pk Hr Factor	0.940	0.962	0.000	0.000	0.954

Prepared by NDS/ATD

VOLUME

Washington St from Highway 111 to Simon Dr

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_011

DAILY TOTALS	NB	SB	EB	WB	Total
	17,745	17,128	0	0	34,873

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	11		31				42		12:00	284		272				556	
00:15	21		36				57		12:15	266		299				565	
00:30	10		22				32		12:30	300		298				598	
00:45	20	62	22	111			42	173	12:45	293	1143	301	1170			594	2313
01:00	13		18				31		13:00	269		286				555	
01:15	9		28				37		13:15	285		273				558	
01:30	8		19				27		13:30	305		295				600	
01:45	6	36	13	78			19	114	13:45	285	1144	324	1178			609	2322
02:00	9		12				21		14:00	286		316				602	
02:15	2		12				14		14:15	301		329				630	
02:30	10		8				18		14:30	304		341				645	
02:45	9	30	9	41			18	71	14:45	311	1202	356	1342			667	2544
03:00	9		7				16		15:00	306		366				672	
03:15	13		8				21		15:15	314		411				725	
03:30	22		5				27		15:30	331		406				737	
03:45	21	65	8	28			29	93	15:45	328	1279	405	1588			733	2867
04:00	20		7				27		16:00	311		374				685	
04:15	25		9				34		16:15	330		389				719	
04:30	55		11				66		16:30	318		431				749	
04:45	66	166	19	46			85	212	16:45	321	1280	357	1551			678	2831
05:00	73		24				97		17:00	289		390				679	
05:15	88		36				124		17:15	339		428				767	
05:30	130		29				159		17:30	299		434				733	
05:45	149	440	27	116			176	556	17:45	263	1190	369	1621			632	2811
06:00	132		49				181		18:00	236		318				554	
06:15	166		55				221		18:15	194		284				478	
06:30	234		73				307		18:30	175		228				403	
06:45	264	796	156	333			420	1129	18:45	149	754	230	1060			379	1814
07:00	348		144				492		19:00	151		176				327	
07:15	452		176				628		19:15	128		219				347	
07:30	502		194				696		19:30	106		155				261	
07:45	387	1689	213	727			600	2416	19:45	88	473	210	760			298	1233
08:00	311		228				539		20:00	85		164				249	
08:15	361		221				582		20:15	99		197				296	
08:30	407		191				598		20:30	74		162				236	
08:45	377	1456	266	906			643	2362	20:45	78	336	164	687			242	1023
09:00	320		192				512		21:00	96		167				263	
09:15	295		201				496		21:15	102		138				240	
09:30	316		191				507		21:30	63		151				214	
09:45	265	1196	198	782			463	1978	21:45	60	321	123	579			183	900
10:00	262		183				445		22:00	53		104				157	
10:15	259		213				472		22:15	48		82				130	
10:30	311		220				531		22:30	54		87				141	
10:45	277	1109	239	855			516	1964	22:45	46	201	79	352			125	553
11:00	299		219				518		23:00	37		53				90	
11:15	296		264				560		23:15	24		55				79	
11:30	324		253				577		23:30	23		44				67	
11:45	350	1269	286	1022			636	2291	23:45	24	108	43	195			67	303
TOTALS		8314		5045				13359	TOTALS		9431		12083				21514
SPLIT %		62.2%		37.8%				38.3%	SPLIT %		43.8%		56.2%				61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	17,745	17,128	0	0	34,873

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	15:30	17:00			15:45
AM Pk Volume	1689	1155			2463	PM Pk Volume	1300	1621			2886
Pk Hr Factor	0.841	0.966			0.885	Pk Hr Factor	0.982	0.934			0.963
7 - 9 Volume	3145	1633	0	0	4778	4 - 6 Volume	2470	3172	0	0	5642
7 - 9 Peak Hour	07:00	08:00			07:15	4 - 6 Peak Hour	16:00	17:00			16:30
7 - 9 Pk Volume	1689	906	0	0	2463	4 - 6 Pk Volume	1280	1621	0	0	2873
Pk Hr Factor	0.841	0.852	0.000	0.000	0.885	Pk Hr Factor	0.970	0.934	0.000	0.000	0.936

Prepared by NDS/ATD

VOLUME

Washington St from Simon Dr to 47th Ave

Day: Thursday
Date: 12/5/2013

City: La Quinta
Project #: CA13_6224_012

DAILY TOTALS	NB	SB	EB	WB	Total
	18,024	16,342	0	0	34,366

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		30						43		12:00	278		257						535	
00:15	23		32						55		12:15	268		285						553	
00:30	8		24						32		12:30	291		258						549	
00:45	10	54	19	105					29	159	12:45	296	1133	274	1074					570	2207
01:00	11		16						27		13:00	314		266						580	
01:15	10		21						31		13:15	330		261						591	
01:30	12		16						28		13:30	305		276						581	
01:45	3	36	14	67					17	103	13:45	290	1239	307	1110					597	2349
02:00	9		10						19		14:00	308		285						593	
02:15	9		12						21		14:15	299		317						616	
02:30	7		8						15		14:30	300		309						609	
02:45	5	30	7	37					12	67	14:45	354	1261	341	1252					695	2513
03:00	6		7						13		15:00	315		358						673	
03:15	6		8						14		15:15	290		387						677	
03:30	25		3						28		15:30	310		414						724	
03:45	15	52	8	26					23	78	15:45	310	1225	413	1572					723	2797
04:00	17		4						21		16:00	285		350						635	
04:15	23		9						32		16:15	296		363						659	
04:30	56		9						65		16:30	305		406						711	
04:45	62	158	18	40					80	198	16:45	310	1196	343	1462					653	2658
05:00	71		21						92		17:00	289		397						686	
05:15	90		32						122		17:15	314		409						723	
05:30	129		28						157		17:30	282		427						709	
05:45	140	430	28	109					168	539	17:45	283	1168	346	1579					629	2747
06:00	113		48						161		18:00	227		301						528	
06:15	182		52						234		18:15	192		260						452	
06:30	223		67						290		18:30	162		217						379	
06:45	286	804	147	314					433	1118	18:45	185	766	221	999					406	1765
07:00	341		145						486		19:00	130		169						299	
07:15	472		175						647		19:15	170		212						382	
07:30	484		184						668		19:30	122		154						276	
07:45	416	1713	218	722					634	2435	19:45	141	563	202	737					343	1300
08:00	340		213						553		20:00	116		167						283	
08:15	390		230						620		20:15	140		193						333	
08:30	400		172						572		20:30	114		160						274	
08:45	382	1512	275	890					657	2402	20:45	101	471	157	677					258	1148
09:00	277		177						454		21:00	87		163						250	
09:15	307		196						503		21:15	90		131						221	
09:30	309		180						489		21:30	67		131						198	
09:45	329	1222	185	738					514	1960	21:45	51	295	126	551					177	846
10:00	271		171						442		22:00	57		109						166	
10:15	290		202						492		22:15	52		77						129	
10:30	300		199						499		22:30	46		84						130	
10:45	306	1167	231	803					537	1970	22:45	38	193	69	339					107	532
11:00	294		198						492		23:00	28		58						86	
11:15	307		257						564		23:15	14		50						64	
11:30	340		242						582		23:30	25		43						68	
11:45	312	1253	248	945					560	2198	23:45	16	83	43	194					59	277
TOTALS		8431		4796						13227	TOTALS		9593		11546						21139
SPLIT %		63.7%		36.3%						38.5%	SPLIT %		45.4%		54.6%						61.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	18,024	16,342	0	0	34,366

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	14:45	17:00			15:00
AM Pk Volume	1713	1048			2502	PM Pk Volume	1269	1579			2797
Pk Hr Factor	0.885	0.919			0.936	Pk Hr Factor	0.896	0.924			0.966
7 - 9 Volume	3225	1612	0	0	4837	4 - 6 Volume	2364	3041	0	0	5405
7 - 9 Peak Hour	07:00	08:00			07:15	4 - 6 Peak Hour	16:30	17:00			16:30
7 - 9 Pk Volume	1713	890	0	0	2502	4 - 6 Pk Volume	1218	1579	0	0	2773
Pk Hr Factor	0.885	0.809	0.000	0.000	0.936	Pk Hr Factor	0.970	0.924	0.000	0.000	0.959

Appendix B:

Analysis Worksheets for
Existing (2013) Conditions

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	1
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/6/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	2	2	3	1	3	3	1	3	3	0
Lane Group	L	T	R	L	T	R	L	T	R	L	TR	
Volume, V (vph)	46	353	209	38	676	223	706	869	25	210	551	35
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.82	0.82	0.82	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	38.9			47.5			43.2			50.3		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 9.0	G = 24.0	G = 0.0	G = 0.0	G = 26.0	G = 25.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 100.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	53	410	243	44	786	259	861	1060	30	221	617	
Lane Group Capacity, c	301	1186	655	301	1186	380	1220	1235	386	1220	1224	
v/c Ratio, X	0.18	0.35	0.37	0.15	0.66	0.68	0.71	0.86	0.08	0.18	0.50	
Total Green Ratio, g/C	0.09	0.24	0.24	0.09	0.24	0.24	0.26	0.25	0.25	0.26	0.25	
Uniform Delay, d_1	42.1	31.5	31.7	42.0	34.3	34.5	33.5	35.8	28.7	28.7	32.2	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.11	0.11	0.11	0.24	0.25	0.27	0.39	0.11	0.11	0.11	
Incremental Delay, d_2	0.3	0.2	0.4	0.2	1.4	4.9	1.9	6.3	0.1	0.1	0.3	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	42.4	31.7	32.1	42.2	35.7	39.5	35.4	42.1	28.8	28.8	32.5	
Lane Group LOS	D	C	C	D	D	D	D	D	C	C	C	
Approach Delay	32.6			36.9			38.9			31.5		
Approach LOS	C			D			D			C		
Intersection Delay	36.1			X_C = 0.69			Intersection LOS			D		

 *HCS+*TM Version 5.4 Generated: 1/8/2014 6:58 PM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	1
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/6/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	2	2	3	1	3	3	1	3	3	0
Lane Group	L	T	R	L	T	R	L	T	R	L	TR	
Volume, V (vph)	111	772	591	137	555	314	482	683	100	420	910	77
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.87	0.87	0.87	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	38.9			47.5			43.2			50.3		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 36.0	G = 0.0	G = 0.0	G = 15.0	G = 25.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	128	887	679	143	578	327	513	727	106	452	1061	
Lane Group Capacity, c	268	1779	982	268	1779	570	704	1235	386	704	1221	
v/c Ratio, X	0.48	0.50	0.69	0.53	0.32	0.57	0.73	0.59	0.27	0.64	0.87	
Total Green Ratio, g/C	0.08	0.36	0.36	0.08	0.36	0.36	0.15	0.25	0.25	0.15	0.25	
Uniform Delay, d_1	44.0	25.0	27.3	44.2	23.2	25.8	40.6	33.0	30.2	40.0	35.9	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.11	0.26	0.14	0.11	0.17	0.29	0.18	0.11	0.22	0.40	
Incremental Delay, d_2	1.3	0.2	2.1	2.1	0.1	1.4	3.8	0.7	0.4	2.0	7.0	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	45.3	25.2	29.4	46.3	23.3	27.2	44.4	33.7	30.6	42.0	42.9	
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	D	
Approach Delay	28.4			27.7			37.5			42.6		
Approach LOS	C			C			D			D		
Intersection Delay	34.3			X_C = 0.74			Intersection LOS			C		

 *HCS+*TM Version 5.4 Generated: 1/8/2014 6:17 PM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	2
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/6/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3	0	1	3	0	0	2	0	0	2	0
Lane Group	L	TR		L	TR			LTR		DefL	TR	
Volume, V (vph)	27	666	33	28	785	19	35	3	30	29	6	5
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.81	0.81	0.81	0.77	0.77	0.77
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3			3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0		0	0	
Min. Time for Pedestrians, G_p	24.6			24.6			38.9			38.9		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 9.0	G = 27.0	G = 0.0	G = 0.0	G = 12.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	32	832		31	903			84		38	14	
Lane Group Capacity, c	258	2208		258	2215			541		254	339	
v/c Ratio, X	0.12	0.38		0.12	0.41			0.16		0.15	0.04	
Total Green Ratio, g/C	0.15	0.45		0.15	0.45			0.20		0.20	0.20	
Uniform Delay, d_1	22.1	10.9		22.1	11.1			19.8		19.8	19.4	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11		0.11	0.11			0.11		0.11	0.11	
Incremental Delay, d_2	0.2	0.1		0.2	0.1			0.1		0.3	0.1	

Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	22.3	11.0		22.3	11.2			19.9		20.1	19.4	
Lane Group LOS	C	B		C	B			B		C	B	
Approach Delay	11.5			11.6			19.9			19.9		
Approach LOS	B			B			B			B		
Intersection Delay	12.1			X_C = 0.29			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	2
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/6/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3	0	1	3	0	0	2	0	0	2	0
Lane Group	L	TR		L	TR		DefL	TR		DefL	TR	
Volume, V (vph)	63	1194	38	79	982	53	71	18	62	138	21	18
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.90	0.90	0.90	0.86	0.86	0.86	0.89	0.89	0.89
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	24.6			24.6			38.9			38.9		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 25.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 65.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	64	1257		88	1150		83	93		155	44	
Lane Group Capacity, c	212	1892		212	1886		418	493		389	520	
v/c Ratio, X	0.30	0.66		0.42	0.61		0.20	0.19		0.40	0.08	
Total Green Ratio, g/C	0.12	0.38		0.12	0.38		0.31	0.31		0.31	0.31	
Uniform Delay, d_1	26.0	16.5		26.3	16.1		16.6	16.5		17.8	16.0	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.24		0.11	0.20		0.11	0.11		0.11	0.11	
Incremental Delay, d_2	0.8	0.9		1.3	0.6		0.2	0.2		0.7	0.1	

Initial Queue Delay, d_3	*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*	
Control Delay	*26.8*	*17.4*		*27.7*	*16.7*		*16.8*	*16.7*		*18.4*	*16.1*	
Lane Group LOS	*C*	*B*		*C*	*B*		*B*	*B*		*B*	*B*	
Approach Delay	*17.9*			*17.4*			*16.8*			*17.9*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*17.6*			X_C = *0.53*			Intersection LOS			*B*		

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	3
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3	1	1	3	0	0	2	0	1	1	0
Lane Group	L	T	R	L	TR			LTR		L	TR	
Volume, V (vph)	37	586	39	86	755	50	30	14	47	21	15	42
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.60	0.60	0.60	0.61	0.61	0.61
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3			3		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0			0		0	0	
Min. Time for Pedestrians, G_p	18.9			18.9			38.9			38.9		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 20.0	G = 0.0	G = 0.0	G = 14.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	42	658	44	98	915			151		34	94	
Lane Group Capacity, c	402	1647	514	402	1631			632		278	377	
v/c Ratio, X	0.10	0.40	0.09	0.24	0.56			0.24		0.12	0.25	
Total Green Ratio, g/C	0.23	0.33	0.33	0.23	0.33			0.23		0.23	0.23	
Uniform Delay, d_1	18.1	15.4	13.7	18.7	16.4			18.7		18.2	18.7	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11	0.11	0.11	0.16			0.11		0.11	0.11	
Incremental Delay, d_2	0.1	0.2	0.1	0.3	0.4			0.2		0.2	0.3	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Control Delay	18.2	15.5	13.8	19.0	16.8			18.9		18.3	19.1	
Lane Group LOS	B	B	B	B	B			B		B	B	
Approach Delay	15.6			17.1			18.9			18.9		
Approach LOS	B			B			B			B		
Intersection Delay	16.8			X_C = 0.38			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	3
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3	1	1	3	0	0	2	0	1	1	0
Lane Group	L	T	R	L	TR			LTR		L	TR	
Volume, V (vph)	53	1245	80	137	960	78	95	21	95	62	31	53
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.89	0.89	0.89	0.88	0.88	0.88	0.74	0.74	0.74
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3			3		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0			0		0	0	
Min. Time for Pedestrians, G_p	18.9			18.9			38.9			38.9		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 20.0	G = 0.0	G = 0.0	G = 14.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	56	1311	84	154	1167			240		84	114	
Lane Group Capacity, c	402	1647	514	402	1628			591		255	383	
v/c Ratio, X	0.14	0.80	0.16	0.38	0.72			0.41		0.33	0.30	
Total Green Ratio, g/C	0.23	0.33	0.33	0.23	0.33			0.23		0.23	0.23	
Uniform Delay, d_1	18.2	18.1	14.1	19.4	17.5			19.5		19.1	18.9	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.34	0.11	0.11	0.28			0.11		0.11	0.11	
Incremental Delay, d_2	0.2	2.8	0.2	0.6	1.5			0.5		0.8	0.4	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	
Control Delay	18.4	21.0	14.3	20.0	19.1			19.9		19.9	19.4	
Lane Group LOS	B	C	B	B	B			B		B	B	
Approach Delay	20.5			19.2			19.9			19.6		
Approach LOS	C			B			B			B		
Intersection Delay	19.8			X_C = 0.56			Intersection LOS			B		

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	4
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	2	2	1	2	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	203	1154	156	119	957	135	90	187	44	213	228	136
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.89	0.89	0.89	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	23
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	36.1			33.2			46.1			46.1		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 9.0	G = 29.0	G = 0.0	G = 0.0	G = 10.0	G = 12.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 76.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	221	1254	170	135	1088	153	101	210	49	237	253	126
Lane Group Capacity, c	396	1885	588	396	1885	588	440	545	243	440	545	243
v/c Ratio, X	0.56	0.67	0.29	0.34	0.58	0.26	0.23	0.39	0.20	0.54	0.46	0.52
Total Green Ratio, g/C	0.12	0.38	0.38	0.12	0.38	0.38	0.13	0.16	0.16	0.13	0.16	0.16
Uniform Delay, d_1	31.6	19.5	16.3	30.8	18.6	16.1	29.6	28.7	27.8	30.8	29.1	29.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	0.16	0.24	0.11	0.11	0.17	0.11	0.11	0.11	0.11	0.14	0.11	0.12

Delay Calibration, k												
Incremental Delay, d_2	1.8	0.9	0.3	0.5	0.4	0.2	0.3	0.5	0.4	1.3	0.6	2.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	33.4	20.4	16.6	31.3	19.1	16.4	29.8	29.1	28.2	32.2	29.7	31.3
Lane Group LOS	C	C	B	C	B	B	C	C	C	C	C	C
Approach Delay	21.7			20.0			29.2			31.0		
Approach LOS	C			B			C			C		
Intersection Delay	23.2			X_C = 0.60			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	4
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	2	2	1	2	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	86	435	36	60	771	91	110	319	29	116	245	89
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.85	0.85	0.85	0.60	0.60	0.60	0.77	0.77	0.77
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	15
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	36.1			33.2			46.1			46.1		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 20.0	G = 0.0	G = 0.0	G = 8.0	G = 13.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 65.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	91	463	38	71	907	107	183	532	48	151	318	96
Lane Group Capacity, c	412	1520	474	412	1520	474	412	691	308	412	691	308
v/c Ratio, X	0.22	0.30	0.08	0.17	0.60	0.23	0.44	0.77	0.16	0.37	0.46	0.31
Total Green Ratio, g/C	0.12	0.31	0.31	0.12	0.31	0.31	0.12	0.20	0.20	0.12	0.20	0.20
Uniform Delay, d_1	25.7	17.2	16.0	25.5	19.1	16.7	26.4	24.6	21.5	26.2	22.9	22.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	0.11	0.11	0.11	0.11	0.19	0.11	0.11	0.32	0.11	0.11	0.11	0.11

