

**APPENDIX 1.1:**  
**APPROVED TRAFFIC STUDY SCOPING AGREEMENT**

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## Donson Liu

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

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

## Donson Liu

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

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

Thanks.

Nazir

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

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

Okay. thanks.

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

Hi Nazir,

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

Thanks again for the prompt review,

Donson

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**From:** [nazir.lalani1@gmail.com](mailto:nazir.lalani1@gmail.com) [mailto:[nazir.lalani1@gmail.com](mailto:nazir.lalani1@gmail.com)] **On Behalf Of** Nazir Lalani

**Sent:** Thursday, June 05, 2014 4:54 PM

**To:** Donson Liu

**Subject:** Re: JN:09228 Washington Park SP Trip Distribution and Counts

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

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

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

Thanks.

Nazir

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

Hi Nazir,

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

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

Thanks,

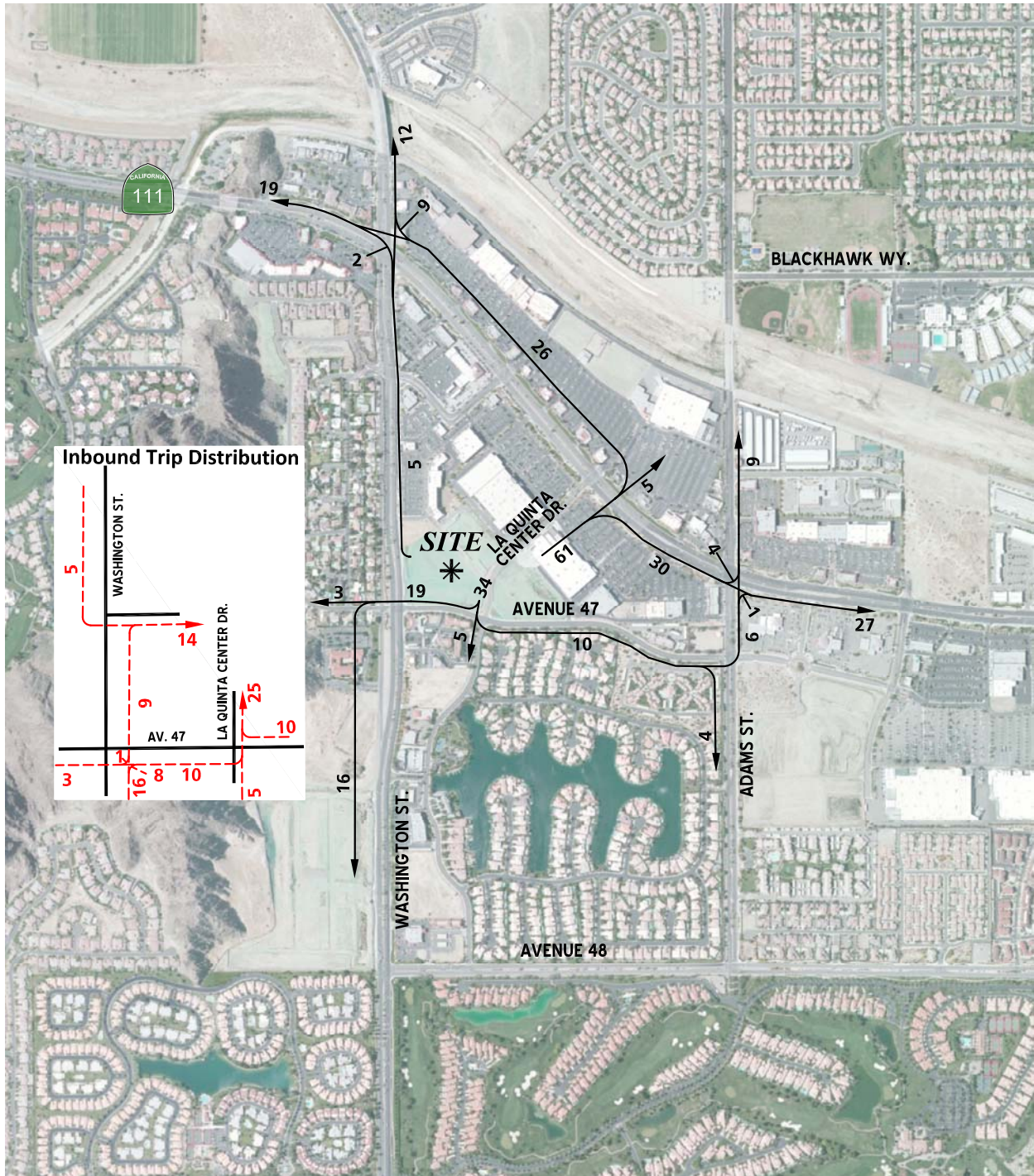
**Donson Liu, E.I.T.**  
Assistant Transportation Engineer