Delay Calibration, k												
Incremental Delay, d_2	0.3	0.1	0.1	0.2	0.6	0.2	0.8	5.3	0.2	0.6	0.5	0.6
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	26.0	17.3	16.0	25.7	19.7	17.0	27.2	29.9	21.7	26.7	23.4	22.8
Lane Group LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Delay	18.6			19.8			28.7			24.2		
Approach LOS	B			B			C			C		
Intersection Delay	22.7			X_C = 0.56			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*EF*	Intersection	*5*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	
		Project ID	*Existing Conditions*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*2*	*3*	*1*	*2*	*3*	*0*	*1*	*1*	*1*	*2*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume, V (vph)	*85*	*1187*	*169*	*202*	*912*	*182*	*130*	*43*	*146*	*231*	*31*	*45*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Peak-Hour Factor, PHF	*0.93*	*0.93*	*0.93*	*0.90*	*0.90*	*0.90*	*0.85*	*0.85*	*0.85*	*0.80*	*0.80*	*0.80*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green, e	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type, AT	*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension, UE	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Filtering/Metering, I	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Initial Unmet Demand, Q_b	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Min. Time for Pedestrians, G_p	*24.6*			*23.2*			*40.3*			*40.3*		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *19.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *9.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis, T = *0.25*						Cycle Length, C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	*91*	*1276*	*182*	*224*	*1215*		*153*	*51*	*172*	*289*	*95*	
Lane Group Capacity, c	*446*	*1565*	*488*	*446*	*1525*		*230*	*272*	*231*	*446*	*248*	
v/c Ratio, X	*0.20*	*0.82*	*0.37*	*0.50*	*0.80*		*0.67*	*0.19*	*0.74*	*0.65*	*0.38*	
Total Green Ratio, g/C	*0.13*	*0.32*	*0.32*	*0.13*	*0.32*		*0.13*	*0.15*	*0.15*	*0.13*	*0.15*	
Uniform Delay, d_1	*23.2*	*18.9*	*15.9*	*24.2*	*18.7*		*24.7*	*22.3*	*24.4*	*24.7*	*23.0*	
Progression Factor, PF	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Delay Calibration, k	*0.11*	*0.36*	*0.11*	*0.11*	*0.34*		*0.24*	*0.11*	*0.30*	*0.23*	*0.11*	
Incremental Delay, d_2	*0.2*	*3.5*	*0.5*	*0.9*	*3.1*		*7.1*	*0.3*	*12.3*	*3.3*	*1.0*	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	23.4	22.4	16.4	25.1	21.8		31.8	22.6	36.7	27.9	24.0	
Lane Group LOS	C	C	B	C	C		C	C	D	C	C	
Approach Delay	21.7			22.3			32.8			27.0		
Approach LOS	C			C			C			C		
Intersection Delay	23.6			X_C = 0.72			Intersection LOS			C		

 *HCS+*TM Version 5.4 Generated: 1/8/2014 9:24 AM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	5
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	0	1	1	1	2	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	25	556	92	115	757	74	68	4	58	40	17	9
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.90	0.90	0.90	0.71	0.71	0.71	0.75	0.75	0.75
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	24.6			23.2			40.3			40.3		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 18.0	G = 0.0	G = 0.0	G = 8.0	G = 10.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	31	695	115	128	923		96	6	82	53	35	
Lane Group Capacity, c	446	1482	463	446	1463		230	302	257	446	287	
v/c Ratio, X	0.07	0.47	0.25	0.29	0.63		0.42	0.02	0.32	0.12	0.12	
Total Green Ratio, g/C	0.13	0.30	0.30	0.13	0.30		0.13	0.17	0.17	0.13	0.17	
Uniform Delay, d_1	22.7	17.1	15.9	23.4	18.1		23.9	20.9	22.0	22.9	21.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.11	0.11	0.11	0.21		0.11	0.11	0.11	0.11	0.11	
Incremental Delay, d_2	0.1	0.2	0.3	0.4	0.9		1.2	0.0	0.7	0.1	0.2	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	22.8	17.3	16.2	23.8	19.0		25.1	20.9	22.7	23.0	21.5	
Lane Group LOS	C	B	B	C	B		C	C	C	C	C	
Approach Delay	17.4			19.6			23.9			22.4		
Approach LOS	B			B			C			C		
Intersection Delay	19.2			X_C = 0.46			Intersection LOS			B		

 *HCS+*TM Version 5.4 Generated: 1/8/2014 9:23 AM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	6
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	2	2	1	2	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	51	419	82	131	753	178	67	363	95	213	303	115
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.73	0.73	0.73	0.82	0.82	0.82	0.66	0.66	0.66	0.66	0.66	0.66
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	30.3			30.3			40.3			40.3		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 21.0	G = 0.0	G = 0.0	G = 8.0	G = 12.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 65.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	70	574	112	160	918	217	102	550	144	323	459	174
Lane Group Capacity, c	412	1596	498	412	1596	498	412	637	285	412	637	285
v/c Ratio, X	0.17	0.36	0.22	0.39	0.58	0.44	0.25	0.86	0.51	0.78	0.72	0.61
Total Green Ratio, g/C	0.12	0.32	0.32	0.12	0.32	0.32	0.12	0.18	0.18	0.12	0.18	0.18
Uniform Delay, d_1	25.5	16.9	16.1	26.2	18.3	17.3	25.8	25.7	23.8	27.7	24.9	24.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	0.11	0.11	0.11	0.11	0.17	0.11	0.11	0.39	0.11	0.33	0.28	0.20

Delay Calibration, k												
Incremental Delay, d_2	0.2	0.1	0.2	0.6	0.5	0.6	0.3	11.8	1.5	9.6	4.0	3.8
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	25.7	17.0	16.3	26.9	18.8	17.9	26.1	37.5	25.3	37.2	28.9	28.2
Lane Group LOS	C	B	B	C	B	B	C	D	C	D	C	C
Approach Delay	17.7			19.7			33.8			31.6		
Approach LOS	B			B			C			C		
Intersection Delay	25.2			X_C = 0.65			Intersection LOS			C		

 HCS+™ Version 5.4 Generated: 1/8/2014 9:29 AM

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*EF*	Intersection	*6*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	
		Project ID	*Existing Conditions*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume, V (vph)	*123*	*1441*	*114*	*155*	*1109*	*113*	*104*	*107*	*167*	*146*	*129*	*75*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Peak-Hour Factor, PHF	*0.93*	*0.93*	*0.93*	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*	*0.89*	*0.89*	*0.89*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green, e	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type, AT	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension, UE	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Filtering/Metering, I	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Initial Unmet Demand, Q_b	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Min. Time for Pedestrians, G_p	*30.3*			*30.3*			*40.3*			*40.3*		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *30.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *13.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis, T = *0.25*					Cycle Length, C = *75.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	*132*	*1549*	*123*	*165*	*1180*	*120*	*112*	*115*	*180*	*164*	*145*	*84*
Lane Group Capacity, c	*357*	*1976*	*617*	*357*	*1976*	*617*	*357*	*599*	*267*	*357*	*599*	*267*
v/c Ratio, X	*0.37*	*0.78*	*0.20*	*0.46*	*0.60*	*0.19*	*0.31*	*0.19*	*0.67*	*0.46*	*0.24*	*0.31*
Total Green Ratio, g/C	*0.11*	*0.40*	*0.40*	*0.11*	*0.40*	*0.40*	*0.11*	*0.17*	*0.17*	*0.11*	*0.17*	*0.17*
Uniform Delay, d_1	*31.2*	*19.7*	*14.7*	*31.5*	*17.7*	*14.6*	*31.0*	*26.5*	*29.0*	*31.5*	*26.7*	*27.1*
Progression Factor, PF	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
	0.11	*0.33*	*0.11*	*0.11*	*0.19*	*0.11*	*0.11*	*0.11*	*0.25*	*0.11*	*0.11*	*0.11*

Delay Calibration, k												
Incremental Delay, d_2	0.6	2.1	0.2	0.9	0.5	0.2	0.5	0.2	6.6	0.9	0.2	0.7
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	31.8	21.8	14.8	32.4	18.2	14.8	31.5	26.7	35.6	32.4	27.0	27.8
Lane Group LOS	C	C	B	C	B	B	C	C	D	C	C	C
Approach Delay	22.1			19.6			31.9			29.4		
Approach LOS	C			B			C			C		
Intersection Delay	22.9			X_C = 0.67			Intersection LOS			C		

 HCS+™ Version 5.4 Generated: 1/8/2014 9:30 AM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	7
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	0	3	0	1	1	0
Lane Group	L	T	R	L	T	R	DefL	TR		L	TR	
Volume, V (vph)	197	1213	338	388	998	73	287	40	154	99	22	107
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.97	0.97	0.97	0.88	0.88	0.88	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0		0	0	
Min. Time for Pedestrians, G_p	26.1			23.2			38.9					

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 25.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 65.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	214	1318	367	400	1029	75	326	220		106	139	
Lane Group Capacity, c	412	1900	593	412	1900	593	373	936		343	489	
v/c Ratio, X	0.52	0.69	0.62	0.97	0.54	0.13	0.87	0.24		0.31	0.28	
Total Green Ratio, g/C	0.12	0.38	0.38	0.12	0.38	0.38	0.31	0.31		0.31	0.31	
Uniform Delay, d_1	26.7	16.8	16.2	28.4	15.5	12.9	21.3	16.8		17.2	17.1	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.13	0.26	0.20	0.48	0.14	0.11	0.40	0.11		0.11	0.11	
Incremental Delay, d_2	1.2	1.1	2.0	36.6	0.3	0.1	19.9	0.1		0.5	0.3	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	27.9	17.9	18.1	65.0	15.9	13.0	41.2	16.9		17.7	17.4	
Lane Group LOS	C	B	B	E	B	B	D	B		B	B	
Approach Delay	19.1			28.8			31.4			17.5		
Approach LOS	B			C			C			B		
Intersection Delay	24.1			X_C = 0.80			Intersection LOS			C		

 *HCS+*TM Version 5.4 Generated: 1/8/2014 9:36 AM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	7
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	0	3	0	1	1	0
Lane Group	L	T	R	L	T	R	DefL	TR		L	TR	
Volume, V (vph)	77	566	113	149	984	34	87	8	60	32	2	49
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.84	0.84	0.84	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0		0	0	
Min. Time for Pedestrians, G_p	26.1			23.2			38.9					

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 19.0	G = 0.0	G = 0.0	G = 15.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 60.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	87	636	127	169	1118	39	104	81		36	56	
Lane Group Capacity, c	781	1565	488	781	1565	488	327	750		318	388	
v/c Ratio, X	0.11	0.41	0.26	0.22	0.71	0.08	0.32	0.11		0.11	0.14	
Total Green Ratio, g/C	0.23	0.32	0.32	0.23	0.32	0.32	0.25	0.25		0.25	0.25	
Uniform Delay, d_1	18.1	16.1	15.3	18.6	18.1	14.4	18.3	17.3		17.4	17.5	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11	0.11	0.11	0.28	0.11	0.11	0.11		0.11	0.11	
Incremental Delay, d_2	0.1	0.2	0.3	0.1	1.6	0.1	0.6	0.1		0.2	0.2	

Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	18.2	16.3	15.6	18.7	19.7	14.4	18.9	17.4		17.5	17.7	
Lane Group LOS	B	B	B	B	B	B	B	B		B	B	
Approach Delay	16.3			19.4			18.2			17.6		
Approach LOS	B			B			B			B		
Intersection Delay	18.2			X_C = 0.45			Intersection LOS			B		

 *HCS+*TM Version 5.4 Generated: 1/8/2014 9:35 AM

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*EF*	Intersection	*8*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	
		Project ID	*Existing Conditions*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume, V (vph)	*156*	*402*	*146*	*90*	*656*	*262*	*336*	*771*	*60*	*220*	*729*	*228*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.85*	*0.81*	*0.81*	*0.81*	*0.86*	*0.86*	*0.86*	*0.83*	*0.83*	*0.83*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green, e	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type, AT	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension, UE	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Filtering/Metering, I	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Initial Unmet Demand, Q_b	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Ped / Bike / RTOR Volumes	*0*	*0*	*29*	*0*	*0*	*52*	*0*	*0*	*12*	*0*	*0*	*46*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Min. Time for Pedestrians, G_p	*41.8*			*41.8*			*37.5*			*38.9*		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *15.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *17.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis, T = *0.25*					Cycle Length, C = *65.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	*184*	*473*	*138*	*111*	*810*	*259*	*391*	*897*	*56*	*265*	*878*	*219*
Lane Group Capacity, c	*463*	*1140*	*356*	*463*	*1140*	*356*	*412*	*1292*	*403*	*412*	*1292*	*403*
v/c Ratio, X	*0.40*	*0.41*	*0.39*	*0.24*	*0.71*	*0.73*	*0.95*	*0.69*	*0.14*	*0.64*	*0.68*	*0.54*
Total Green Ratio, g/C	*0.14*	*0.23*	*0.23*	*0.14*	*0.23*	*0.23*	*0.12*	*0.26*	*0.26*	*0.12*	*0.26*	*0.26*
Uniform Delay, d_1	*25.5*	*21.3*	*21.1*	*25.0*	*23.0*	*23.1*	*28.3*	*21.7*	*18.4*	*27.1*	*21.6*	*20.7*
Progression Factor, PF	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
	0.11	*0.11*	*0.11*	*0.11*	*0.27*	*0.29*	*0.46*	*0.26*	*0.11*	*0.22*	*0.25*	*0.14*

Delay Calibration, k												
Incremental Delay, d_2	0.6	0.2	0.7	0.3	2.1	7.3	31.5	1.6	0.2	3.4	1.5	1.5
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	26.1	21.5	21.8	25.2	25.1	30.4	59.8	23.3	18.5	30.6	23.0	22.2
Lane Group LOS	C	C	C	C	C	C	E	C	B	C	C	C
Approach Delay	22.6			26.3			33.7			24.3		
Approach LOS	C			C			C			C		
Intersection Delay	27.2			X_C = 0.69			Intersection LOS			C		

 HCS+™ Version 5.4 Generated: 1/8/2014 4:01 PM

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	8
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	332	810	424	91	833	173	353	484	82	279	606	292
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.87	0.87	0.87	0.91	0.91	0.91	0.98	0.98	0.98
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	85	0	0	35	0	0	16	0	0	58
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	41.8			41.8			37.5			38.9		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 11.0	G = 25.0	G = 0.0	G = 0.0	G = 13.0	G = 20.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 85.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	342	835	349	105	957	159	388	532	73	285	618	239
Lane Group Capacity, c	433	1453	454	433	1453	454	512	1163	363	512	1163	363
v/c Ratio, X	0.79	0.57	0.77	0.24	0.66	0.35	0.76	0.46	0.20	0.56	0.53	0.66
Total Green Ratio, g/C	0.13	0.29	0.29	0.13	0.29	0.29	0.15	0.24	0.24	0.15	0.24	0.24
Uniform Delay, d_1	35.9	25.5	27.4	33.3	26.3	23.6	34.5	27.9	26.1	33.3	28.4	29.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	0.34	0.17	0.32	0.11	0.23	0.11	0.31	0.11	0.11	0.15	0.13	0.23

Delay Calibration, k												
Incremental Delay, d_2	9.5	0.6	7.8	0.3	1.1	0.5	6.5	0.3	0.3	1.4	0.5	4.3
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	45.4	26.0	35.2	33.5	27.4	24.1	41.0	28.1	26.4	34.7	28.9	33.8
Lane Group LOS	D	C	D	C	C	C	D	C	C	C	C	C
Approach Delay	32.5			27.5			33.0			31.3		
Approach LOS	C			C			C			C		
Intersection Delay	31.1			X_C = 0.74			Intersection LOS			C		

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	9
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	270	844	376	46	521	174	281	894	63	280	1210	153
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	38.9			38.9			34.6			34.6		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 9.0	G = 24.0	G = 0.0	G = 0.0	G = 10.0	G = 26.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 85.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	310	970	432	51	573	191	316	1004	71	311	1344	170
Lane Group Capacity, c	354	1395	435	354	1395	435	394	1511	472	394	1511	472
v/c Ratio, X	0.88	0.70	0.99	0.14	0.41	0.44	0.80	0.66	0.15	0.79	0.89	0.36
Total Green Ratio, g/C	0.11	0.28	0.28	0.11	0.28	0.28	0.12	0.31	0.31	0.12	0.31	0.31
Uniform Delay, d_1	37.4	27.2	30.4	34.5	24.8	25.0	36.5	25.7	21.5	36.5	28.1	23.0
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	0.40	0.26	0.49	0.11	0.11	0.11	0.35	0.24	0.11	0.34	0.41	0.11

Delay Calibration, k												
Incremental Delay, d_2	21.0	1.5	41.2	0.2	0.2	0.7	11.3	1.1	0.1	10.4	7.0	0.5
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	58.4	28.8	71.7	34.7	25.0	25.7	47.9	26.8	21.6	46.8	35.1	23.5
Lane Group LOS	E	C	E	C	C	C	D	C	C	D	D	C
Approach Delay	45.0			25.7			31.3			36.0		
Approach LOS	D			C			C			D		
Intersection Delay	36.1			X_C = 0.91			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	9
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	3	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	156	345	196	101	1030	370	384	960	49	140	798	318
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.87	0.87	0.87	0.85	0.85	0.85	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	38.9			38.9			34.6			34.6		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 24.0	G = 0.0	G = 0.0	G = 13.0	G = 19.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25					Cycle Length, C = 80.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	195	431	245	116	1184	425	452	1129	58	149	849	338
Lane Group Capacity, c	335	1482	463	335	1482	463	544	1173	366	544	1173	366
v/c Ratio, X	0.58	0.29	0.53	0.35	0.80	0.92	0.83	0.96	0.16	0.27	0.72	0.92
Total Green Ratio, g/C	0.10	0.30	0.30	0.10	0.30	0.30	0.16	0.24	0.24	0.16	0.24	0.24
Uniform Delay, d_1	34.4	21.5	23.3	33.6	25.8	27.0	32.4	30.1	24.2	29.4	28.1	29.8
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	0.17	0.11	0.13	0.11	0.34	0.44	0.37	0.47	0.11	0.11	0.28	0.44

Delay Calibration, k												
Incremental Delay, d_2	2.6	0.1	1.2	0.6	3.2	23.3	10.5	18.0	0.2	0.3	2.2	28.6
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	37.0	21.6	24.5	34.2	29.0	50.3	43.0	48.1	24.4	29.6	30.3	58.4
Lane Group LOS	D	C	C	C	C	D	D	D	C	C	C	E
Approach Delay	25.8			34.6			45.8			37.3		
Approach LOS	C			C			D			D		
Intersection Delay	37.2			X_C = 0.87			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	10
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	2	2	0	1	3	1	1	3	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	46	173	44	71	93	85	23	1106	132	248	1337	43
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p				40.3			40.3			31.8		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 9.0	G = 8.0	G = 0.0	G = 0.0	G = 10.0	G = 22.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 65.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	55	258		74	186		25	1202	143	267	1438	46
Lane Group Capacity, c	239	412		463	394		265	1672	522	265	1672	522
v/c Ratio, X	0.23	0.63		0.16	0.47		0.09	0.72	0.27	1.01	0.86	0.09
Total Green Ratio, g/C	0.14	0.12		0.14	0.12		0.15	0.34	0.34	0.15	0.34	0.34
Uniform Delay, d_1	24.9	27.1		24.7	26.5		23.6	18.8	15.7	27.5	20.1	14.7
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.21		0.11	0.11		0.11	0.28	0.11	0.50	0.39	0.11
Incremental Delay, d_2	0.5	3.0		0.2	0.9		0.2	1.5	0.3	57.2	4.8	0.1

Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	25.4	30.1		24.8	27.4		23.8	20.3	16.0	84.7	24.9	14.7
Lane Group LOS	C	C		C	C		C	C	B	F	C	B
Approach Delay	29.3			26.7			19.9			33.7		
Approach LOS	C			C			B			C		
Intersection Delay	27.7			X_C = 0.74			Intersection LOS			C		

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	10
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	AM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	2	2	0	1	3	1	1	3	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	18	57	25	92	263	216	29	1130	63	173	804	50
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.77	0.77	0.77	0.87	0.87	0.87	0.89	0.89	0.89
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p				40.3			40.3			31.8		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 9.0	G = 20.0	G = 0.0	G = 0.0	G = 11.0	G = 24.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	22	99		119	623		33	1299	72	194	903	56
Lane Group Capacity, c	194	824		376	805		237	1482	463	237	1482	463
v/c Ratio, X	0.11	0.12		0.32	0.77		0.14	0.88	0.16	0.82	0.61	0.12
Total Green Ratio, g/C	0.11	0.25		0.11	0.25		0.14	0.30	0.30	0.14	0.30	0.30
Uniform Delay, d_1	31.9	23.2		32.7	27.9		30.3	26.6	20.6	33.5	24.0	20.3
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11		0.11	0.32		0.11	0.40	0.11	0.36	0.20	0.11
Incremental Delay, d_2	0.3	0.1		0.5	4.7		0.3	6.3	0.2	19.8	0.7	0.1

Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	32.2	23.3		33.2	32.6		30.6	32.8	20.7	53.3	24.7	20.5
Lane Group LOS	C	C		C	C		C	C	C	D	C	C
Approach Delay	24.9			32.7			32.2			29.3		
Approach LOS	C			C			C			C		
Intersection Delay	31.1			X_C = 0.76			Intersection LOS			C		

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	EF	Intersection	11
Agency or Co.	KHA	Area Type	All other areas
Date Performed	1/7/2014	Jurisdiction	La Quinta
Time Period	PM Peak	Analysis Year	
		Project ID	Existing Conditions