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

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

**EXHIBIT 3: PROJECT TRIP DISTRIBUTION**



**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- ← = OUTBOUND
- (dashed) = INBOUND

## Donson Liu

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

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

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

Hi Nazir/Ed,

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

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

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

Thank you,

**Haseeb Qureshi**  
Senior Associate





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

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

[www.urbanxroads.com](http://www.urbanxroads.com)

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

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

Thanks.

Nazir Lalani

## Donson Liu

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

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

Hi Haseeb,

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

Thanks,  
Ed

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

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

Regards,

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

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

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

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

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

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

Regards,

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

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

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

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

Thanks.

Nazir

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

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

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

Regards,

Haseeb Qureshi

Senior Associate

Urban Crossroads, Inc.

Irvine, CA 92606

ph: [949.660.1994](tel:949.660.1994) x217

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

Hi Haseeb,

I was able to confirm the answers below with Nazir:

Please call if there are questions.

Thanks,

Ed

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

Hi Ed,

Just a couple questions for you/the City:

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

Haseeb Qureshi

Senior Associate

Urban Crossroads, Inc.

Irvine, CA 92606

ph: [949.660.1994](tel:949.660.1994) x217

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

Hi Haseeb,

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

Please call if there are questions.

Thanks,

Ed

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

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

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

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

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

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

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

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

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

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

Regards,

Haseeb Qureshi

Senior Associate

Urban Crossroads, Inc.

Irvine, CA 92606

*ph:* [949.660.1994 x217](tel:949.660.1994)

**ATTACHMENT 4**  
CITY OF LA QUINTA

DATE 4/30/2014

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

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

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

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

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

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

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

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

City Approval \_\_\_\_\_ Date \_\_\_\_\_



City of La Quinta  
**WORK SCOPE FOR TRAFFIC IMPACT ANALYSIS**

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

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

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

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

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

ATTACHMENTS	YES	NO	
Intersection+Roadways	X		

CITY APPROVED \_\_\_\_\_

DATE \_\_\_\_\_

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

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

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

April 30, 2014

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

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

Dear Mr. Ed Wimmer:

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

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

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

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

**TRIP GENERATION**

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

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

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

## TRIP DISTRIBUTION

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

## STUDY AREA

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

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

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

Exhibit 1 presents the study area intersection analysis locations.

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

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

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

## AMBIENT GROWTH ASSUMPTIONS

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

## SEASONAL VARIATION

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

## TRAFFIC COUNTS

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

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

## ANALYSIS SCENARIOS

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

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

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

## LEVEL OF SERVICE (LOS) CRITERIA

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

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

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

## PREFERRED ANALYSIS METHODOLOGY

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

## CUMULATIVE DEVELOPMENT PROJECTS

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

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

## SPECIAL ISSUES

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

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

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

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

## OPEN ITEMS

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

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

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

Respectfully submitted,

URBAN CROSSROADS, INC.