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	2	1	0	1	3	1	1	3	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	10	1	0	105	1	47	3	1222	39	80	1528	26
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.55	0.55	0.55	0.78	0.78	0.78	0.95	0.95	0.95	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	38.9			38.9			24.6			23.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 8.0	G = 0.0	G = 0.0	G = 8.0	G = 30.0	G = 0.0	G = 0.0
	Y = 4	Y = 4	Y = 0	Y = 0	Y = 4	Y = 4	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	18	2		135	61		3	1286	41	85	1626	28
Lane Group Capacity, c	197	207		382	177		197	2118	661	197	2118	661
v/c Ratio, X	0.09	0.01		0.35	0.34		0.02	0.61	0.06	0.43	0.77	0.04
Total Green Ratio, g/C	0.11	0.11		0.11	0.11		0.11	0.43	0.43	0.11	0.43	0.43
Uniform Delay, d_1	27.7	27.5		28.6	28.6		27.5	15.4	11.7	28.9	17.0	11.6
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11		0.11	0.11		0.11	0.19	0.11	0.11	0.32	0.11
Incremental Delay, d_2	0.2	0.0		0.6	1.2		0.0	0.5	0.0	1.5	1.8	0.0

Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	27.9	27.5		29.2	29.8		27.5	16.0	11.8	30.4	18.8	11.7
Lane Group LOS	C	C		C	C		C	B	B	C	B	B
Approach Delay	27.9			29.4			15.9			19.2		
Approach LOS	C			C			B			B		
Intersection Delay	18.5			X_C = 0.59			Intersection LOS			B		

 HCS+™ Version 5.4 Generated: 1/8/2014 10:04 AM

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	
		Project ID	*Existing Conditions*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume, V (vph)	*20*	*3*	*4*	*16*	*0*	*9*	*2*	*1614*	*41*	*13*	*780*	*11*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
Peak-Hour Factor, PHF	*0.68*	*0.68*	*0.68*	*0.37*	*0.37*	*0.37*	*0.83*	*0.83*	*0.83*	*0.89*	*0.89*	*0.89*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green, e	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type, AT	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension, UE	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Filtering/Metering, I	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Initial Unmet Demand, Q_b	*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Min. Time for Pedestrians, G_p	*38.9*			*38.9*			*24.6*			*23.2*		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *40.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis, T = *0.25*						Cycle Length, C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	*29*	*10*		*43*	*24*		*2*	*1945*	*49*	*15*	*876*	*12*
Lane Group Capacity, c	*172*	*165*		*335*	*154*		*172*	*2471*	*771*	*172*	*2471*	*771*
v/c Ratio, X	*0.17*	*0.06*		*0.13*	*0.16*		*0.01*	*0.79*	*0.06*	*0.09*	*0.35*	*0.02*
Total Green Ratio, g/C	*0.10*	*0.10*		*0.10*	*0.10*		*0.10*	*0.50*	*0.50*	*0.10*	*0.50*	*0.50*
Uniform Delay, d_1	*33.0*	*32.6*		*32.8*	*32.9*		*32.4*	*16.5*	*10.3*	*32.7*	*12.2*	*10.1*
Progression Factor, PF	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Delay Calibration, k	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.33*	*0.11*	*0.11*	*0.11*	*0.11*
Incremental Delay, d_2	*0.5*	*0.2*		*0.2*	*0.5*		*0.0*	*1.8*	*0.0*	*0.2*	*0.1*	*0.0*

Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	33.4	32.8		33.0	33.4		32.5	18.3	10.4	32.9	12.2	10.1
Lane Group LOS	C	C		C	C		C	B	B	C	B	B
Approach Delay	33.3			33.1			18.1			12.6		
Approach LOS	C			C			B			B		
Intersection Delay	17.0			X_C = 0.54			Intersection LOS			B		

Appendix C:

Other In-N-Out
Trip Generation Studies

To determine the proposed In-N-Out Burger restaurant's forecast trip generation, trip generation sample surveys were conducted in May 2012 at the following three existing In-N-Out Burger restaurants located in the Cities of Redondo Beach, Long Beach, and Los Angeles:

- In-N-Out Burger located at 6391 East Pacific Coast Highway, Long Beach, CA;
- In-N-Out Burger located at 9149 South Sepulveda Boulevard, Los Angeles, CA; and
- In-N-Out Burger located at 3801 Inglewood Avenue, Redondo Beach, CA.

The In-N-Out Burger trip generation sample surveys were collected during the same time periods evaluated in this analysis (weekday 11:30 AM to 1:30 PM, weekday 4:00 PM to 6:00 PM, Saturday 11:30 AM to 1:30 PM and Saturday 4:00 PM to 6:00 PM). The trip generation data used in this analysis were taken from the highest hour within each peak period counted. Detailed traffic count data sheets are contained in Appendix A of Appendix C.

Table 4.16-20, *In-N-Out Burger Weekday Trip Generation Survey Count Summary*, summarizes the weekday peak hour trip generation for the surveyed In-N-Out Burger locations. As shown in *Table 4.16-20*, the surveyed In-N-Out Burger restaurants generate an average of approximately 300 weekday mid-day peak hour trips and an average of approximately 188 weekday PM peak hour trips. It is noted the surveyed locations included outdoor seating patios similar to the Project.

Table 4.16-20
In-N-Out Burger Weekday Trip Generation Survey Count Summary

Survey Location	Size (tsf)	Weekday AM Peak Hour Trip Rates			Weekday Mid-Day Peak Hour Trip Rates			Weekday PM Peak Hour Trip Rates		
		In	Out	Total	In	Out	Total	In	Out	Total
Redondo Beach In-N-Out Burger	2.8	0	0	0	136	135	271	94	89	183
Long Beach In-N-Out Burger	3.6	0	0	0	138	135	273	69	73	142
Los Angeles In-N-Out Burger	3.8	0	0	0	196	159	355	127	111	238
Average In-N-Out Burger Weekday Trip Generation		**0**	**0**	**0**	**157**	**143**	**300**	**97**	**91**	**188**

Note: tsf = thousand square feet.
Source: Observed data.

Table 4.16-21, *In-N-Out Burger Saturday Trip Generation Survey County Summary*, summarizes the Saturday peak hour trip generation for the surveyed In-N-Out Burger locations. As shown in *Table 4.16-21*, the surveyed In-N-Out Burger restaurants generate an average of approximately 323 Saturday mid-day peak hour trips and an average of approximately 234 Saturday PM peak hour trips. It is noted the surveyed locations included outdoor seating patios similar to the Project.

TABLE 2
TRIP GENERATION ADJUSTMENT SUMMARY FOR IN-N-OUT RESTAURANT

Land Use		Daily Trips	AM Peak-Hour In	AM Peak-Hour Out	AM Peak-Hour Total	PM Peak-Hour In	PM Peak-Hour Out	PM Peak-Hour Total
Driveway Trips								
Proposed Adjustments								
In-N-Out	Restaurant - Fast Food (with or without drive-through)	2,625	63	42	105	105	105	210
Internal Capture Reduction	Based on Table 1 trip reduction rate	-749	-25	-13	-38	-26	-26	-52
In-N-Out Sub-Total		**1,876**	**38**	**29**	**67**	**79**	**79**	**158**
In-N-Out Adjustment	Assumed 25% increase over typical fast food restaurants	469	10	7	17	20	20	40
IN-N-OUT PEAK-HOUR TOTAL		**2,345**	**48**	**36**	**84**	**99**	**99**	**198**

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PROJECT TRIP GENERATION AND DISTRIBUTION

Trip Generation

The study recognizes that In-N-Out Burger restaurants tend to generate more trips than the average fast-food restaurant with drive-through window as described in the Institute of Transportation Engineers' (ITE) *Trip Generation, 8th Edition*. Instead, the study assumes a peak hour trip generation rate of 50 trips per 1,000 square-feet (ksf), assuming 50% are inbound trips and 50% are outbound trips. The report cites that the trip generation rate is based on traffic surveys conducted at the Livermore, Pleasanton, Pittsburg, Mountain View and Sunnyvale In-N-Out restaurants in either 2002, 2005 or 2009; the results of the surveys are provided in the appendix. The rate used in the study is about 45% higher than the average ITE rate for the PM peak hour.

The assumed trip generation rate in the study was compared to the results of trip generation surveys that were collected by Fehr & Peers for the Livermore, Mountain View and Salinas In-N-Out Burger restaurants in 2002. Table 2 summarizes the trip generation surveys at the three In-N-Out locations. As shown in Table 2, the PM peak hour trip generation rates varied from 46 trips per ksf to 62 trips per ksf, with an overall average rate of about 53 trips per ksf. The study also assumes 580 daily trips per ksf, which is higher than ITE estimates. Therefore, the assumed rates of 50 peak hour trips per ksf and 580 daily trips per ksf utilized in the study are appropriate.

TABLE 2
IN-N-OUT BURGER RESTAURANT TRIP GENERATION SURVEY RESULTS

Store Location	PM Peak-Hour Trips			PM Peak-Hour Trip Generation Rates[4]		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Livermore[1]	86	59	145	27.22	18.67	45.89
Mountain View[2]	119	66	185	40.04	22.21	62.25
Salinas[3]	60	86	146	20.60	29.54	50.14
			Average Rate[5]	*29.30*	*23.33*	*52.63*

Notes:
1. Livermore restaurant located at the North Livermore Avenue/Arroyo Plaza intersection. Store is 3,160 s.f.
2. Mountain View restaurant located at the North Rengstorff Avenue/US 101 On-Ramp intersection. Store is 2,972 s.f.
3. Salinas restaurant located at the Kern Street/US 101 On-Ramp intersection. Store is 2,912 s.f.
4. Rates in trips per 1,000 s.f.
5. Average rate determined by dividing the trips generated by all facilities by the total square footage of the three buildings combined

Source: Fehr & Peers, surveys collected in 2002.

A pass-by trip reduction of 25% was assumed in the study, which is lower than the 49% pass-by reduction for a fast-food restaurant with drive-through window suggested by ITE in the *Trip Generation Handbook 2nd Edition*; the 25% pass-by trip reduction was also approved by the City of Pleasant Hill. Pass-by vehicle trips are trips attracted to the site from traffic passing on adjacent roadways as an interim stop on the way to their ultimate destination. Pass-by trips consist of vehicles that would be on the roadway network regardless of the project; therefore, the 25% pass-by reduction is appropriate for this study.

LINSCOTT LAW & GREENSPAN engineers

TABLE 1B

PROJECT TRAFFIC GENERATION FORECAST COMPARISON[5]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour Enter	AM Peak Hour Exit	AM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit	PM Peak Hour Total
Generation Forecast:							
Proposed Project							
▪ 934: In-N-Out Burger with Drive-Thru (3,750 SF)[6]	1,860	5	5	10	66	61	127
Less Pass-by Trips[7]	-753	-0	-0	-0	-33	-31	-64
Total Net Project Trip Generation	***1,395***	***5***	***5***	***10***	***33***	***30***	***63***
Entitled Land Use							
▪ 933: Fast-Food without Drive-Thru (4,000 SF)	1,764	105	70	175	53	51	104
Less Pass-by Trips	-441	-42	-28	-70	-21	-20	-41
Entitled Land Use Net Trip Generation	***1,323***	***63***	***42***	***105***	***32***	***31***	***63***
Net Project Trip Generation Potential (Proposed minus Entitled)	+72	**-58**	**-37**	**-95**	**1**	**-1**	**0**

Notes:
TE/1000 SF= Trip end per 1000 SF of development

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5 Source: *Trip Generation, 8th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2008)].

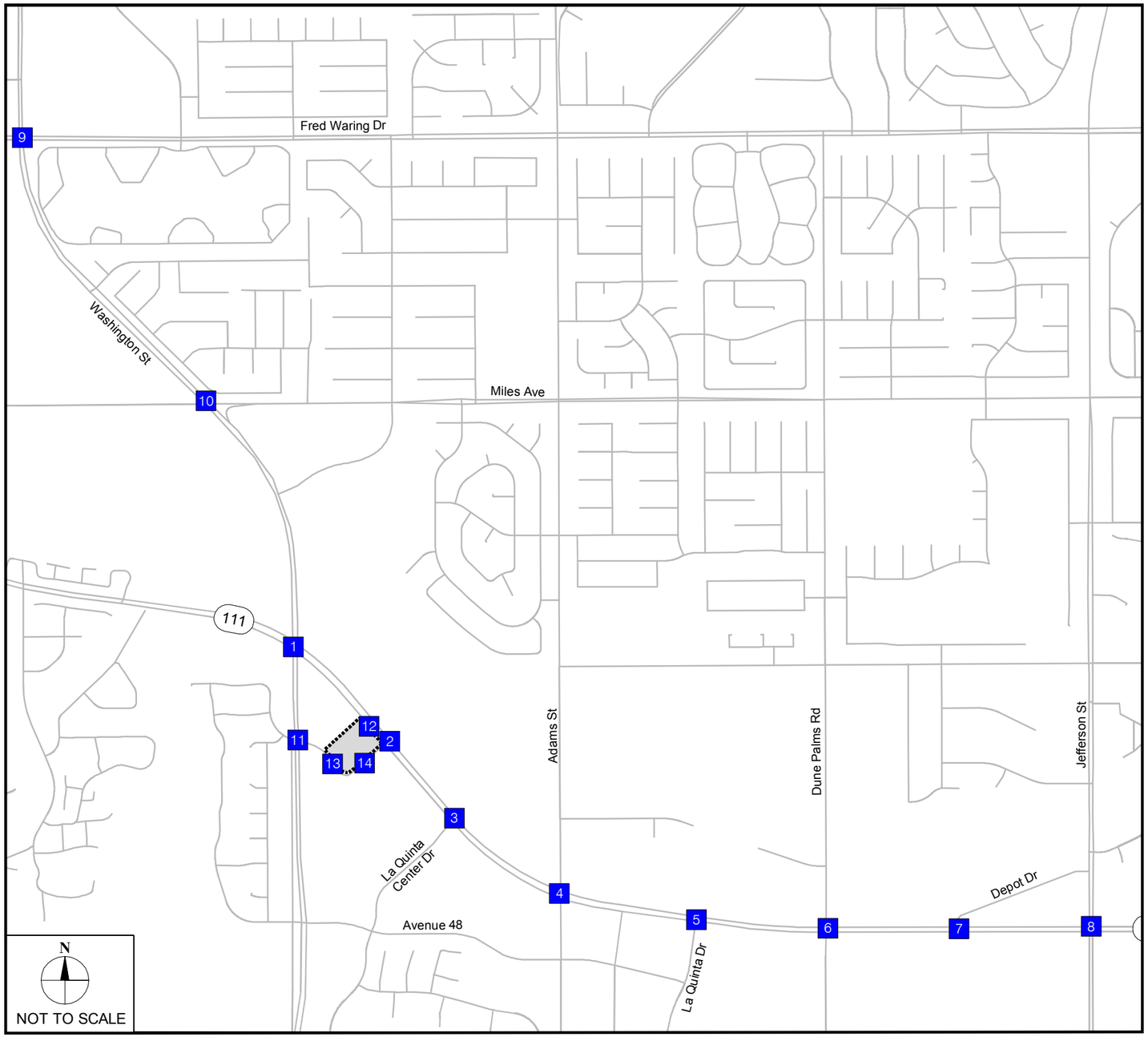
6 Given In-N-Out Burger's weekday hours of operation are typically set between 10:30 AM and 1:00 PM, the weekday AM peak hour trip generation of the proposed Project has been adjusted accordingly to reflect traffic that could be generated by staff and or deliveries.

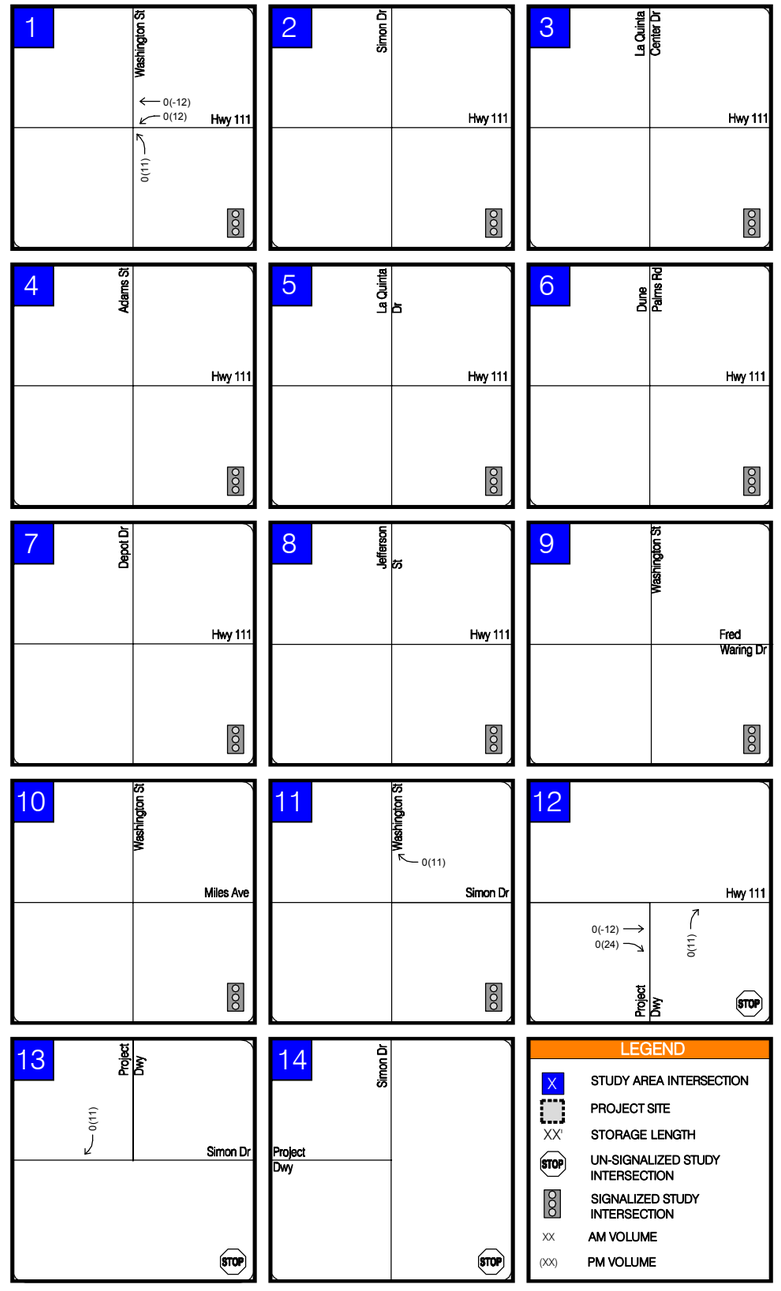
7 Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets (i.e. existing traffic on Seal Beach Boulevard), which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Handbook*, ITE October June 2004):

- Fast-Food w/Drive-thru: PM Peak hours- 50%
- Fast-Food w/out Drive-thru: AM/PM Peak hours - estimated to be 40% (Source: SANDAG *Traffic Generators*)
- Daily pass-by percentage for fast-food uses is estimated to be 25%.

Appendix D:

Pass-By Trip
Assignment Figure





Kimley»Horn

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PROJECT PASS-BY TRIP ADJUSTMENTS

LA QUINTA SQUARE, LA QUINTA, CA

Appendix E:

Intersection and Roadway Segment Growth Rates

Background growth rates were calculated for individual intersections and roadway segments based on the 2010 and 2035 volumes provided in the City of La Quinta General Plan Environmental Impact Report (GPEIR). The segment volume difference from 2010 to 2035 was calculated at each intersection and roadway segment and the corresponding annual growth rate for each intersection and segment was then determined.

At intersections where no volumes were provided in the General Plan, the average growth rate from the nearest upstream and downstream intersections with volumes was used as an estimate for annual background growth at these locations.

These annual growth rates were used to project future background traffic volumes at study area intersections and along study area roadway segments. The calculated background annual growth rates for intersections are shown in **Table D1**. The calculated background annual growth rates for roadway segments are shown in **Table D2**.