Haseeb Qureshi  
Senior Associate



Charlene So, PE  
Senior Transportation Engineer



Donson Liu, EIT  
Assistant Transportation Engineer



**EXHIBIT 2: PRELIMINARY SITE PLAN**

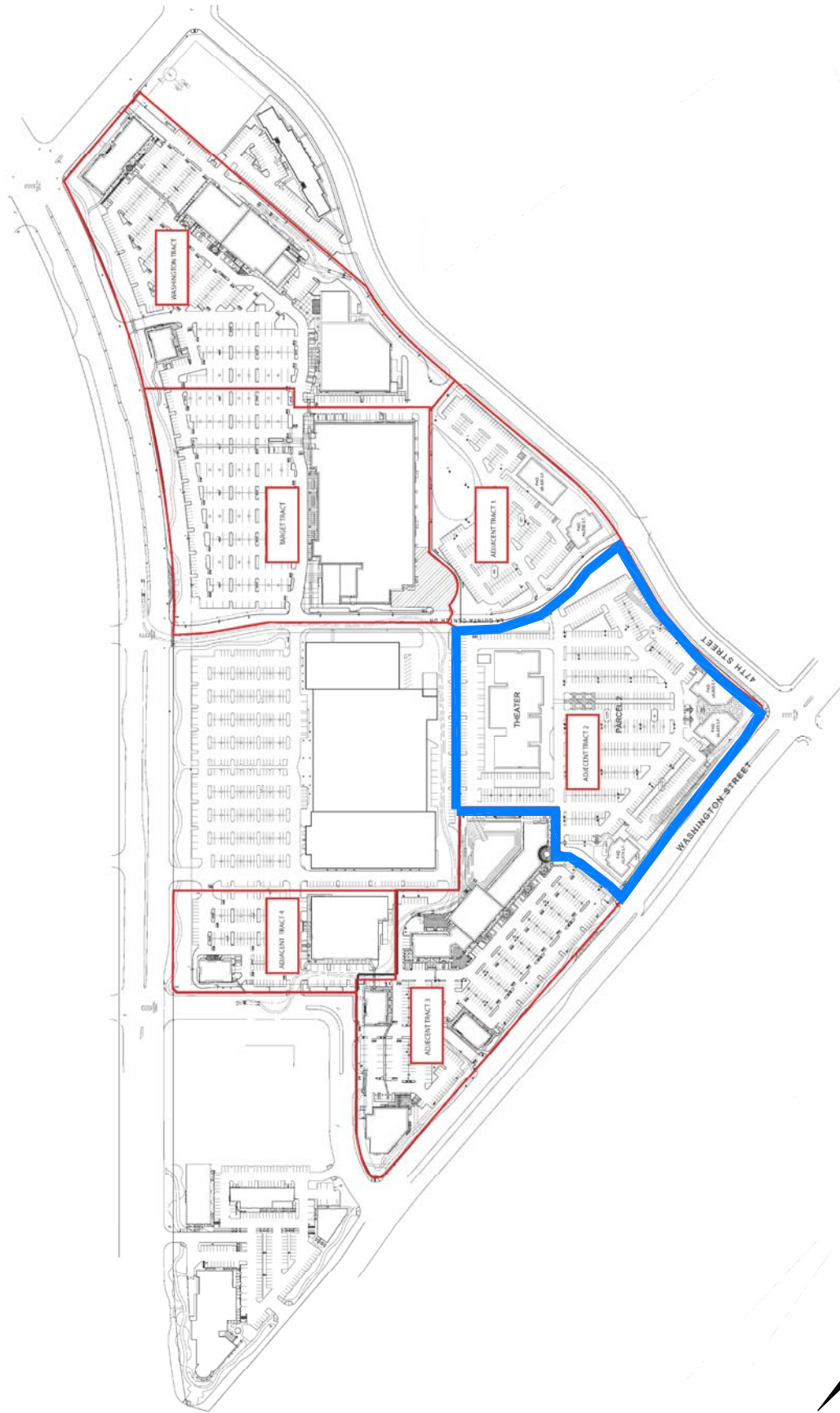


EXHIBIT 1: LOCATION MAP



LEGEND:

0 = EXISTING INTERSECTION ANALYSIS LOCATION



**Table 1**  
**Trip Generation Summary**

**Trip Generation Rates**

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

**Project Trip Generation Summary**

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

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

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

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

<sup>4</sup> TSF = Thousand Square Feet

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**APPENDIX 3.1:**  
**EXISTING TRAFFIC COUNTS – MAY 2014**