Table D1 – Background Traffic Annual Growth Rates for Intersections

Intersection	Intersection Volume				Calculated Annual Growth Rate	
	AM Peak Hour		PM Peak Hour			
	2010	2035	2010	2035	AM	PM
Highway 111 @ Washington Street	3941	7854	5152	8712	3.184%	2.417%
Highway 111 @ Simon Drive	1666	0	2737	0	3.065%	2.574%
Highway 111 @ La Quinta Center Drive	1722	0	2910	0	3.065%	2.574%
Highway 111 @ Adams Street	2387	4522	3622	6552	2.947%	2.731%
Highway 111 @ La Quinta Drive	1815	0	3363	0	2.564%	2.830%
Highway 111 @ Dune Palms Road	2770	4453	3783	7140	2.181%	2.929%
Highway 111 @ Depot Drive	2161	0	3916	0	2.194%	3.116%
Highway 111 @ Jefferson Street	4056	6557	4759	9726	2.207%	3.302%
Washington Street @ Fred Waring Drive	4847	9252	5112	11004	2.982%	3.546%
Washington Street @ Miles Avenue	2920	5470	3401	6655	2.894%	3.098%
Washington Street @ Simon Drive	2513	0	3062	0	3.184%	2.417%

Table D2 – Background Traffic Annual Growth Rates for Roadway Segments

Roadway Segment	Segment Volume		Calculated Annual Growth Rate
	2010	2035	
Highway 111			
Mountain Cove Dr to Washington St	29726	53511	2.379%
Washington St to Simon Dr	29726	53511	2.379%
Simon Dr to La Quinta Center Dr	29726	53511	2.379%
La Quinta Center Dr to Adams St	29726	53511	2.379%
Adams St to La Quinta Dr	31348	40481	1.028%
La Quinta Dr to Dune Palms Rd	31348	40481	1.028%
Dune Palms Rd to Depot Dr	38037	50659	1.153%
Depot Dr to Jefferson St	38037	50659	1.153%
Washington Street			
Fred Waring Dr to Miles Ave	40633	64210	1.847%
Miles Ave to Hwy 111	32915	54141	2.011%
Hwy 111 to Simon Dr	36710	57955	1.843%
Simon Dr to Ave 48	36710	57955	1.843%

Appendix F:

Analysis Worksheets for
Background (2015) Conditions

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*1*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*2*	*2*	*3*	*1*	*3*	*3*	*1*	*3*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*49*	*389*	*225*	*40*	*732*	*244*	*753*	*927*	*27*	*231*	*589*	*37*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.86*	*0.86*	*0.86*	*0.86*	*0.86*	*0.86*	*0.82*	*0.82*	*0.82*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*38.9*			*47.5*			*43.2*			*50.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *26.0*	G = *25.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *100.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*57*	*452*	*262*	*47*	*851*	*284*	*918*	*1130*	*33*	*243*	*659*	
Lane Group Capacity	*301*	*1186*	*655*	*301*	*1186*	*380*	*1220*	*1235*	*386*	*1220*	*1224*	
v/c Ratio	*0.19*	*0.38*	*0.40*	*0.16*	*0.72*	*0.75*	*0.75*	*0.91*	*0.09*	*0.20*	*0.54*	
Green Ratio	*0.09*	*0.24*	*0.24*	*0.09*	*0.24*	*0.24*	*0.26*	*0.25*	*0.25*	*0.26*	*0.25*	
Uniform Delay d_1	*42.1*	*31.8*	*31.9*	*42.0*	*34.9*	*35.2*	*34.0*	*36.5*	*28.7*	*28.9*	*32.5*	
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.28*	*0.30*	*0.31*	*0.43*	*0.11*	*0.11*	*0.14*	
Incremental Delay d_2	*0.3*	*0.2*	*0.4*	*0.2*	*2.1*	*7.9*	*2.7*	*10.6*	*0.1*	*0.1*	*0.5*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*42.4*	*32.0*	*32.3*	*42.2*	*37.0*	*43.1*	*36.7*	*47.1*	*28.8*	*29.0*	*33.0*	
Lane Group LOS	*D*	*C*	*C*	*D*	*D*	*D*	*D*	*D*	*C*	*C*	*C*	
Approach Delay	*32.9*			*38.7*			*42.2*			*31.9*		
Approach LOS	*C*			*D*			*D*			*C*		
Intersection Delay	*38.0*			Intersection LOS						*D*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*1*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*Midday Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*2*	*2*	*3*	*1*	*3*	*3*	*1*	*3*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*136*	*769*	*346*	*159*	*762*	*439*	*464*	*657*	*107*	*551*	*731*	*78*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*	*0.83*	*0.83*	*0.83*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*38.9*			*47.5*			*43.2*			*50.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *22.0*	G = *0.0*	G = *0.0*	G = *16.0*	G = *18.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*145*	*818*	*368*	*171*	*819*	*472*	*559*	*792*	*129*	*592*	*870*	
Lane Group Capacity	*335*	*1359*	*750*	*335*	*1359*	*435*	*939*	*1112*	*347*	*939*	*1096*	
v/c Ratio	*0.43*	*0.60*	*0.49*	*0.51*	*0.60*	*1.09*	*0.60*	*0.71*	*0.37*	*0.63*	*0.79*	
Green Ratio	*0.10*	*0.28*	*0.28*	*0.10*	*0.28*	*0.28*	*0.20*	*0.22*	*0.22*	*0.20*	*0.22*	
Uniform Delay d_1	*33.9*	*25.2*	*24.3*	*34.1*	*25.2*	*29.0*	*29.1*	*28.6*	*26.2*	*29.3*	*29.2*	
Delay Factor k	*0.11*	*0.19*	*0.11*	*0.12*	*0.19*	*0.50*	*0.18*	*0.28*	*0.11*	*0.21*	*0.34*	
Incremental Delay d_2	*0.9*	*0.8*	*0.5*	*1.3*	*0.8*	*68.0*	*1.0*	*2.2*	*0.7*	*1.4*	*4.1*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*34.8*	*26.0*	*24.8*	*35.5*	*26.0*	*97.0*	*30.1*	*30.8*	*26.9*	*30.7*	*33.4*	
Lane Group LOS	*C*	*C*	*C*	*D*	*C*	*F*	*C*	*C*	*C*	*C*	*C*	
Approach Delay	*26.6*			*50.0*			*30.2*			*32.3*		
Approach LOS	*C*			*D*			*C*			*C*		
Intersection Delay	*34.9*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*1*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*2*	*2*	*3*	*1*	*3*	*3*	*1*	*3*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*116*	*879*	*628*	*144*	*633*	*356*	*512*	*725*	*105*	*478*	*967*	*81*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.87*	*0.87*	*0.87*	*0.96*	*0.96*	*0.96*	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*38.9*			*47.5*			*43.2*			*50.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *36.0*	G = *0.0*	G = *0.0*	G = *15.0*	G = *25.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *100.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*133*	*1010*	*722*	*150*	*659*	*371*	*545*	*771*	*112*	*514*	*1127*	
Lane Group Capacity	*268*	*1779*	*982*	*268*	*1779*	*570*	*704*	*1235*	*386*	*704*	*1221*	
v/c Ratio	*0.50*	*0.57*	*0.74*	*0.56*	*0.37*	*0.65*	*0.77*	*0.62*	*0.29*	*0.73*	*0.92*	
Green Ratio	*0.08*	*0.36*	*0.36*	*0.08*	*0.36*	*0.36*	*0.15*	*0.25*	*0.25*	*0.15*	*0.25*	
Uniform Delay d_1	*44.1*	*25.7*	*27.9*	*44.3*	*23.6*	*26.7*	*40.9*	*33.3*	*30.3*	*40.6*	*36.6*	
Delay Factor k	*0.11*	*0.16*	*0.29*	*0.16*	*0.11*	*0.23*	*0.32*	*0.21*	*0.11*	*0.29*	*0.44*	
Incremental Delay d_2	*1.4*	*0.4*	*2.9*	*2.6*	*0.1*	*2.6*	*5.4*	*1.0*	*0.4*	*3.9*	*11.6*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*45.5*	*26.2*	*30.8*	*46.9*	*23.8*	*29.4*	*46.3*	*34.3*	*30.7*	*44.4*	*48.2*	
Lane Group LOS	*D*	*C*	*C*	*D*	*C*	*C*	*D*	*C*	*C*	*D*	*D*	
Approach Delay	*29.3*			*28.5*			*38.6*			*47.0*		
Approach LOS	*C*			*C*			*D*			*D*		
Intersection Delay	*36.1*			Intersection LOS						*D*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*2*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*0*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*			*LTR*		*DefL*	*TR*	
Volume (vph)	*29*	*728*	*35*	*30*	*853*	*20*	*37*	*3*	*32*	*31*	*6*	*5*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.84*	*0.84*	*0.84*	*0.89*	*0.89*	*0.89*	*0.81*	*0.81*	*0.81*	*0.77*	*0.77*	*0.77*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*24.6*			*24.6*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *9.0*	G = *27.0*	G = *0.0*	G = *0.0*	G = *12.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*35*	*909*		*34*	*980*			*90*		*40*	*14*	
Lane Group Capacity	*258*	*2208*		*258*	*2216*			*539*		*252*	*339*	
v/c Ratio	*0.14*	*0.41*		*0.13*	*0.44*			*0.17*		*0.16*	*0.04*	
Green Ratio	*0.15*	*0.45*		*0.15*	*0.45*			*0.20*		*0.20*	*0.20*	
Uniform Delay d_1	*22.1*	*11.1*		*22.1*	*11.3*			*19.9*		*19.8*	*19.4*	
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*			*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.2*	*0.1*		*0.2*	*0.1*			*0.1*		*0.3*	*0.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*22.4*	*11.3*		*22.3*	*11.5*			*20.0*		*20.1*	*19.4*	
Lane Group LOS	*C*	*B*		*C*	*B*			*C*		*C*	*B*	
Approach Delay	*11.7*			*11.8*			*20.0*			*19.9*		
Approach LOS	*B*			*B*			*C*			*B*		
Intersection Delay	*12.3*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*2*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*Midday Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*0*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*			*LTR*		*DefL*	*TR*	
Volume (vph)	*101*	*1273*	*52*	*96*	*1230*	*62*	*86*	*29*	*106*	*172*	*38*	*27*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.98*	*0.98*	*0.98*	*0.95*	*0.95*	*0.95*	*0.79*	*0.79*	*0.79*	*0.91*	*0.91*	*0.91*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*24.6*			*24.6*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *8.0*	G = *31.0*	G = *0.0*	G = *0.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*103*	*1352*		*101*	*1360*			*280*		*189*	*72*	
Lane Group Capacity	*184*	*2030*		*184*	*2027*			*836*		*329*	*544*	
v/c Ratio	*0.56*	*0.67*		*0.55*	*0.67*			*0.33*		*0.57*	*0.13*	
Green Ratio	*0.11*	*0.41*		*0.11*	*0.41*			*0.32*		*0.32*	*0.32*	
Uniform Delay d_1	*31.8*	*17.8*		*31.8*	*17.9*			*19.4*		*21.2*	*18.1*	
Delay Factor k	*0.16*	*0.24*		*0.15*	*0.24*			*0.11*		*0.17*	*0.11*	
Incremental Delay d_2	*3.8*	*0.8*		*3.5*	*0.9*			*0.2*		*2.5*	*0.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*35.7*	*18.7*		*35.3*	*18.7*			*19.7*		*23.7*	*18.2*	
Lane Group LOS	*D*	*B*		*D*	*B*			*B*		*C*	*B*	
Approach Delay	*19.9*			*19.9*			*19.7*			*22.2*		
Approach LOS	*B*			*B*			*B*			*C*		
Intersection Delay	*20.0*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*2*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*0*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*		*DefL*	*TR*		*DefL*	*TR*	
Volume (vph)	*66*	*1362*	*40*	*83*	*1111*	*56*	*75*	*19*	*65*	*145*	*22*	*19*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.98*	*0.98*	*0.98*	*0.90*	*0.90*	*0.90*	*0.86*	*0.86*	*0.86*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*24.6*			*24.6*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *8.0*	G = *25.0*	G = *0.0*	G = *0.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*67*	*1431*		*92*	*1296*		*87*	*98*		*163*	*46*	
Lane Group Capacity	*212*	*1892*		*212*	*1887*		*417*	*493*		*387*	*520*	
v/c Ratio	*0.32*	*0.76*		*0.43*	*0.69*		*0.21*	*0.20*		*0.42*	*0.09*	
Green Ratio	*0.12*	*0.38*		*0.12*	*0.38*		*0.31*	*0.31*		*0.31*	*0.31*	
Uniform Delay d_1	*26.0*	*17.4*		*26.4*	*16.7*		*16.6*	*16.6*		*17.9*	*16.0*	
Delay Factor k	*0.11*	*0.31*		*0.11*	*0.26*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.9*	*1.8*		*1.4*	*1.1*		*0.3*	*0.2*		*0.7*	*0.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*26.9*	*19.2*		*27.8*	*17.8*		*16.9*	*16.8*		*18.6*	*16.1*	
Lane Group LOS	*C*	*B*		*C*	*B*		*B*	*B*		*B*	*B*	
Approach Delay	*19.5*			*18.5*			*16.8*			*18.1*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*18.8*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*3*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*1*	*1*	*3*	*0*	*0*	*2*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*			*LTR*		*L*	*TR*	
Volume (vph)	*39*	*622*	*62*	*115*	*802*	*53*	*51*	*19*	*72*	*22*	*20*	*45*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.88*	*0.88*	*0.88*	*0.60*	*0.60*	*0.60*	*0.61*	*0.61*	*0.61*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*18.9*			*18.9*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *14.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *14.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*44*	*699*	*70*	*131*	*971*			*237*		*36*	*107*	
Lane Group Capacity	*402*	*1647*	*514*	*402*	*1632*			*609*		*256*	*379*	
v/c Ratio	*0.11*	*0.42*	*0.14*	*0.33*	*0.59*			*0.39*		*0.14*	*0.28*	
Green Ratio	*0.23*	*0.33*	*0.33*	*0.23*	*0.33*			*0.23*		*0.23*	*0.23*	
Uniform Delay d_1	*18.1*	*15.5*	*14.0*	*19.1*	*16.6*			*19.4*		*18.2*	*18.9*	
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.18*			*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.1*	*0.2*	*0.1*	*0.5*	*0.6*			*0.4*		*0.3*	*0.4*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*18.2*	*15.7*	*14.1*	*19.6*	*17.2*			*19.8*		*18.5*	*19.3*	
Lane Group LOS	*B*	*B*	*B*	*B*	*B*			*B*		*B*	*B*	
Approach Delay	*15.7*			*17.5*			*19.8*			*19.1*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*17.2*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*3*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*1*	*1*	*3*	*0*	*0*	*2*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*			*LTR*		*L*	*TR*	
Volume (vph)	*56*	*1310*	*190*	*265*	*1010*	*82*	*178*	*37*	*190*	*65*	*53*	*56*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.89*	*0.89*	*0.89*	*0.88*	*0.88*	*0.88*	*0.74*	*0.74*	*0.74*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*18.9*			*18.9*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *14.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *14.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*59*	*1379*	*200*	*298*	*1227*			*460*		*88*	*148*	
Lane Group Capacity	*402*	*1647*	*514*	*402*	*1628*			*579*		*160*	*391*	
v/c Ratio	*0.15*	*0.84*	*0.39*	*0.74*	*0.75*			*0.79*		*0.55*	*0.38*	
Green Ratio	*0.23*	*0.33*	*0.33*	*0.23*	*0.33*			*0.23*		*0.23*	*0.23*	
Uniform Delay d_1	*18.3*	*18.5*	*15.3*	*21.3*	*17.8*			*21.6*		*20.2*	*19.3*	
Delay Factor k	*0.11*	*0.37*	*0.11*	*0.30*	*0.31*			*0.34*		*0.15*	*0.11*	
Incremental Delay d_2	*0.2*	*4.0*	*0.5*	*7.2*	*2.0*			*7.5*		*4.0*	*0.6*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*18.4*	*22.5*	*15.8*	*28.5*	*19.9*			*29.2*		*24.2*	*20.0*	
Lane Group LOS	*B*	*C*	*B*	*C*	*B*			*C*		*C*	*B*	
Approach Delay	*21.5*			*21.5*			*29.2*			*21.6*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*22.4*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*94*	*480*	*38*	*65*	*837*	*96*	*117*	*342*	*32*	*123*	*264*	*97*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.94*	*0.94*	*0.94*	*0.85*	*0.85*	*0.85*	*0.60*	*0.60*	*0.60*	*0.77*	*0.77*	*0.77*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*36.1*			*33.2*			*46.1*			*46.1*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *13.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*100*	*511*	*40*	*76*	*985*	*113*	*195*	*570*	*53*	*160*	*343*	*106*
Lane Group Capacity	*412*	*1520*	*474*	*412*	*1520*	*474*	*412*	*691*	*308*	*412*	*691*	*308*
v/c Ratio	*0.24*	*0.34*	*0.08*	*0.18*	*0.65*	*0.24*	*0.47*	*0.82*	*0.17*	*0.39*	*0.50*	*0.34*
Green Ratio	*0.12*	*0.31*	*0.31*	*0.12*	*0.31*	*0.31*	*0.12*	*0.20*	*0.20*	*0.12*	*0.20*	*0.20*
Uniform Delay d_1	*25.8*	*17.4*	*16.0*	*25.6*	*19.5*	*16.8*	*26.5*	*24.9*	*21.5*	*26.2*	*23.1*	*22.3*
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.23*	*0.11*	*0.11*	*0.36*	*0.11*	*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*0.3*	*0.1*	*0.1*	*0.2*	*1.0*	*0.3*	*0.9*	*8.1*	*0.3*	*0.6*	*0.6*	*0.7*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*26.1*	*17.5*	*16.1*	*25.8*	*20.4*	*17.1*	*27.4*	*33.0*	*21.8*	*26.9*	*23.7*	*23.0*
Lane Group LOS	*C*	*B*	*B*	*C*	*C*	*B*	*C*	*C*	*C*	*C*	*C*	*C*
Approach Delay	*18.7*			*20.5*			*30.9*			*24.4*		
Approach LOS	*B*			*C*			*C*			*C*		
Intersection Delay	*23.5*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*226*	*1296*	*165*	*130*	*1115*	*142*	*95*	*212*	*49*	*225*	*261*	*160*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.92*	*0.92*	*0.92*	*0.88*	*0.88*	*0.88*	*0.89*	*0.89*	*0.89*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*36.1*			*33.2*			*46.1*			*46.1*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *29.0*	G = *0.0*	G = *0.0*	G = *10.0*	G = *12.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *76.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*246*	*1409*	*179*	*148*	*1267*	*161*	*107*	*238*	*55*	*250*	*290*	*152*
Lane Group Capacity	*396*	*1885*	*588*	*396*	*1885*	*588*	*440*	*545*	*243*	*440*	*545*	*243*
v/c Ratio	*0.62*	*0.75*	*0.30*	*0.37*	*0.67*	*0.27*	*0.24*	*0.44*	*0.23*	*0.57*	*0.53*	*0.63*
Green Ratio	*0.12*	*0.38*	*0.38*	*0.12*	*0.38*	*0.38*	*0.13*	*0.16*	*0.16*	*0.13*	*0.16*	*0.16*
Uniform Delay d_1	*31.9*	*20.3*	*16.4*	*30.9*	*19.5*	*16.2*	*29.6*	*28.9*	*27.9*	*31.0*	*29.4*	*29.9*
Delay Factor k	*0.20*	*0.30*	*0.11*	*0.11*	*0.24*	*0.11*	*0.11*	*0.11*	*0.11*	*0.16*	*0.14*	*0.21*
Incremental Delay d_2	*3.0*	*1.7*	*0.3*	*0.6*	*1.0*	*0.3*	*0.3*	*0.6*	*0.5*	*1.7*	*1.0*	*5.0*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*34.9*	*22.0*	*16.7*	*31.5*	*20.5*	*16.5*	*29.9*	*29.5*	*28.4*	*32.7*	*30.4*	*34.9*
Lane Group LOS	*C*	*C*	*B*	*C*	*C*	*B*	*C*	*C*	*C*	*C*	*C*	*C*
Approach Delay	*23.2*			*21.1*			*29.5*			*32.2*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*24.4*			Intersection LOS						*C*		