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

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

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

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

Start Time	Channel Drive Southbound						Channel Drive Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total		
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR						
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total					
06:30 AM	2	24	0	22	15	6	177	8	0	191	1	0	0	0	1	60	1	0	61	15	277	292	
06:45 AM	2	20	0	18	12	2	180	8	0	190	4	0	1	0	5	85	3	0	89	12	304	316	
Total	4	44	0	40	27	8	357	16	0	381	5	0	1	0	6	145	4	0	150	27	581	608	
07:00 AM	3	24	0	21	14	1	206	8	0	215	2	1	2	1	5	82	5	0	92	15	336	351	
07:15 AM	2	17	1	14	9	5	268	11	0	284	8	3	4	1	15	119	9	0	133	10	449	459	
07:30 AM	0	23	0	23	18	9	359	7	0	375	2	0	7	4	9	3	146	6	0	155	22	562	584
07:45 AM	3	23	0	20	14	4	364	10	0	378	12	2	3	3	17	6	156	4	1	166	18	584	602
Total	8	87	1	78	55	19	1197	36	0	1252	24	6	16	9	46	19	503	24	1	546	65	1931	1996
08:00 AM	7	26	0	19	6	5	263	15	0	283	4	2	4	3	10	3	155	5	0	163	9	482	491
08:15 AM	8	24	2	14	7	5	264	4	0	273	7	1	1	1	9	11	167	11	0	189	8	495	503
Grand Total	27	181	3	151	95	37	2081	71	0	2189	40	9	22	13	71	34	970	44	1	1048	109	3489	3598
Approch %	14.9	1.7	83.4	1.7	95.1	3.2	95.1	3.2	62.7	56.3	12.7	31	0.6	2	2	3.2	92.6	4.2	30	3	97		
Total %	0.8	5.2	4.3	0.8	1.1	59.6	2	2	62.7	1.1	0.3	0.6	0.6	2	1	27.8	1.3	30	30	3	97		
Passenger Vehicles	26	245	3	131	89.5	36	2005	65	2106	39	8	19	84.6	77	34	929	41	1005	0	0	3433		
% Passenger Vehicles	96.3	100	86.8	86.8	89.5	97.3	96.3	91.5	96.2	97.5	88.9	86.4	84.6	91.7	100	95.8	93.2	100	95.8	0	0	95.4	
Large 2 Axle Vehicles	1	31	0	20	6	1	60	6	67	1	1	2	7.7	5	0	37	2	39	0	0	142		
% Large 2 Axle Vehicles	3.7	11.2	0	13.2	10.5	2.7	2.9	8.5	3.1	2.5	11.1	9.1	7.7	6	0	3.8	4.5	0	3.7	0	3.9		
3 Axle Vehicles	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1	
4+ Axle Trucks	0	0	0	0	0	0	12	0	12	0	0	1	7.7	2	0	4	1	5	0	0	19		
% 4+ Axle Trucks	0	0	0	0	0	0	0.6	0	0.5	0	0	4.5	7.7	2.4	0	0.4	2.3	0	0.5	0	0	0.5	