HCS+™ Version 5.4 Generated: 10/20/2014 6:28 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*5*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*0*	*1*	*1*	*1*	*2*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*26*	*604*	*97*	*121*	*816*	*78*	*72*	*4*	*61*	*42*	*18*	*9*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.80*	*0.80*	*0.80*	*0.90*	*0.90*	*0.90*	*0.71*	*0.71*	*0.71*	*0.75*	*0.75*	*0.75*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*24.6*			*23.2*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *18.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *10.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*32*	*755*	*121*	*134*	*994*		*101*	*6*	*86*	*56*	*36*	
Lane Group Capacity	*446*	*1482*	*463*	*446*	*1463*		*230*	*302*	*257*	*446*	*287*	
v/c Ratio	*0.07*	*0.51*	*0.26*	*0.30*	*0.68*		*0.44*	*0.02*	*0.33*	*0.13*	*0.13*	
Green Ratio	*0.13*	*0.30*	*0.30*	*0.13*	*0.30*		*0.13*	*0.17*	*0.17*	*0.13*	*0.17*	
Uniform Delay d_1	*22.8*	*17.4*	*16.0*	*23.5*	*18.5*		*23.9*	*20.9*	*22.1*	*22.9*	*21.3*	
Delay Factor k	*0.11*	*0.12*	*0.11*	*0.11*	*0.25*		*0.11*	*0.11*	*0.11*	*0.11*	*0.11*	
Incremental Delay d_2	*0.1*	*0.3*	*0.3*	*0.4*	*1.3*		*1.3*	*0.0*	*0.8*	*0.1*	*0.2*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*22.8*	*17.6*	*16.3*	*23.9*	*19.8*		*25.3*	*20.9*	*22.8*	*23.0*	*21.5*	
Lane Group LOS	*C*	*B*	*B*	*C*	*B*		*C*	*C*	*C*	*C*	*C*	
Approach Delay	*17.6*			*20.2*			*24.1*			*22.4*		
Approach LOS	*B*			*C*			*C*			*C*		
Intersection Delay	*19.6*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*5*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*0*	*1*	*1*	*1*	*2*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*90*	*1333*	*179*	*214*	*1069*	*192*	*137*	*45*	*154*	*244*	*33*	*48*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.93*	*0.93*	*0.93*	*0.90*	*0.90*	*0.90*	*0.85*	*0.85*	*0.85*	*0.80*	*0.80*	*0.80*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*24.6*			*23.2*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *19.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *9.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*97*	*1433*	*192*	*238*	*1401*		*161*	*53*	*181*	*305*	*101*	
Lane Group Capacity	*446*	*1565*	*488*	*446*	*1529*		*230*	*272*	*231*	*446*	*248*	
v/c Ratio	*0.22*	*0.92*	*0.39*	*0.53*	*0.92*		*0.70*	*0.19*	*0.78*	*0.68*	*0.41*	
Green Ratio	*0.13*	*0.32*	*0.32*	*0.13*	*0.32*		*0.13*	*0.15*	*0.15*	*0.13*	*0.15*	
Uniform Delay d_1	*23.2*	*19.7*	*16.0*	*24.3*	*19.7*		*24.9*	*22.3*	*24.6*	*24.8*	*23.1*	
Delay Factor k	*0.11*	*0.43*	*0.11*	*0.14*	*0.43*		*0.27*	*0.11*	*0.33*	*0.25*	*0.11*	
Incremental Delay d_2	*0.2*	*8.8*	*0.5*	*1.3*	*9.0*		*9.1*	*0.4*	*16.0*	*4.3*	*1.1*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*23.5*	*28.5*	*16.5*	*25.5*	*28.8*		*34.0*	*22.7*	*40.6*	*29.1*	*24.2*	
Lane Group LOS	*C*	*C*	*B*	*C*	*C*		*C*	*C*	*D*	*C*	*C*	
Approach Delay	*26.9*			*28.3*			*35.5*			*27.9*		
Approach LOS	*C*			*C*			*D*			*C*		
Intersection Delay	*28.4*			Intersection LOS			*C*					

HCS+™ Version 5.4

Generated: 10/20/2014 6:30 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*6*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*53*	*456*	*86*	*137*	*806*	*186*	*70*	*379*	*99*	*222*	*316*	*120*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.73*	*0.73*	*0.73*	*0.82*	*0.82*	*0.82*	*0.66*	*0.66*	*0.66*	*0.66*	*0.66*	*0.66*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*30.3*			*30.3*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *21.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *12.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*73*	*625*	*118*	*167*	*983*	*227*	*106*	*574*	*150*	*336*	*479*	*182*
Lane Group Capacity	*412*	*1596*	*498*	*412*	*1596*	*498*	*412*	*637*	*285*	*412*	*637*	*285*
v/c Ratio	*0.18*	*0.39*	*0.24*	*0.41*	*0.62*	*0.46*	*0.26*	*0.90*	*0.53*	*0.82*	*0.75*	*0.64*
Green Ratio	*0.12*	*0.32*	*0.32*	*0.12*	*0.32*	*0.32*	*0.12*	*0.18*	*0.18*	*0.12*	*0.18*	*0.18*
Uniform Delay d_1	*25.5*	*17.0*	*16.1*	*26.3*	*18.6*	*17.5*	*25.8*	*25.9*	*23.9*	*27.8*	*25.1*	*24.5*
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.20*	*0.11*	*0.11*	*0.42*	*0.13*	*0.36*	*0.31*	*0.22*
Incremental Delay d_2	*0.2*	*0.2*	*0.2*	*0.7*	*0.7*	*0.7*	*0.3*	*16.0*	*1.8*	*12.0*	*5.0*	*4.7*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*25.8*	*17.2*	*16.4*	*27.0*	*19.3*	*18.1*	*26.1*	*41.9*	*25.7*	*39.8*	*30.1*	*29.2*
Lane Group LOS	*C*	*B*	*B*	*C*	*B*	*B*	*C*	*D*	*C*	*D*	*C*	*C*
Approach Delay	*17.9*			*20.0*			*37.0*			*33.2*		
Approach LOS	*B*			*C*			*D*			*C*		
Intersection Delay	*26.4*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*6*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*130*	*1605*	*121*	*164*	*1280*	*120*	*110*	*113*	*177*	*155*	*137*	*79*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.93*	*0.93*	*0.93*	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*30.3*			*30.3*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *30.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *13.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*140*	*1726*	*130*	*174*	*1362*	*128*	*118*	*122*	*190*	*174*	*154*	*89*
Lane Group Capacity	*357*	*1976*	*617*	*357*	*1976*	*617*	*357*	*599*	*267*	*357*	*599*	*267*
v/c Ratio	*0.39*	*0.87*	*0.21*	*0.49*	*0.69*	*0.21*	*0.33*	*0.20*	*0.71*	*0.49*	*0.26*	*0.33*
Green Ratio	*0.11*	*0.40*	*0.40*	*0.11*	*0.40*	*0.40*	*0.11*	*0.17*	*0.17*	*0.11*	*0.17*	*0.17*
Uniform Delay d_1	*31.2*	*20.7*	*14.7*	*31.6*	*18.6*	*14.7*	*31.0*	*26.6*	*29.2*	*31.6*	*26.8*	*27.2*
Delay Factor k	*0.11*	*0.40*	*0.11*	*0.11*	*0.26*	*0.11*	*0.11*	*0.11*	*0.28*	*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*0.7*	*4.7*	*0.2*	*1.0*	*1.0*	*0.2*	*0.5*	*0.2*	*8.6*	*1.0*	*0.2*	*0.7*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*31.9*	*25.4*	*14.9*	*32.6*	*19.7*	*14.9*	*31.6*	*26.7*	*37.8*	*32.6*	*27.1*	*27.9*
Lane Group LOS	*C*	*C*	*B*	*C*	*B*	*B*	*C*	*C*	*D*	*C*	*C*	*C*
Approach Delay	*25.2*			*20.7*			*33.0*			*29.6*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*24.7*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*7*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*0*	*3*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*DefL*	*TR*		*L*	*TR*	
Volume (vph)	*80*	*610*	*118*	*156*	*1048*	*36*	*91*	*8*	*63*	*33*	*2*	*51*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.88*	*0.88*	*0.88*	*0.84*	*0.84*	*0.84*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*26.1*			*23.2*			*38.9*				

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *14.0*	G = *19.0*	G = *0.0*	G = *0.0*	G = *15.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*90*	*685*	*133*	*177*	*1191*	*41*	*108*	*85*		*37*	*59*	
Lane Group Capacity	*781*	*1565*	*488*	*781*	*1565*	*488*	*326*	*749*		*317*	*388*	
v/c Ratio	*0.12*	*0.44*	*0.27*	*0.23*	*0.76*	*0.08*	*0.33*	*0.11*		*0.12*	*0.15*	
Green Ratio	*0.23*	*0.32*	*0.32*	*0.23*	*0.32*	*0.32*	*0.25*	*0.25*		*0.25*	*0.25*	
Uniform Delay d_1	*18.1*	*16.3*	*15.3*	*18.6*	*18.5*	*14.4*	*18.4*	*17.4*		*17.4*	*17.5*	
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.31*	*0.11*	*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.1*	*0.2*	*0.3*	*0.1*	*2.3*	*0.1*	*0.6*	*0.1*		*0.2*	*0.2*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*18.2*	*16.5*	*15.6*	*18.8*	*20.7*	*14.5*	*19.0*	*17.4*		*17.5*	*17.7*	
Lane Group LOS	*B*	*B*	*B*	*B*	*C*	*B*	*B*	*B*		*B*	*B*	
Approach Delay	*16.5*			*20.3*			*18.3*			*17.7*		
Approach LOS	*B*			*C*			*B*			*B*		
Intersection Delay	*18.7*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*7*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*0*	*3*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*DefL*	*TR*		*L*	*TR*	
Volume (vph)	*209*	*1368*	*359*	*413*	*1166*	*78*	*305*	*43*	*164*	*105*	*23*	*114*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.92*	*0.92*	*0.92*	*0.97*	*0.97*	*0.97*	*0.88*	*0.88*	*0.88*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*26.1*			*23.2*			*38.9*				

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *8.0*	G = *25.0*	G = *0.0*	G = *0.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*227*	*1487*	*390*	*426*	*1202*	*80*	*347*	*235*		*113*	*148*	
Lane Group Capacity	*412*	*1900*	*593*	*412*	*1900*	*593*	*369*	*936*		*338*	*489*	
v/c Ratio	*0.55*	*0.78*	*0.66*	*1.03*	*0.63*	*0.13*	*0.94*	*0.25*		*0.33*	*0.30*	
Green Ratio	*0.12*	*0.38*	*0.38*	*0.12*	*0.38*	*0.38*	*0.31*	*0.31*		*0.31*	*0.31*	
Uniform Delay d_1	*26.8*	*17.6*	*16.5*	*28.5*	*16.3*	*13.0*	*21.9*	*16.9*		*17.4*	*17.2*	
Delay Factor k	*0.15*	*0.33*	*0.23*	*0.50*	*0.21*	*0.11*	*0.45*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*1.6*	*2.2*	*2.7*	*53.4*	*0.7*	*0.1*	*31.9*	*0.1*		*0.6*	*0.4*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*28.4*	*19.8*	*19.1*	*81.9*	*17.0*	*13.1*	*53.8*	*17.0*		*18.0*	*17.5*	
Lane Group LOS	*C*	*B*	*B*	*F*	*B*	*B*	*D*	*B*		*B*	*B*	
Approach Delay	*20.6*			*33.0*			*39.0*			*17.7*		
Approach LOS	*C*			*C*			*D*			*B*		
Intersection Delay	*27.3*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*8*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*163*	*439*	*153*	*94*	*705*	*274*	*351*	*805*	*63*	*230*	*762*	*238*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.85*	*0.85*	*0.85*	*0.81*	*0.81*	*0.81*	*0.86*	*0.86*	*0.86*	*0.83*	*0.83*	*0.83*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*29*	*0*	*0*	*52*	*0*	*0*	*12*	*0*	*0*	*46*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*41.8*			*41.8*			*37.5*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *15.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *17.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*192*	*516*	*146*	*116*	*870*	*274*	*408*	*936*	*59*	*277*	*918*	*231*
Lane Group Capacity	*463*	*1140*	*356*	*463*	*1140*	*356*	*412*	*1292*	*403*	*412*	*1292*	*403*
v/c Ratio	*0.41*	*0.45*	*0.41*	*0.25*	*0.76*	*0.77*	*0.99*	*0.72*	*0.15*	*0.67*	*0.71*	*0.57*
Green Ratio	*0.14*	*0.23*	*0.23*	*0.14*	*0.23*	*0.23*	*0.12*	*0.26*	*0.26*	*0.12*	*0.26*	*0.26*
Uniform Delay d_1	*25.6*	*21.5*	*21.2*	*25.0*	*23.3*	*23.4*	*28.5*	*21.9*	*18.4*	*27.2*	*21.8*	*20.8*
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.32*	*0.32*	*0.49*	*0.29*	*0.11*	*0.24*	*0.27*	*0.17*
Incremental Delay d_2	*0.6*	*0.3*	*0.8*	*0.3*	*3.1*	*9.9*	*41.7*	*2.1*	*0.2*	*4.3*	*1.8*	*2.0*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*26.2*	*21.8*	*22.0*	*25.3*	*26.5*	*33.3*	*70.1*	*23.9*	*18.6*	*31.5*	*23.6*	*22.8*
Lane Group LOS	*C*	*C*	*C*	*C*	*C*	*C*	*E*	*C*	*B*	*C*	*C*	*C*
Approach Delay	*22.8*			*27.8*			*37.1*			*25.0*		
Approach LOS	*C*			*C*			*D*			*C*		
Intersection Delay	*28.8*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*8*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*354*	*942*	*452*	*97*	*994*	*185*	*377*	*516*	*88*	*298*	*647*	*312*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.97*	*0.97*	*0.97*	*0.87*	*0.87*	*0.87*	*0.91*	*0.91*	*0.91*	*0.98*	*0.98*	*0.98*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*85*	*0*	*0*	*35*	*0*	*0*	*16*	*0*	*0*	*58*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*41.8*			*41.8*			*37.5*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *11.0*	G = *25.0*	G = *0.0*	G = *0.0*	G = *13.0*	G = *20.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *85.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*365*	*971*	*378*	*111*	*1143*	*172*	*414*	*567*	*79*	*304*	*660*	*259*
Lane Group Capacity	*433*	*1453*	*454*	*433*	*1453*	*454*	*512*	*1163*	*363*	*512*	*1163*	*363*
v/c Ratio	*0.84*	*0.67*	*0.83*	*0.26*	*0.79*	*0.38*	*0.81*	*0.49*	*0.22*	*0.59*	*0.57*	*0.71*
Green Ratio	*0.13*	*0.29*	*0.29*	*0.13*	*0.29*	*0.29*	*0.15*	*0.24*	*0.24*	*0.15*	*0.24*	*0.24*
Uniform Delay d_1	*36.2*	*26.4*	*28.0*	*33.3*	*27.6*	*23.8*	*34.8*	*28.1*	*26.2*	*33.5*	*28.7*	*29.9*
Delay Factor k	*0.38*	*0.24*	*0.37*	*0.11*	*0.33*	*0.11*	*0.35*	*0.11*	*0.11*	*0.18*	*0.16*	*0.28*
Incremental Delay d_2	*14.1*	*1.2*	*12.5*	*0.3*	*3.0*	*0.5*	*9.4*	*0.3*	*0.3*	*1.9*	*0.7*	*6.5*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*50.2*	*27.6*	*40.5*	*33.6*	*30.5*	*24.4*	*44.2*	*28.4*	*26.5*	*35.4*	*29.3*	*36.4*
Lane Group LOS	*D*	*C*	*D*	*C*	*C*	*C*	*D*	*C*	*C*	*D*	*C*	*D*
Approach Delay	*35.2*			*30.0*			*34.4*			*32.3*		
Approach LOS	*D*			*C*			*C*			*C*		
Intersection Delay	*33.1*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*9*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*165*	*366*	*208*	*107*	*1092*	*392*	*407*	*1027*	*52*	*148*	*855*	*337*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.80*	*0.80*	*0.80*	*0.87*	*0.87*	*0.87*	*0.85*	*0.85*	*0.85*	*0.94*	*0.94*	*0.94*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*34.6*			*34.6*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *13.0*	G = *19.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*206*	*457*	*260*	*123*	*1255*	*451*	*479*	*1208*	*61*	*157*	*910*	*359*
Lane Group Capacity	*335*	*1482*	*463*	*335*	*1482*	*463*	*544*	*1173*	*366*	*544*	*1173*	*366*
v/c Ratio	*0.61*	*0.31*	*0.56*	*0.37*	*0.85*	*0.97*	*0.88*	*1.03*	*0.17*	*0.29*	*0.78*	*0.98*
Green Ratio	*0.10*	*0.30*	*0.30*	*0.10*	*0.30*	*0.30*	*0.16*	*0.24*	*0.24*	*0.16*	*0.24*	*0.24*
Uniform Delay d_1	*34.5*	*21.6*	*23.6*	*33.6*	*26.3*	*27.7*	*32.7*	*30.5*	*24.2*	*29.4*	*28.5*	*30.3*
Delay Factor k	*0.20*	*0.11*	*0.16*	*0.11*	*0.38*	*0.48*	*0.41*	*0.50*	*0.11*	*0.11*	*0.33*	*0.49*
Incremental Delay d_2	*3.4*	*0.1*	*1.6*	*0.7*	*4.8*	*35.0*	*15.4*	*34.2*	*0.2*	*0.3*	*3.3*	*41.8*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*37.9*	*21.7*	*25.1*	*34.3*	*31.1*	*62.7*	*48.2*	*64.7*	*24.4*	*29.7*	*31.9*	*72.1*
Lane Group LOS	*D*	*C*	*C*	*C*	*C*	*E*	*D*	*E*	*C*	*C*	*C*	*E*
Approach Delay	*26.3*			*39.1*			*58.8*			*41.8*		
Approach LOS	*C*			*D*			*E*			*D*		
Intersection Delay	*43.5*			Intersection LOS						*D*		

HCS+™ Version 5.4

Generated: 10/20/2014 6:38 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*9*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*289*	*905*	*403*	*49*	*559*	*187*	*301*	*995*	*68*	*300*	*1346*	*164*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.87*	*0.87*	*0.87*	*0.91*	*0.91*	*0.91*	*0.89*	*0.89*	*0.89*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*34.6*			*34.6*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *10.0*	G = *26.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *85.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*332*	*1040*	*463*	*54*	*614*	*205*	*338*	*1118*	*76*	*333*	*1496*	*182*
Lane Group Capacity	*354*	*1395*	*435*	*354*	*1395*	*435*	*394*	*1511*	*472*	*394*	*1511*	*472*
v/c Ratio	*0.94*	*0.75*	*1.06*	*0.15*	*0.44*	*0.47*	*0.86*	*0.74*	*0.16*	*0.85*	*0.99*	*0.39*
Green Ratio	*0.11*	*0.28*	*0.28*	*0.11*	*0.28*	*0.28*	*0.12*	*0.31*	*0.31*	*0.12*	*0.31*	*0.31*
Uniform Delay d_1	*37.7*	*27.7*	*30.5*	*34.5*	*25.0*	*25.2*	*36.8*	*26.5*	*21.5*	*36.7*	*29.4*	*23.2*
Delay Factor k	*0.45*	*0.30*	*0.50*	*0.11*	*0.11*	*0.11*	*0.39*	*0.30*	*0.11*	*0.38*	*0.49*	*0.11*
Incremental Delay d_2	*32.2*	*2.2*	*61.3*	*0.2*	*0.2*	*0.8*	*17.0*	*2.0*	*0.2*	*15.5*	*20.7*	*0.5*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*69.9*	*30.0*	*91.8*	*34.7*	*25.2*	*26.1*	*53.8*	*28.4*	*21.7*	*52.2*	*50.1*	*23.7*
Lane Group LOS	*E*	*C*	*F*	*C*	*C*	*C*	*D*	*C*	*C*	*D*	*D*	*C*
Approach Delay	*52.8*			*26.0*			*33.7*			*48.1*		
Approach LOS	*D*			*C*			*C*			*D*		
Intersection Delay	*42.9*			Intersection LOS						*D*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*10*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*19*	*60*	*26*	*97*	*278*	*229*	*31*	*1205*	*67*	*183*	*860*	*53*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.83*	*0.83*	*0.83*	*0.77*	*0.77*	*0.77*	*0.87*	*0.87*	*0.87*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time					*40.3*			*40.3*			*31.8*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *11.0*	G = *24.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*23*	*103*		*126*	*658*		*36*	*1385*	*77*	*206*	*966*	*60*
Lane Group Capacity	*194*	*824*		*376*	*805*		*237*	*1482*	*463*	*237*	*1482*	*463*
v/c Ratio	*0.12*	*0.13*		*0.34*	*0.82*		*0.15*	*0.93*	*0.17*	*0.87*	*0.65*	*0.13*
Green Ratio	*0.11*	*0.25*		*0.11*	*0.25*		*0.14*	*0.30*	*0.30*	*0.14*	*0.30*	*0.30*
Uniform Delay d_1	*31.9*	*23.2*		*32.7*	*28.3*		*30.4*	*27.2*	*20.6*	*33.8*	*24.4*	*20.4*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.36*		*0.11*	*0.45*	*0.11*	*0.40*	*0.23*	*0.11*
Incremental Delay d_2	*0.3*	*0.1*		*0.5*	*6.6*		*0.3*	*11.3*	*0.2*	*27.4*	*1.0*	*0.1*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*32.2*	*23.3*		*33.3*	*34.9*		*30.7*	*38.5*	*20.8*	*61.2*	*25.4*	*20.5*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*D*	*C*	*E*	*C*	*C*
Approach Delay	*24.9*			*34.6*			*37.4*			*31.1*		
Approach LOS	*C*			*C*			*D*			*C*		
Intersection Delay	*34.3*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*10*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*49*	*184*	*47*	*75*	*99*	*90*	*24*	*1212*	*140*	*264*	*1470*	*46*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.84*	*0.84*	*0.84*	*0.96*	*0.96*	*0.96*	*0.92*	*0.92*	*0.92*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time					*40.3*			*40.3*			*31.8*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *10.0*	G = *22.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*58*	*275*		*78*	*197*		*26*	*1317*	*152*	*284*	*1581*	*49*
Lane Group Capacity	*239*	*412*		*463*	*395*		*265*	*1672*	*522*	*265*	*1672*	*522*
v/c Ratio	*0.24*	*0.67*		*0.17*	*0.50*		*0.10*	*0.79*	*0.29*	*1.07*	*0.95*	*0.09*
Green Ratio	*0.14*	*0.12*		*0.14*	*0.12*		*0.15*	*0.34*	*0.34*	*0.15*	*0.34*	*0.34*
Uniform Delay d_1	*25.0*	*27.2*		*24.7*	*26.6*		*23.6*	*19.4*	*15.8*	*27.5*	*20.9*	*14.7*
Delay Factor k	*0.11*	*0.24*		*0.11*	*0.11*		*0.11*	*0.33*	*0.11*	*0.50*	*0.46*	*0.11*
Incremental Delay d_2	*0.5*	*4.1*		*0.2*	*1.0*		*0.2*	*2.6*	*0.3*	*75.6*	*11.6*	*0.1*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*25.5*	*31.3*		*24.9*	*27.6*		*23.8*	*22.0*	*16.1*	*103.1*	*32.5*	*14.8*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*C*	*B*	*F*	*C*	*B*
Approach Delay	*30.3*			*26.8*			*21.4*			*42.5*		
Approach LOS	*C*			*C*			*C*			*D*		
Intersection Delay	*32.6*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*21*	*3*	*4*	*17*	*0*	*10*	*2*	*1722*	*44*	*14*	*834*	*12*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.68*	*0.68*	*0.68*	*0.37*	*0.37*	*0.37*	*0.83*	*0.83*	*0.83*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*24.6*			*23.2*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *40.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*31*	*10*		*46*	*27*		*2*	*2075*	*53*	*16*	*937*	*13*
Lane Group Capacity	*172*	*165*		*335*	*154*		*172*	*2471*	*771*	*172*	*2471*	*771*
v/c Ratio	*0.18*	*0.06*		*0.14*	*0.18*		*0.01*	*0.84*	*0.07*	*0.09*	*0.38*	*0.02*
Green Ratio	*0.10*	*0.10*		*0.10*	*0.10*		*0.10*	*0.50*	*0.50*	*0.10*	*0.50*	*0.50*
Uniform Delay d_1	*33.0*	*32.6*		*32.9*	*33.0*		*32.4*	*17.2*	*10.4*	*32.7*	*12.3*	*10.1*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.37*	*0.11*	*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*0.5*	*0.2*		*0.2*	*0.5*		*0.0*	*2.8*	*0.0*	*0.2*	*0.1*	*0.0*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*33.5*	*32.8*		*33.0*	*33.5*		*32.5*	*20.0*	*10.4*	*32.9*	*12.4*	*10.1*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*B*	*B*	*C*	*B*	*B*
Approach Delay	*33.3*			*33.2*			*19.8*			*12.7*		
Approach LOS	*C*			*C*			*B*			*B*		
Intersection Delay	*18.1*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*Midday Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*16*	*2*	*1*	*74*	*3*	*65*	*6*	*1223*	*63*	*97*	*1065*	*28*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.56*	*0.56*	*0.56*	*0.93*	*0.93*	*0.93*	*0.94*	*0.94*	*0.94*	*0.96*	*0.96*	*0.96*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*24.6*			*23.2*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *20.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*29*	*6*		*80*	*73*		*6*	*1301*	*67*	*101*	*1109*	*29*
Lane Group Capacity	*230*	*230*		*446*	*207*		*230*	*1647*	*514*	*230*	*1647*	*514*
v/c Ratio	*0.13*	*0.03*		*0.18*	*0.35*		*0.03*	*0.79*	*0.13*	*0.44*	*0.67*	*0.06*
Green Ratio	*0.13*	*0.13*		*0.13*	*0.13*		*0.13*	*0.33*	*0.33*	*0.13*	*0.33*	*0.33*
Uniform Delay d_1	*22.9*	*22.6*		*23.1*	*23.6*		*22.6*	*18.1*	*13.9*	*23.9*	*17.2*	*13.6*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.34*	*0.11*	*0.11*	*0.25*	*0.11*
Incremental Delay d_2	*0.2*	*0.0*		*0.2*	*1.0*		*0.0*	*2.7*	*0.1*	*1.3*	*1.1*	*0.0*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*23.2*	*22.7*		*23.3*	*24.7*		*22.7*	*20.8*	*14.1*	*25.3*	*18.3*	*13.6*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*C*	*B*	*C*	*B*	*B*
Approach Delay	*23.1*			*23.9*			*20.5*			*18.7*		
Approach LOS	*C*			*C*			*C*			*B*		
Intersection Delay	*19.9*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*10*	*1*	*0*	*110*	*1*	*49*	*3*	*1297*	*41*	*84*	*1623*	*27*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.55*	*0.55*	*0.55*	*0.78*	*0.78*	*0.78*	*0.95*	*0.95*	*0.95*	*0.94*	*0.94*	*0.94*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*24.6*			*23.2*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *30.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *70.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*18*	*2*		*141*	*64*		*3*	*1365*	*43*	*89*	*1727*	*29*
Lane Group Capacity	*197*	*207*		*382*	*177*		*197*	*2118*	*661*	*197*	*2118*	*661*
v/c Ratio	*0.09*	*0.01*		*0.37*	*0.36*		*0.02*	*0.64*	*0.07*	*0.45*	*0.82*	*0.04*
Green Ratio	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.43*	*0.43*	*0.11*	*0.43*	*0.43*
Uniform Delay d_1	*27.7*	*27.5*		*28.7*	*28.6*		*27.5*	*15.8*	*11.8*	*29.0*	*17.6*	*11.6*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.22*	*0.11*	*0.11*	*0.36*	*0.11*
Incremental Delay d_2	*0.2*	*0.0*		*0.6*	*1.3*		*0.0*	*0.7*	*0.0*	*1.6*	*2.6*	*0.0*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*27.9*	*27.5*		*29.3*	*29.9*		*27.5*	*16.5*	*11.8*	*30.6*	*20.2*	*11.7*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*B*	*B*	*C*	*C*	*B*
Approach Delay	*27.9*			*29.5*			*16.4*			*20.5*		
Approach LOS	*C*			*C*			*B*			*C*		
Intersection Delay	*19.4*			Intersection LOS						*B*		

Appendix G:

Analysis Worksheets for
Background (2015) Plus Project Conditions

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*1*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*2*	*2*	*3*	*1*	*3*	*3*	*1*	*3*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*49*	*397*	*225*	*49*	*733*	*246*	*757*	*934*	*27*	*243*	*592*	*37*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.86*	*0.86*	*0.86*	*0.86*	*0.86*	*0.86*	*0.82*	*0.82*	*0.82*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*38.9*			*47.5*			*43.2*			*50.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *26.0*	G = *25.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *100.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*57*	*462*	*262*	*57*	*852*	*286*	*923*	*1139*	*33*	*256*	*662*	
Lane Group Capacity	*301*	*1186*	*655*	*301*	*1186*	*380*	*1220*	*1235*	*386*	*1220*	*1224*	
v/c Ratio	*0.19*	*0.39*	*0.40*	*0.19*	*0.72*	*0.75*	*0.76*	*0.92*	*0.09*	*0.21*	*0.54*	
Green Ratio	*0.09*	*0.24*	*0.24*	*0.09*	*0.24*	*0.24*	*0.26*	*0.25*	*0.25*	*0.26*	*0.25*	
Uniform Delay d_1	*42.1*	*31.9*	*31.9*	*42.1*	*34.9*	*35.2*	*34.1*	*36.6*	*28.7*	*29.0*	*32.5*	
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.28*	*0.31*	*0.31*	*0.44*	*0.11*	*0.11*	*0.14*	
Incremental Delay d_2	*0.3*	*0.2*	*0.4*	*0.3*	*2.1*	*8.2*	*2.8*	*11.4*	*0.1*	*0.1*	*0.5*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*42.4*	*32.1*	*32.3*	*42.4*	*37.0*	*43.5*	*36.9*	*48.0*	*28.8*	*29.0*	*33.0*	
Lane Group LOS	*D*	*C*	*C*	*D*	*D*	*D*	*D*	*D*	*C*	*C*	*C*	
Approach Delay	*32.9*			*38.8*			*42.8*			*31.9*		
Approach LOS	*C*			*D*			*D*			*C*		
Intersection Delay	*38.3*			Intersection LOS			*D*					

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*1*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*Midday Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*2*	*2*	*3*	*1*	*3*	*3*	*1*	*3*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*136*	*797*	*346*	*209*	*748*	*447*	*501*	*688*	*107*	*588*	*741*	*78*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*	*0.83*	*0.83*	*0.83*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*38.9*			*47.5*			*43.2*			*50.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *22.0*	G = *0.0*	G = *0.0*	G = *16.0*	G = *18.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*145*	*848*	*368*	*225*	*804*	*481*	*604*	*829*	*129*	*632*	*881*	
Lane Group Capacity	*335*	*1359*	*750*	*335*	*1359*	*435*	*939*	*1112*	*347*	*939*	*1096*	
v/c Ratio	*0.43*	*0.62*	*0.49*	*0.67*	*0.59*	*1.11*	*0.64*	*0.75*	*0.37*	*0.67*	*0.80*	
Green Ratio	*0.10*	*0.28*	*0.28*	*0.10*	*0.28*	*0.28*	*0.20*	*0.22*	*0.22*	*0.20*	*0.22*	
Uniform Delay d_1	*33.9*	*25.4*	*24.3*	*34.7*	*25.1*	*29.0*	*29.4*	*28.9*	*26.2*	*29.6*	*29.3*	
Delay Factor k	*0.11*	*0.21*	*0.11*	*0.24*	*0.18*	*0.50*	*0.22*	*0.30*	*0.11*	*0.24*	*0.35*	
Incremental Delay d_2	*0.9*	*0.9*	*0.5*	*5.2*	*0.7*	*75.0*	*1.5*	*2.8*	*0.7*	*1.9*	*4.4*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*34.8*	*26.3*	*24.8*	*39.9*	*25.8*	*104.0*	*30.9*	*31.7*	*26.9*	*31.5*	*33.8*	
Lane Group LOS	*C*	*C*	*C*	*D*	*C*	*F*	*C*	*C*	*C*	*C*	*C*	
Approach Delay	*26.8*			*52.8*			*31.0*			*32.8*		
Approach LOS	*C*			*D*			*C*			*C*		
Intersection Delay	*36.0*			Intersection LOS						*D*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*1*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*2*	*2*	*3*	*1*	*3*	*3*	*1*	*3*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*116*	*910*	*628*	*187*	*631*	*366*	*544*	*766*	*105*	*520*	*977*	*81*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.87*	*0.87*	*0.87*	*0.96*	*0.96*	*0.96*	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*38.9*			*47.5*			*43.2*			*50.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *36.0*	G = *0.0*	G = *0.0*	G = *15.0*	G = *25.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *100.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*133*	*1046*	*722*	*195*	*657*	*381*	*579*	*815*	*112*	*559*	*1138*	
Lane Group Capacity	*268*	*1779*	*982*	*268*	*1779*	*570*	*704*	*1235*	*386*	*704*	*1221*	
v/c Ratio	*0.50*	*0.59*	*0.74*	*0.73*	*0.37*	*0.67*	*0.82*	*0.66*	*0.29*	*0.79*	*0.93*	
Green Ratio	*0.08*	*0.36*	*0.36*	*0.08*	*0.36*	*0.36*	*0.15*	*0.25*	*0.25*	*0.15*	*0.25*	
Uniform Delay d_1	*44.1*	*26.0*	*27.9*	*44.9*	*23.6*	*27.0*	*41.2*	*33.7*	*30.3*	*41.0*	*36.7*	
Delay Factor k	*0.11*	*0.18*	*0.29*	*0.29*	*0.11*	*0.24*	*0.36*	*0.23*	*0.11*	*0.34*	*0.45*	
Incremental Delay d_2	*1.4*	*0.5*	*2.9*	*9.6*	*0.1*	*3.0*	*7.8*	*1.3*	*0.4*	*6.3*	*12.8*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*45.5*	*26.5*	*30.8*	*54.5*	*23.8*	*30.0*	*49.0*	*35.0*	*30.7*	*47.3*	*49.4*	
Lane Group LOS	*D*	*C*	*C*	*D*	*C*	*C*	*D*	*C*	*C*	*D*	*D*	
Approach Delay	*29.4*			*30.5*			*40.1*			*48.7*		
Approach LOS	*C*			*C*			*D*			*D*		
Intersection Delay	*37.3*			Intersection LOS						*D*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*2*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*0*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*			*LTR*		*DefL*	*TR*	
Volume (vph)	*29*	*739*	*35*	*47*	*862*	*20*	*40*	*3*	*37*	*31*	*6*	*5*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.84*	*0.84*	*0.84*	*0.89*	*0.89*	*0.89*	*0.81*	*0.81*	*0.81*	*0.77*	*0.77*	*0.77*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*24.6*			*24.6*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *9.0*	G = *27.0*	G = *0.0*	G = *0.0*	G = *12.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*35*	*922*		*53*	*991*			*99*		*40*	*14*	
Lane Group Capacity	*258*	*2208*		*258*	*2216*			*538*		*250*	*339*	
v/c Ratio	*0.14*	*0.42*		*0.21*	*0.45*			*0.18*		*0.16*	*0.04*	
Green Ratio	*0.15*	*0.45*		*0.15*	*0.45*			*0.20*		*0.20*	*0.20*	
Uniform Delay d_1	*22.1*	*11.2*		*22.4*	*11.4*			*19.9*		*19.8*	*19.4*	
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*			*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.2*	*0.1*		*0.4*	*0.1*			*0.2*		*0.3*	*0.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*22.4*	*11.3*		*22.8*	*11.5*			*20.1*		*20.1*	*19.4*	
Lane Group LOS	*C*	*B*		*C*	*B*			*C*		*C*	*B*	
Approach Delay	*11.7*			*12.1*			*20.1*			*19.9*		
Approach LOS	*B*			*B*			*C*			*B*		
Intersection Delay	*12.5*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*2*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*Midday Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*0*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*			*LTR*		*DefL*	*TR*	
Volume (vph)	*101*	*1320*	*52*	*152*	*1258*	*62*	*102*	*29*	*130*	*172*	*38*	*27*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.98*	*0.98*	*0.98*	*0.95*	*0.95*	*0.95*	*0.79*	*0.79*	*0.79*	*0.91*	*0.91*	*0.91*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*24.6*			*24.6*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *8.0*	G = *31.0*	G = *0.0*	G = *0.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*103*	*1400*		*160*	*1389*			*331*		*189*	*72*	
Lane Group Capacity	*184*	*2031*		*184*	*2028*			*828*		*301*	*544*	
v/c Ratio	*0.56*	*0.69*		*0.87*	*0.68*			*0.40*		*0.63*	*0.13*	
Green Ratio	*0.11*	*0.41*		*0.11*	*0.41*			*0.32*		*0.32*	*0.32*	
Uniform Delay d_1	*31.8*	*18.0*		*33.0*	*18.0*			*19.9*		*21.7*	*18.1*	
Delay Factor k	*0.16*	*0.26*		*0.40*	*0.25*			*0.11*		*0.21*	*0.11*	
Incremental Delay d_2	*3.8*	*1.0*		*33.2*	*1.0*			*0.3*		*4.1*	*0.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*35.7*	*19.1*		*66.2*	*19.0*			*20.2*		*25.8*	*18.2*	
Lane Group LOS	*D*	*B*		*E*	*B*			*C*		*C*	*B*	
Approach Delay	*20.2*			*23.9*			*20.2*			*23.7*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*22.0*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*2*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/6/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*0*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*2*	*0*
Lane Group	*L*	*TR*		*L*	*TR*		*DefL*	*TR*		*DefL*	*TR*	
Volume (vph)	*66*	*1424*	*40*	*146*	*1142*	*56*	*95*	*19*	*96*	*145*	*22*	*19*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.98*	*0.98*	*0.98*	*0.90*	*0.90*	*0.90*	*0.86*	*0.86*	*0.86*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*24.6*			*24.6*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *8.0*	G = *25.0*	G = *0.0*	G = *0.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*67*	*1494*		*162*	*1331*		*110*	*134*		*163*	*46*	
Lane Group Capacity	*212*	*1892*		*212*	*1887*		*417*	*488*		*375*	*520*	
v/c Ratio	*0.32*	*0.79*		*0.76*	*0.71*		*0.26*	*0.27*		*0.43*	*0.09*	
Green Ratio	*0.12*	*0.38*		*0.12*	*0.38*		*0.31*	*0.31*		*0.31*	*0.31*	
Uniform Delay d_1	*26.0*	*17.7*		*27.6*	*16.9*		*17.0*	*17.0*		*18.0*	*16.0*	
Delay Factor k	*0.11*	*0.34*		*0.32*	*0.27*		*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.9*	*2.3*		*15.2*	*1.2*		*0.3*	*0.3*		*0.8*	*0.1*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*26.9*	*20.0*		*42.8*	*18.1*		*17.3*	*17.3*		*18.8*	*16.1*	
Lane Group LOS	*C*	*C*		*D*	*B*		*B*	*B*		*B*	*B*	
Approach Delay	*20.3*			*20.8*			*17.3*			*18.2*		
Approach LOS	*C*			*C*			*B*			*B*		
Intersection Delay	*20.2*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*3*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*1*	*1*	*3*	*0*	*0*	*2*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*			*LTR*		*L*	*TR*	
Volume (vph)	*39*	*638*	*62*	*115*	*828*	*53*	*51*	*19*	*72*	*22*	*20*	*45*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.88*	*0.88*	*0.88*	*0.60*	*0.60*	*0.60*	*0.61*	*0.61*	*0.61*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*18.9*			*18.9*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *14.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *14.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*44*	*717*	*70*	*131*	*1001*			*237*		*36*	*107*	
Lane Group Capacity	*402*	*1647*	*514*	*402*	*1632*			*609*		*256*	*379*	
v/c Ratio	*0.11*	*0.44*	*0.14*	*0.33*	*0.61*			*0.39*		*0.14*	*0.28*	
Green Ratio	*0.23*	*0.33*	*0.33*	*0.23*	*0.33*			*0.23*		*0.23*	*0.23*	
Uniform Delay d_1	*18.1*	*15.6*	*14.0*	*19.1*	*16.8*			*19.4*		*18.2*	*18.9*	
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.20*			*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.1*	*0.2*	*0.1*	*0.5*	*0.7*			*0.4*		*0.3*	*0.4*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*18.2*	*15.8*	*14.1*	*19.6*	*17.5*			*19.8*		*18.5*	*19.3*	
Lane Group LOS	*B*	*B*	*B*	*B*	*B*			*B*		*B*	*B*	
Approach Delay	*15.8*			*17.7*			*19.8*			*19.1*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*17.3*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*3*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*3*	*1*	*1*	*3*	*0*	*0*	*2*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*			*LTR*		*L*	*TR*	
Volume (vph)	*56*	*1403*	*190*	*265*	*1104*	*82*	*178*	*37*	*190*	*65*	*53*	*56*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.89*	*0.89*	*0.89*	*0.88*	*0.88*	*0.88*	*0.74*	*0.74*	*0.74*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*			*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*			*0*		*0*	*0*	
Minimum Pedestrian Time		*18.9*			*18.9*			*38.9*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *14.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *14.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*59*	*1477*	*200*	*298*	*1332*			*460*		*88*	*148*	
Lane Group Capacity	*402*	*1647*	*514*	*402*	*1630*			*579*		*160*	*391*	
v/c Ratio	*0.15*	*0.90*	*0.39*	*0.74*	*0.82*			*0.79*		*0.55*	*0.38*	
Green Ratio	*0.23*	*0.33*	*0.33*	*0.23*	*0.33*			*0.23*		*0.23*	*0.23*	
Uniform Delay d_1	*18.3*	*19.0*	*15.3*	*21.3*	*18.3*			*21.6*		*20.2*	*19.3*	
Delay Factor k	*0.11*	*0.42*	*0.11*	*0.30*	*0.36*			*0.34*		*0.15*	*0.11*	
Incremental Delay d_2	*0.2*	*6.9*	*0.5*	*7.2*	*3.4*			*7.5*		*4.0*	*0.6*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*	
Control Delay	*18.4*	*26.0*	*15.8*	*28.5*	*21.7*			*29.2*		*24.2*	*20.0*	
Lane Group LOS	*B*	*C*	*B*	*C*	*C*			*C*		*C*	*B*	
Approach Delay	*24.5*			*23.0*			*29.2*			*21.6*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*24.3*			Intersection LOS						*C*		

HCS+™ Version 5.4

Generated: 10/20/2014 6:52 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*95*	*494*	*39*	*65*	*859*	*96*	*119*	*342*	*32*	*123*	*264*	*99*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.94*	*0.94*	*0.94*	*0.85*	*0.85*	*0.85*	*0.60*	*0.60*	*0.60*	*0.77*	*0.77*	*0.77*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*36.1*			*33.2*			*46.1*			*46.1*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *13.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*101*	*526*	*41*	*76*	*1011*	*113*	*198*	*570*	*53*	*160*	*343*	*109*
Lane Group Capacity	*412*	*1520*	*474*	*412*	*1520*	*474*	*412*	*691*	*308*	*412*	*691*	*308*
v/c Ratio	*0.25*	*0.35*	*0.09*	*0.18*	*0.67*	*0.24*	*0.48*	*0.82*	*0.17*	*0.39*	*0.50*	*0.35*
Green Ratio	*0.12*	*0.31*	*0.31*	*0.12*	*0.31*	*0.31*	*0.12*	*0.20*	*0.20*	*0.12*	*0.20*	*0.20*
Uniform Delay d_1	*25.8*	*17.4*	*16.0*	*25.6*	*19.6*	*16.8*	*26.6*	*24.9*	*21.5*	*26.2*	*23.1*	*22.4*
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.24*	*0.11*	*0.11*	*0.36*	*0.11*	*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*0.3*	*0.1*	*0.1*	*0.2*	*1.1*	*0.3*	*0.9*	*8.1*	*0.3*	*0.6*	*0.6*	*0.7*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*26.1*	*17.6*	*16.1*	*25.8*	*20.7*	*17.1*	*27.4*	*33.0*	*21.8*	*26.9*	*23.7*	*23.1*
Lane Group LOS	*C*	*B*	*B*	*C*	*C*	*B*	*C*	*C*	*C*	*C*	*C*	*C*
Approach Delay	*18.8*			*20.7*			*30.9*			*24.4*		
Approach LOS	*B*			*C*			*C*			*C*		
Intersection Delay	*23.5*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*234*	*1375*	*171*	*130*	*1194*	*142*	*102*	*212*	*49*	*225*	*261*	*168*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.92*	*0.92*	*0.92*	*0.88*	*0.88*	*0.88*	*0.89*	*0.89*	*0.89*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*36.1*			*33.2*			*46.1*			*46.1*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *29.0*	G = *0.0*	G = *0.0*	G = *10.0*	G = *12.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *76.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*254*	*1495*	*186*	*148*	*1357*	*161*	*115*	*238*	*55*	*250*	*290*	*161*
Lane Group Capacity	*396*	*1885*	*588*	*396*	*1885*	*588*	*440*	*545*	*243*	*440*	*545*	*243*
v/c Ratio	*0.64*	*0.79*	*0.32*	*0.37*	*0.72*	*0.27*	*0.26*	*0.44*	*0.23*	*0.57*	*0.53*	*0.66*
Green Ratio	*0.12*	*0.38*	*0.38*	*0.12*	*0.38*	*0.38*	*0.13*	*0.16*	*0.16*	*0.13*	*0.16*	*0.16*
Uniform Delay d_1	*32.0*	*20.8*	*16.5*	*30.9*	*20.0*	*16.2*	*29.7*	*28.9*	*27.9*	*31.0*	*29.4*	*30.1*
Delay Factor k	*0.22*	*0.34*	*0.11*	*0.11*	*0.28*	*0.11*	*0.11*	*0.11*	*0.11*	*0.16*	*0.14*	*0.24*
Incremental Delay d_2	*3.5*	*2.4*	*0.3*	*0.6*	*1.4*	*0.3*	*0.3*	*0.6*	*0.5*	*1.7*	*1.0*	*6.6*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*35.5*	*23.3*	*16.8*	*31.5*	*21.4*	*16.5*	*30.0*	*29.5*	*28.4*	*32.7*	*30.4*	*36.7*
Lane Group LOS	*D*	*C*	*B*	*C*	*C*	*B*	*C*	*C*	*C*	*C*	*C*	*D*
Approach Delay	*24.2*			*21.8*			*29.5*			*32.7*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*25.1*			Intersection LOS						*C*		

HCS+™ Version 5.4 Generated: 10/20/2014 6:54 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*5*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*0*	*1*	*1*	*1*	*2*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*26*	*618*	*97*	*121*	*838*	*78*	*72*	*4*	*61*	*42*	*18*	*9*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.80*	*0.80*	*0.80*	*0.90*	*0.90*	*0.90*	*0.71*	*0.71*	*0.71*	*0.75*	*0.75*	*0.75*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*24.6*			*23.2*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *18.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *10.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*32*	*772*	*121*	*134*	*1018*		*101*	*6*	*86*	*56*	*36*	
Lane Group Capacity	*446*	*1482*	*463*	*446*	*1463*		*230*	*302*	*257*	*446*	*287*	
v/c Ratio	*0.07*	*0.52*	*0.26*	*0.30*	*0.70*		*0.44*	*0.02*	*0.33*	*0.13*	*0.13*	
Green Ratio	*0.13*	*0.30*	*0.30*	*0.13*	*0.30*		*0.13*	*0.17*	*0.17*	*0.13*	*0.17*	
Uniform Delay d_1	*22.8*	*17.4*	*16.0*	*23.5*	*18.6*		*23.9*	*20.9*	*22.1*	*22.9*	*21.3*	
Delay Factor k	*0.11*	*0.13*	*0.11*	*0.11*	*0.26*		*0.11*	*0.11*	*0.11*	*0.11*	*0.11*	
Incremental Delay d_2	*0.1*	*0.3*	*0.3*	*0.4*	*1.5*		*1.3*	*0.0*	*0.8*	*0.1*	*0.2*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*22.8*	*17.8*	*16.3*	*23.9*	*20.0*		*25.3*	*20.9*	*22.8*	*23.0*	*21.5*	
Lane Group LOS	*C*	*B*	*B*	*C*	*C*		*C*	*C*	*C*	*C*	*C*	
Approach Delay	*17.7*			*20.5*			*24.1*			*22.4*		
Approach LOS	*B*			*C*			*C*			*C*		
Intersection Delay	*19.8*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*5*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*0*	*1*	*1*	*1*	*2*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume (vph)	*90*	*1412*	*179*	*214*	*1148*	*192*	*137*	*45*	*154*	*244*	*33*	*48*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.93*	*0.93*	*0.93*	*0.90*	*0.90*	*0.90*	*0.85*	*0.85*	*0.85*	*0.80*	*0.80*	*0.80*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Minimum Pedestrian Time		*24.6*			*23.2*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *19.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *9.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*97*	*1518*	*192*	*238*	*1489*		*161*	*53*	*181*	*305*	*101*	
Lane Group Capacity	*446*	*1565*	*488*	*446*	*1531*		*230*	*272*	*231*	*446*	*248*	
v/c Ratio	*0.22*	*0.97*	*0.39*	*0.53*	*0.97*		*0.70*	*0.19*	*0.78*	*0.68*	*0.41*	
Green Ratio	*0.13*	*0.32*	*0.32*	*0.13*	*0.32*		*0.13*	*0.15*	*0.15*	*0.13*	*0.15*	
Uniform Delay d_1	*23.2*	*20.2*	*16.0*	*24.3*	*20.2*		*24.9*	*22.3*	*24.6*	*24.8*	*23.1*	
Delay Factor k	*0.11*	*0.48*	*0.11*	*0.14*	*0.48*		*0.27*	*0.11*	*0.33*	*0.25*	*0.11*	
Incremental Delay d_2	*0.2*	*16.1*	*0.5*	*1.3*	*16.9*		*9.1*	*0.4*	*16.0*	*4.3*	*1.1*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*23.5*	*36.4*	*16.5*	*25.5*	*37.1*		*34.0*	*22.7*	*40.6*	*29.1*	*24.2*	
Lane Group LOS	*C*	*D*	*B*	*C*	*D*		*C*	*C*	*D*	*C*	*C*	
Approach Delay	*33.6*			*35.5*			*35.5*			*27.9*		
Approach LOS	*C*			*D*			*D*			*C*		
Intersection Delay	*34.0*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*6*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*54*	*468*	*87*	*137*	*824*	*186*	*72*	*379*	*99*	*222*	*316*	*122*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.73*	*0.73*	*0.73*	*0.82*	*0.82*	*0.82*	*0.66*	*0.66*	*0.66*	*0.66*	*0.66*	*0.66*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*30.3*			*30.3*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *21.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *12.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*74*	*641*	*119*	*167*	*1005*	*227*	*109*	*574*	*150*	*336*	*479*	*185*
Lane Group Capacity	*412*	*1596*	*498*	*412*	*1596*	*498*	*412*	*637*	*285*	*412*	*637*	*285*
v/c Ratio	*0.18*	*0.40*	*0.24*	*0.41*	*0.63*	*0.46*	*0.26*	*0.90*	*0.53*	*0.82*	*0.75*	*0.65*
Green Ratio	*0.12*	*0.32*	*0.32*	*0.12*	*0.32*	*0.32*	*0.12*	*0.18*	*0.18*	*0.12*	*0.18*	*0.18*
Uniform Delay d_1	*25.6*	*17.1*	*16.1*	*26.3*	*18.7*	*17.5*	*25.8*	*25.9*	*23.9*	*27.8*	*25.1*	*24.5*
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.21*	*0.11*	*0.11*	*0.42*	*0.13*	*0.36*	*0.31*	*0.23*
Incremental Delay d_2	*0.2*	*0.2*	*0.2*	*0.7*	*0.8*	*0.7*	*0.3*	*16.0*	*1.8*	*12.0*	*5.0*	*5.1*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*25.8*	*17.3*	*16.4*	*27.0*	*19.5*	*18.1*	*26.2*	*41.9*	*25.7*	*39.8*	*30.1*	*29.7*
Lane Group LOS	*C*	*B*	*B*	*C*	*B*	*B*	*C*	*D*	*C*	*D*	*C*	*C*
Approach Delay	*17.9*			*20.2*			*37.0*			*33.3*		
Approach LOS	*B*			*C*			*D*			*C*		
Intersection Delay	*26.4*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*6*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*138*	*1668*	*129*	*164*	*1343*	*120*	*118*	*113*	*177*	*155*	*137*	*87*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.93*	*0.93*	*0.93*	*0.94*	*0.94*	*0.94*	*0.93*	*0.93*	*0.93*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*30.3*			*30.3*			*40.3*			*40.3*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *30.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *13.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*148*	*1794*	*139*	*174*	*1429*	*128*	*127*	*122*	*190*	*174*	*154*	*98*
Lane Group Capacity	*357*	*1976*	*617*	*357*	*1976*	*617*	*357*	*599*	*267*	*357*	*599*	*267*
v/c Ratio	*0.41*	*0.91*	*0.23*	*0.49*	*0.72*	*0.21*	*0.36*	*0.20*	*0.71*	*0.49*	*0.26*	*0.37*
Green Ratio	*0.11*	*0.40*	*0.40*	*0.11*	*0.40*	*0.40*	*0.11*	*0.17*	*0.17*	*0.11*	*0.17*	*0.17*
Uniform Delay d_1	*31.3*	*21.2*	*14.8*	*31.6*	*19.0*	*14.7*	*31.1*	*26.6*	*29.2*	*31.6*	*26.8*	*27.4*
Delay Factor k	*0.11*	*0.43*	*0.11*	*0.11*	*0.28*	*0.11*	*0.11*	*0.11*	*0.28*	*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*0.8*	*6.6*	*0.2*	*1.0*	*1.3*	*0.2*	*0.6*	*0.2*	*8.6*	*1.0*	*0.2*	*0.9*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*32.1*	*27.8*	*15.0*	*32.6*	*20.3*	*14.9*	*31.7*	*26.7*	*37.8*	*32.6*	*27.1*	*28.2*
Lane Group LOS	*C*	*C*	*B*	*C*	*C*	*B*	*C*	*C*	*D*	*C*	*C*	*C*
Approach Delay	*27.3*			*21.2*			*33.0*			*29.6*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*25.8*			Intersection LOS						*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*7*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*0*	*3*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*DefL*	*TR*		*L*	*TR*	
Volume (vph)	*80*	*622*	*118*	*156*	*1066*	*36*	*91*	*8*	*63*	*33*	*2*	*51*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.89*	*0.89*	*0.89*	*0.88*	*0.88*	*0.88*	*0.84*	*0.84*	*0.84*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*26.1*			*23.2*			*38.9*				

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *14.0*	G = *19.0*	G = *0.0*	G = *0.0*	G = *15.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*90*	*699*	*133*	*177*	*1211*	*41*	*108*	*85*		*37*	*59*	
Lane Group Capacity	*781*	*1565*	*488*	*781*	*1565*	*488*	*326*	*749*		*317*	*388*	
v/c Ratio	*0.12*	*0.45*	*0.27*	*0.23*	*0.77*	*0.08*	*0.33*	*0.11*		*0.12*	*0.15*	
Green Ratio	*0.23*	*0.32*	*0.32*	*0.23*	*0.32*	*0.32*	*0.25*	*0.25*		*0.25*	*0.25*	
Uniform Delay d_1	*18.1*	*16.3*	*15.3*	*18.6*	*18.6*	*14.4*	*18.4*	*17.4*		*17.4*	*17.5*	
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.32*	*0.11*	*0.11*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*0.1*	*0.2*	*0.3*	*0.1*	*2.5*	*0.1*	*0.6*	*0.1*		*0.2*	*0.2*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*18.2*	*16.5*	*15.6*	*18.8*	*21.0*	*14.5*	*19.0*	*17.4*		*17.5*	*17.7*	
Lane Group LOS	*B*	*B*	*B*	*B*	*C*	*B*	*B*	*B*		*B*	*B*	
Approach Delay	*16.6*			*20.6*			*18.3*			*17.7*		
Approach LOS	*B*			*C*			*B*			*B*		
Intersection Delay	*18.9*			Intersection LOS						*B*		

HCS+™ Version 5.4

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SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*7*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*0*	*3*	*0*	*1*	*1*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*DefL*	*TR*		*L*	*TR*	
Volume (vph)	*209*	*1431*	*359*	*413*	*1229*	*78*	*305*	*43*	*164*	*105*	*23*	*114*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.92*	*0.92*	*0.92*	*0.97*	*0.97*	*0.97*	*0.88*	*0.88*	*0.88*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*26.1*			*23.2*			*38.9*				

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = *8.0*	G = *25.0*	G = *0.0*	G = *0.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*227*	*1555*	*390*	*426*	*1267*	*80*	*347*	*235*		*113*	*148*	
Lane Group Capacity	*412*	*1900*	*593*	*412*	*1900*	*593*	*369*	*936*		*338*	*489*	
v/c Ratio	*0.55*	*0.82*	*0.66*	*1.03*	*0.67*	*0.13*	*0.94*	*0.25*		*0.33*	*0.30*	
Green Ratio	*0.12*	*0.38*	*0.38*	*0.12*	*0.38*	*0.38*	*0.31*	*0.31*		*0.31*	*0.31*	
Uniform Delay d_1	*26.8*	*18.0*	*16.5*	*28.5*	*16.6*	*13.0*	*21.9*	*16.9*		*17.4*	*17.2*	
Delay Factor k	*0.15*	*0.36*	*0.23*	*0.50*	*0.24*	*0.11*	*0.45*	*0.11*		*0.11*	*0.11*	
Incremental Delay d_2	*1.6*	*3.0*	*2.7*	*53.4*	*0.9*	*0.1*	*31.9*	*0.1*		*0.6*	*0.4*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*28.4*	*20.9*	*19.1*	*81.9*	*17.5*	*13.1*	*53.8*	*17.0*		*18.0*	*17.5*	
Lane Group LOS	*C*	*C*	*B*	*F*	*B*	*B*	*D*	*B*		*B*	*B*	
Approach Delay	*21.4*			*32.7*			*39.0*			*17.7*		
Approach LOS	*C*			*C*			*D*			*B*		
Intersection Delay	*27.5*			Intersection LOS						*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*8*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*167*	*443*	*157*	*94*	*711*	*274*	*357*	*805*	*63*	*230*	*762*	*244*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.85*	*0.85*	*0.85*	*0.81*	*0.81*	*0.81*	*0.86*	*0.86*	*0.86*	*0.83*	*0.83*	*0.83*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*29*	*0*	*0*	*52*	*0*	*0*	*12*	*0*	*0*	*46*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*41.8*			*41.8*			*37.5*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *15.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *17.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *65.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*196*	*521*	*151*	*116*	*878*	*274*	*415*	*936*	*59*	*277*	*918*	*239*
Lane Group Capacity	*463*	*1140*	*356*	*463*	*1140*	*356*	*412*	*1292*	*403*	*412*	*1292*	*403*
v/c Ratio	*0.42*	*0.46*	*0.42*	*0.25*	*0.77*	*0.77*	*1.01*	*0.72*	*0.15*	*0.67*	*0.71*	*0.59*
Green Ratio	*0.14*	*0.23*	*0.23*	*0.14*	*0.23*	*0.23*	*0.12*	*0.26*	*0.26*	*0.12*	*0.26*	*0.26*
Uniform Delay d_1	*25.6*	*21.5*	*21.3*	*25.0*	*23.4*	*23.4*	*28.5*	*21.9*	*18.4*	*27.2*	*21.8*	*21.0*
Delay Factor k	*0.11*	*0.11*	*0.11*	*0.11*	*0.32*	*0.32*	*0.50*	*0.29*	*0.11*	*0.24*	*0.27*	*0.18*
Incremental Delay d_2	*0.6*	*0.3*	*0.8*	*0.3*	*3.3*	*9.9*	*46.2*	*2.1*	*0.2*	*4.3*	*1.8*	*2.3*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*26.3*	*21.8*	*22.1*	*25.3*	*26.7*	*33.3*	*74.7*	*23.9*	*18.6*	*31.5*	*23.6*	*23.3*
Lane Group LOS	*C*	*C*	*C*	*C*	*C*	*C*	*E*	*C*	*B*	*C*	*C*	*C*
Approach Delay	*22.9*			*28.0*			*38.6*			*25.1*		
Approach LOS	*C*			*C*			*D*			*C*		
Intersection Delay	*29.3*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*8*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*375*	*963*	*473*	*97*	*1015*	*185*	*398*	*516*	*88*	*298*	*647*	*333*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.97*	*0.97*	*0.97*	*0.87*	*0.87*	*0.87*	*0.91*	*0.91*	*0.91*	*0.98*	*0.98*	*0.98*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*85*	*0*	*0*	*35*	*0*	*0*	*16*	*0*	*0*	*58*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*41.8*			*41.8*			*37.5*			*38.9*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *11.0*	G = *25.0*	G = *0.0*	G = *0.0*	G = *13.0*	G = *20.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *85.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*387*	*993*	*400*	*111*	*1167*	*172*	*437*	*567*	*79*	*304*	*660*	*281*
Lane Group Capacity	*433*	*1453*	*454*	*433*	*1453*	*454*	*512*	*1163*	*363*	*512*	*1163*	*363*
v/c Ratio	*0.89*	*0.68*	*0.88*	*0.26*	*0.80*	*0.38*	*0.85*	*0.49*	*0.22*	*0.59*	*0.57*	*0.77*
Green Ratio	*0.13*	*0.29*	*0.29*	*0.13*	*0.29*	*0.29*	*0.15*	*0.24*	*0.24*	*0.15*	*0.24*	*0.24*
Uniform Delay d_1	*36.4*	*26.5*	*28.6*	*33.3*	*27.7*	*23.8*	*35.1*	*28.1*	*26.2*	*33.5*	*28.7*	*30.4*
Delay Factor k	*0.42*	*0.25*	*0.41*	*0.11*	*0.35*	*0.11*	*0.39*	*0.11*	*0.11*	*0.18*	*0.16*	*0.32*
Incremental Delay d_2	*20.4*	*1.3*	*17.9*	*0.3*	*3.4*	*0.5*	*13.2*	*0.3*	*0.3*	*1.9*	*0.7*	*10.0*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*56.9*	*27.8*	*46.5*	*33.6*	*31.1*	*24.4*	*48.2*	*28.4*	*26.5*	*35.4*	*29.3*	*40.4*
Lane Group LOS	*E*	*C*	*D*	*C*	*C*	*C*	*D*	*C*	*C*	*D*	*C*	*D*
Approach Delay	*38.3*			*30.5*			*36.3*			*33.3*		
Approach LOS	*D*			*C*			*D*			*C*		
Intersection Delay	*34.8*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*9*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*165*	*366*	*211*	*110*	*1092*	*392*	*409*	*1030*	*54*	*148*	*861*	*337*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.80*	*0.80*	*0.80*	*0.87*	*0.87*	*0.87*	*0.85*	*0.85*	*0.85*	*0.94*	*0.94*	*0.94*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*34.6*			*34.6*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *13.0*	G = *19.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*206*	*457*	*264*	*126*	*1255*	*451*	*481*	*1212*	*64*	*157*	*916*	*359*
Lane Group Capacity	*335*	*1482*	*463*	*335*	*1482*	*463*	*544*	*1173*	*366*	*544*	*1173*	*366*
v/c Ratio	*0.61*	*0.31*	*0.57*	*0.38*	*0.85*	*0.97*	*0.88*	*1.03*	*0.17*	*0.29*	*0.78*	*0.98*
Green Ratio	*0.10*	*0.30*	*0.30*	*0.10*	*0.30*	*0.30*	*0.16*	*0.24*	*0.24*	*0.16*	*0.24*	*0.24*
Uniform Delay d_1	*34.5*	*21.6*	*23.6*	*33.7*	*26.3*	*27.7*	*32.8*	*30.5*	*24.3*	*29.4*	*28.6*	*30.3*
Delay Factor k	*0.20*	*0.11*	*0.16*	*0.11*	*0.38*	*0.48*	*0.41*	*0.50*	*0.11*	*0.11*	*0.33*	*0.49*
Incremental Delay d_2	*3.4*	*0.1*	*1.7*	*0.7*	*4.8*	*35.0*	*15.9*	*35.2*	*0.2*	*0.3*	*3.5*	*41.8*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*37.9*	*21.7*	*25.3*	*34.4*	*31.1*	*62.7*	*48.6*	*65.7*	*24.5*	*29.7*	*32.0*	*72.1*
Lane Group LOS	*D*	*C*	*C*	*C*	*C*	*E*	*D*	*E*	*C*	*C*	*C*	*E*
Approach Delay	*26.3*			*39.1*			*59.5*			*41.8*		
Approach LOS	*C*			*D*			*E*			*D*		
Intersection Delay	*43.8*			Intersection LOS						*D*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*9*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*289*	*905*	*413*	*59*	*559*	*187*	*311*	*1016*	*78*	*300*	*1368*	*164*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.87*	*0.87*	*0.87*	*0.91*	*0.91*	*0.91*	*0.89*	*0.89*	*0.89*	*0.90*	*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*34.6*			*34.6*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *24.0*	G = *0.0*	G = *0.0*	G = *10.0*	G = *26.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *85.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*332*	*1040*	*475*	*65*	*614*	*205*	*349*	*1142*	*88*	*333*	*1520*	*182*
Lane Group Capacity	*354*	*1395*	*435*	*354*	*1395*	*435*	*394*	*1511*	*472*	*394*	*1511*	*472*
v/c Ratio	*0.94*	*0.75*	*1.09*	*0.18*	*0.44*	*0.47*	*0.89*	*0.76*	*0.19*	*0.85*	*1.01*	*0.39*
Green Ratio	*0.11*	*0.28*	*0.28*	*0.11*	*0.28*	*0.28*	*0.12*	*0.31*	*0.31*	*0.12*	*0.31*	*0.31*
Uniform Delay d_1	*37.7*	*27.7*	*30.5*	*34.7*	*25.0*	*25.2*	*36.9*	*26.6*	*21.7*	*36.7*	*29.5*	*23.2*
Delay Factor k	*0.45*	*0.30*	*0.50*	*0.11*	*0.11*	*0.11*	*0.41*	*0.31*	*0.11*	*0.38*	*0.50*	*0.11*
Incremental Delay d_2	*32.2*	*2.2*	*70.3*	*0.3*	*0.2*	*0.8*	*20.7*	*2.2*	*0.2*	*15.5*	*24.6*	*0.5*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*69.9*	*30.0*	*100.8*	*34.9*	*25.2*	*26.1*	*57.7*	*28.9*	*21.9*	*52.2*	*54.1*	*23.7*
Lane Group LOS	*E*	*C*	*F*	*C*	*C*	*C*	*E*	*C*	*C*	*D*	*D*	*C*
Approach Delay	*55.4*			*26.1*			*34.9*			*51.1*		
Approach LOS	*E*			*C*			*C*			*D*		
Intersection Delay	*44.8*			Intersection LOS						*D*		

HCS+™ Version 5.4 Generated: 10/20/2014 7:05 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*10*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*19*	*60*	*27*	*99*	*278*	*229*	*32*	*1212*	*68*	*183*	*872*	*53*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.83*	*0.83*	*0.83*	*0.77*	*0.77*	*0.77*	*0.87*	*0.87*	*0.87*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time					*40.3*			*40.3*			*31.8*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *11.0*	G = *24.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*23*	*105*		*129*	*658*		*37*	*1393*	*78*	*206*	*980*	*60*
Lane Group Capacity	*194*	*823*		*376*	*805*		*237*	*1482*	*463*	*237*	*1482*	*463*
v/c Ratio	*0.12*	*0.13*		*0.34*	*0.82*		*0.16*	*0.94*	*0.17*	*0.87*	*0.66*	*0.13*
Green Ratio	*0.11*	*0.25*		*0.11*	*0.25*		*0.14*	*0.30*	*0.30*	*0.14*	*0.30*	*0.30*
Uniform Delay d_1	*31.9*	*23.2*		*32.8*	*28.3*		*30.4*	*27.3*	*20.6*	*33.8*	*24.5*	*20.4*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.36*		*0.11*	*0.45*	*0.11*	*0.40*	*0.24*	*0.11*
Incremental Delay d_2	*0.3*	*0.1*		*0.5*	*6.6*		*0.3*	*11.9*	*0.2*	*27.4*	*1.1*	*0.1*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*32.2*	*23.3*		*33.3*	*34.9*		*30.7*	*39.2*	*20.8*	*61.2*	*25.6*	*20.5*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*D*	*C*	*E*	*C*	*C*
Approach Delay	*24.9*			*34.6*			*38.1*			*31.2*		
Approach LOS	*C*			*C*			*D*			*C*		
Intersection Delay	*34.6*			Intersection LOS						*C*		

HCS+™ Version 5.4 Generated: 10/20/2014 7:06 PM

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*10*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*49*	*184*	*51*	*81*	*99*	*90*	*28*	*1253*	*146*	*264*	*1512*	*46*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.84*	*0.84*	*0.84*	*0.96*	*0.96*	*0.96*	*0.92*	*0.92*	*0.92*	*0.93*	*0.93*	*0.93*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time					*40.3*			*40.3*			*31.8*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *9.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *10.0*	G = *22.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*58*	*280*		*84*	*197*		*30*	*1362*	*159*	*284*	*1626*	*49*
Lane Group Capacity	*239*	*411*		*463*	*395*		*265*	*1672*	*522*	*265*	*1672*	*522*
v/c Ratio	*0.24*	*0.68*		*0.18*	*0.50*		*0.11*	*0.81*	*0.30*	*1.07*	*0.97*	*0.09*
Green Ratio	*0.14*	*0.12*		*0.14*	*0.12*		*0.15*	*0.34*	*0.34*	*0.15*	*0.34*	*0.34*
Uniform Delay d_1	*25.0*	*27.3*		*24.7*	*26.6*		*23.7*	*19.6*	*15.9*	*27.5*	*21.2*	*14.7*
Delay Factor k	*0.11*	*0.25*		*0.11*	*0.11*		*0.11*	*0.36*	*0.11*	*0.50*	*0.48*	*0.11*
Incremental Delay d_2	*0.5*	*4.6*		*0.2*	*1.0*		*0.2*	*3.2*	*0.3*	*75.6*	*15.9*	*0.1*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*25.5*	*31.8*		*24.9*	*27.6*		*23.9*	*22.9*	*16.2*	*103.1*	*37.1*	*14.8*
Lane Group LOS	*C*	*C*		*C*	*C*		*C*	*C*	*B*	*F*	*D*	*B*
Approach Delay	*30.8*			*26.8*			*22.2*			*46.1*		
Approach LOS	*C*			*C*			*C*			*D*		
Intersection Delay	*34.6*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*AM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*21*	*3*	*4*	*22*	*0*	*21*	*2*	*1722*	*53*	*17*	*834*	*12*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.68*	*0.68*	*0.68*	*0.37*	*0.37*	*0.37*	*0.83*	*0.83*	*0.83*	*0.89*	*0.89*	*0.89*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*24.6*			*23.2*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *40.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*31*	*10*		*59*	*57*		*2*	*2075*	*64*	*19*	*937*	*13*
Lane Group Capacity	*172*	*165*		*335*	*154*		*172*	*2471*	*771*	*172*	*2471*	*771*
v/c Ratio	*0.18*	*0.06*		*0.18*	*0.37*		*0.01*	*0.84*	*0.08*	*0.11*	*0.38*	*0.02*
Green Ratio	*0.10*	*0.10*		*0.10*	*0.10*		*0.10*	*0.50*	*0.50*	*0.10*	*0.50*	*0.50*
Uniform Delay d_1	*33.0*	*32.6*		*33.0*	*33.6*		*32.4*	*17.2*	*10.4*	*32.8*	*12.3*	*10.1*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.37*	*0.11*	*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*0.5*	*0.2*		*0.3*	*1.5*		*0.0*	*2.8*	*0.0*	*0.3*	*0.1*	*0.0*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*33.5*	*32.8*		*33.2*	*35.1*		*32.5*	*20.0*	*10.5*	*33.0*	*12.4*	*10.1*
Lane Group LOS	*C*	*C*		*C*	*D*		*C*	*B*	*B*	*C*	*B*	*B*
Approach Delay	*33.3*			*34.2*			*19.7*			*12.8*		
Approach LOS	*C*			*C*			*B*			*B*		
Intersection Delay	*18.4*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*Midday Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*16*	*2*	*1*	*97*	*3*	*133*	*6*	*1223*	*90*	*107*	*1065*	*28*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.56*	*0.56*	*0.56*	*0.93*	*0.93*	*0.93*	*0.94*	*0.94*	*0.94*	*0.96*	*0.96*	*0.96*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*24.6*			*23.2*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *20.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*29*	*6*		*104*	*146*		*6*	*1301*	*96*	*111*	*1109*	*29*
Lane Group Capacity	*230*	*230*		*446*	*206*		*230*	*1647*	*514*	*230*	*1647*	*514*
v/c Ratio	*0.13*	*0.03*		*0.23*	*0.71*		*0.03*	*0.79*	*0.19*	*0.48*	*0.67*	*0.06*
Green Ratio	*0.13*	*0.13*		*0.13*	*0.13*		*0.13*	*0.33*	*0.33*	*0.13*	*0.33*	*0.33*
Uniform Delay d_1	*22.9*	*22.6*		*23.3*	*24.9*		*22.6*	*18.1*	*14.2*	*24.1*	*17.2*	*13.6*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.27*		*0.11*	*0.34*	*0.11*	*0.11*	*0.25*	*0.11*
Incremental Delay d_2	*0.2*	*0.0*		*0.3*	*10.7*		*0.0*	*2.7*	*0.2*	*1.6*	*1.1*	*0.0*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*23.2*	*22.7*		*23.5*	*35.6*		*22.7*	*20.8*	*14.4*	*25.7*	*18.3*	*13.6*
Lane Group LOS	*C*	*C*		*C*	*D*		*C*	*C*	*B*	*C*	*B*	*B*
Approach Delay	*23.1*			*30.6*			*20.4*			*18.8*		
Approach LOS	*C*			*C*			*C*			*B*		
Intersection Delay	*20.6*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*EF*	Intersection	*11*
Agency or Co.	*KHA*	Area Type	*All other areas*
Date Performed	*1/7/2014*	Jurisdiction	*La Quinta*
Time Period	*PM Peak*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*2*	*1*	*0*	*1*	*3*	*1*	*1*	*3*	*1*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*10*	*1*	*0*	*140*	*1*	*122*	*3*	*1297*	*72*	*94*	*1623*	*27*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.55*	*0.55*	*0.55*	*0.78*	*0.78*	*0.78*	*0.95*	*0.95*	*0.95*	*0.94*	*0.94*	*0.94*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Minimum Pedestrian Time		*38.9*			*38.9*			*24.6*			*23.2*	

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *8.0*	G = *8.0*	G = *0.0*	G = *0.0*	G = *8.0*	G = *30.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *4*	Y = *0*	Y = *0*	Y = *4*	Y = *4*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *70.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*18*	*2*		*179*	*157*		*3*	*1365*	*76*	*100*	*1727*	*29*
Lane Group Capacity	*197*	*207*		*382*	*176*		*197*	*2118*	*661*	*197*	*2118*	*661*
v/c Ratio	*0.09*	*0.01*		*0.47*	*0.89*		*0.02*	*0.64*	*0.11*	*0.51*	*0.82*	*0.04*
Green Ratio	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*	*0.43*	*0.43*	*0.11*	*0.43*	*0.43*
Uniform Delay d_1	*27.7*	*27.5*		*29.0*	*30.6*		*27.5*	*15.8*	*12.0*	*29.1*	*17.6*	*11.6*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.42*		*0.11*	*0.22*	*0.11*	*0.12*	*0.36*	*0.11*
Incremental Delay d_2	*0.2*	*0.0*		*0.9*	*39.0*		*0.0*	*0.7*	*0.1*	*2.2*	*2.6*	*0.0*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*27.9*	*27.5*		*29.9*	*69.6*		*27.5*	*16.5*	*12.1*	*31.3*	*20.2*	*11.7*
Lane Group LOS	*C*	*C*		*C*	*E*		*C*	*B*	*B*	*C*	*C*	*B*
Approach Delay	*27.9*			*48.4*			*16.3*			*20.6*		
Approach LOS	*C*			*D*			*B*			*C*		
Intersection Delay	*21.5*			Intersection LOS			*C*					

HCS+™ Version 5.4 Generated: 10/20/2014 7:09 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*EF*	Intersection	*12*
Agency/Co.	*KHA*	Jurisdiction	*La Quinta*
Date Performed	*1/7/2014*	Analysis Year	
Analysis Time Period	*AM Peak*		

Project Description *2015 With Project Condition*

East/West Street: *Hwy111* | North/South Street: *Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*792*	*29*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*792*	*29*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*0*	*0*
Configuration		*T*	*R*			
Upstream Signal		*1*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*11*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*11*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*11*			
C (m) (veh/h)					*803*			
v/c					*0.01*			
95% queue length					*0.04*			
Control Delay (s/veh)					*9.5*			
LOS					*A*			
Approach Delay (s/veh)	--	--	*9.5*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*EF*	Intersection	*12*
Agency/Co.	*KHA*	Jurisdiction	*La Quinta*
Date Performed	*1/7/2014*	Analysis Year	
Analysis Time Period			

Project Description *2015 With Project Condition*

East/West Street: *Hwy111* | North/South Street: *Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)			*136*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1374*	*136*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*0*	*0*
Configuration		*T*	*R*			
Upstream Signal		*1*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*67*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*67*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*67*			
C (m) (veh/h)					*615*			
v/c					*0.11*			
95% queue length					*0.36*			
Control Delay (s/veh)					*11.6*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*11.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*EF*	Intersection	*12*
Agency/Co.	*KHA*	Jurisdiction	*La Quinta*
Date Performed	*1/7/2014*	Analysis Year	
Analysis Time Period	*PM Peak*		

Project Description *2015 With Project Condition*

East/West Street: *Hwy111* | North/South Street: *Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)			*128*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1350*	*128*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*0*	*0*
Configuration		*T*	*R*			
Upstream Signal		*1*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*73*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*73*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*73*			
C (m) (veh/h)					*568*			
v/c					*0.13*			
95% queue length					*0.44*			
Control Delay (s/veh)					*12.3*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*12.3*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*EF*
Agency/Co.	*KHA*
Date Performed	*1/7/2014*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*13*
Jurisdiction	*La Quinta*
Analysis Year	

Project Description *2015 With Project Condition*

East/West Street: *Simon Dr* | North/South Street: *Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*12*	*61*			*29*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*12*	*61*	*0*	*0*	*29*	*10*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*1*			*1*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*3*		*14*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*3*	*0*	*14*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*12*						*17*	
C (m) (veh/h)	*1584*						*1010*	
v/c	*0.01*						*0.02*	
95% queue length	*0.02*						*0.05*	
Control Delay (s/veh)	*7.3*						*8.6*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--					*8.6*	
Approach LOS	--	--					*A*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*EF*
Agency/Co.	*KHA*
Date Performed	*1/7/2014*
Analysis Time Period	*Midday Peak*

Site Information

Intersection	*13*
Jurisdiction	*La Quinta*
Analysis Year	

Project Description *2015 With Project Condition*

East/West Street: *Simon Dr* | North/South Street: *Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*37*	*161*			*149*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*37*	*161*	*0*	*0*	*149*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*1*			*1*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*		*83*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*16*	*0*	*83*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*37*						*99*	
C (m) (veh/h)	*1445*						*837*	
v/c	*0.03*						*0.12*	
95% queue length	*0.08*						*0.40*	
Control Delay (s/veh)	*7.6*						*9.9*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--					*9.9*	
Approach LOS	--	--					*A*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*EF*
Agency/Co.	*KHA*
Date Performed	*1/7/2014*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*13*
Jurisdiction	*La Quinta*
Analysis Year	

Project Description *2015 With Project Condition*

East/West Street: *Simon Dr* | North/South Street: *Project Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*42*	*126*			*170*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*42*	*126*	*0*	*0*	*170*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*1*			*1*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*20*		*93*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*20*	*0*	*93*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*42*						*113*	
C (m) (veh/h)	*1420*						*814*	
v/c	*0.03*						*0.14*	
95% queue length	*0.09*						*0.48*	
Control Delay (s/veh)	*7.6*						*10.1*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*10.1*	
Approach LOS	--	--					*B*	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency/Co.	*KHA*	Jurisdiction	*La Quinta*
Date Performed	*1/7/2014*	Analysis Year	
Analysis Time Period	*AM Peak*		

Project Description *2015 With Project Condition*

East/West Street: *Project Driveway* | North/South Street: *Simon Dr*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*75*			*71*	*17*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*81*	*0*	*0*	*71*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*5*	*0*	*2*	*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*0*	*2*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*			*LR*			*LTR*	
v (veh/h)	*0*			*0*			*7*	
C (m) (veh/h)	*1520*						*853*	
v/c	*0.00*						*0.01*	
95% queue length	*0.00*						*0.02*	
Control Delay (s/veh)	*7.4*						*9.3*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--				*9.3*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency/Co.	*KHA*	Jurisdiction	*La Quinta*
Date Performed	*1/7/2014*	Analysis Year	
Analysis Time Period	*Midday Peak*		

Project Description *2015 With Project Condition*

East/West Street: *Project Driveway* | North/South Street: *Simon Dr*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*236*			*185*	*56*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*256*	*0*	*0*	*185*	*56*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*24*	*0*	*8*	*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*24*	*0*	*8*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*			*LR*			*LTR*	
v (veh/h)	*0*			*0*			*32*	
C (m) (veh/h)	*1337*						*563*	
v/c	*0.00*						*0.06*	
95% queue length	*0.00*						*0.18*	
Control Delay (s/veh)	*7.7*						*11.8*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*11.8*	
Approach LOS	--	--					*B*	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*EF*	Intersection	*4*
Agency/Co.	*KHA*	Jurisdiction	*La Quinta*
Date Performed	*1/7/2014*	Analysis Year	
Analysis Time Period	*PM Peak*		

Project Description *2015 With Project Condition*

East/West Street: *Project Driveway* | North/South Street: *Simon Dr*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*179*			*145*	*63*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*194*	*0*	*0*	*145*	*63*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*31*	*0*	*10*	*0*		*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*31*	*0*	*10*	*0*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*			*LR*			*LTR*	
v (veh/h)	*0*			*10*			*41*	
C (m) (veh/h)	*1375*			*853*			*631*	
v/c	*0.00*			*0.01*			*0.06*	
95% queue length	*0.00*			*0.04*			*0.21*	
Control Delay (s/veh)	*7.6*			*9.3*			*11.1*	
LOS	*A*			*A*			*B*	
Approach Delay (s/veh)	--	--	*9.3*			*11.1*		
Approach LOS	--	--	*A*			*B*		

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Appendix H:

Analysis Worksheets for
Cumulative (2035) Conditions

Appendix I:

Analysis Worksheets for
Cumulative (2035) Plus Project Conditions

Appendix J:

Analysis Worksheets for Mitigated Conditions

Appendix K:

Intersection Queuing Worksheets