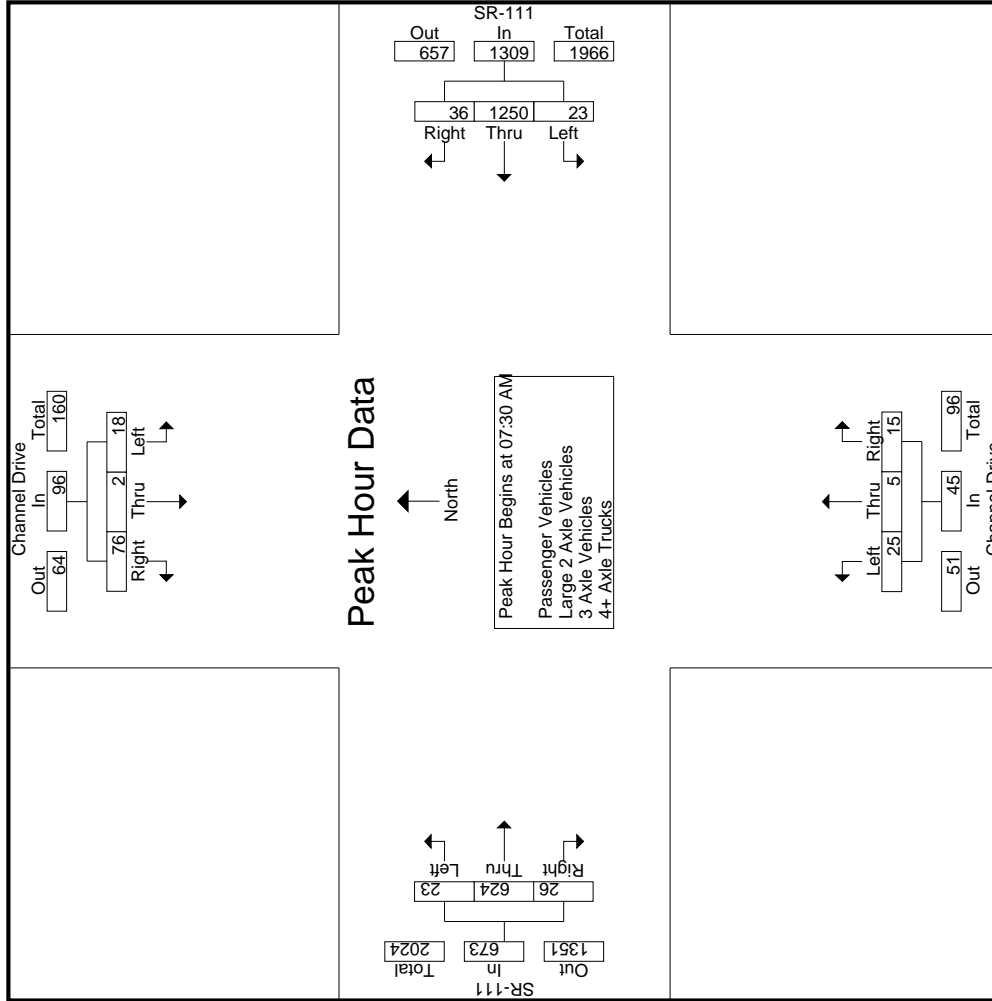
Start Time	Channel Drive Southbound						Channel Drive Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR				
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total			
07:30 AM	0	23	0	0	0	9	359	7	375	2	0	7	9	3	146	6	155	562			
07:45 AM	3	20	0	0	23	4	364	10	378	12	2	3	17	6	156	4	166	584			
08:00 AM	7	19	0	0	26	5	263	15	283	4	2	4	10	3	155	5	163	482			
08:15 AM	8	14	2	2	14	5	264	4	273	7	1	1	9	11	167	11	189	495			
Total Volume	18	76	2	2	96	23	1250	36	1309	25	5	15	45	23	624	26	673	2123			
% App. Total	18.8	2.1	79.2	2.1	79.2	1.8	95.5	2.8	866	55.6	11.1	33.3	662	3.4	92.7	3.9	890	909			
PHF	.563	.250	.826	.250	.826	.639	.859	.600	.866	.521	.625	.536	.662	.523	.934	.591	.890	.909			

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

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

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

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





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 Corona, CA 92878  
 (951) 268-6268

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

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

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM			07:15 AM			07:15 AM			07:30 AM					
+0 mins.	0	0	23	5	268	11	284	8	3	4	15	3	146	6	155
+15 mins.	3	0	20	9	359	7	375	2	0	7	9	6	156	4	166
+30 mins.	7	0	19	4	364	10	378	12	2	3	17	3	155	5	163
+45 mins.	8	2	14	5	263	15	283	4	2	4	10	11	167	11	189
Total Volume	18	2	76	23	1254	43	1320	26	7	18	51	23	624	26	673
% App. Total	18.8	2.1	79.2	1.7	95	3.3	873	51	13.7	35.3	750	3.4	92.7	3.9	890
PHF	.563	.250	.826	.639	.861	.717	.873	.542	.583	.643	.750	.523	.934	.591	.890

Counts Unlimited, Inc.  
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 Corona, CA 92878  
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City of La Quinta  
 N/S: Channel Drive  
 E/W: SR-111  
 Weather: Clear

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

Groups Printed- Passenger Vehicles

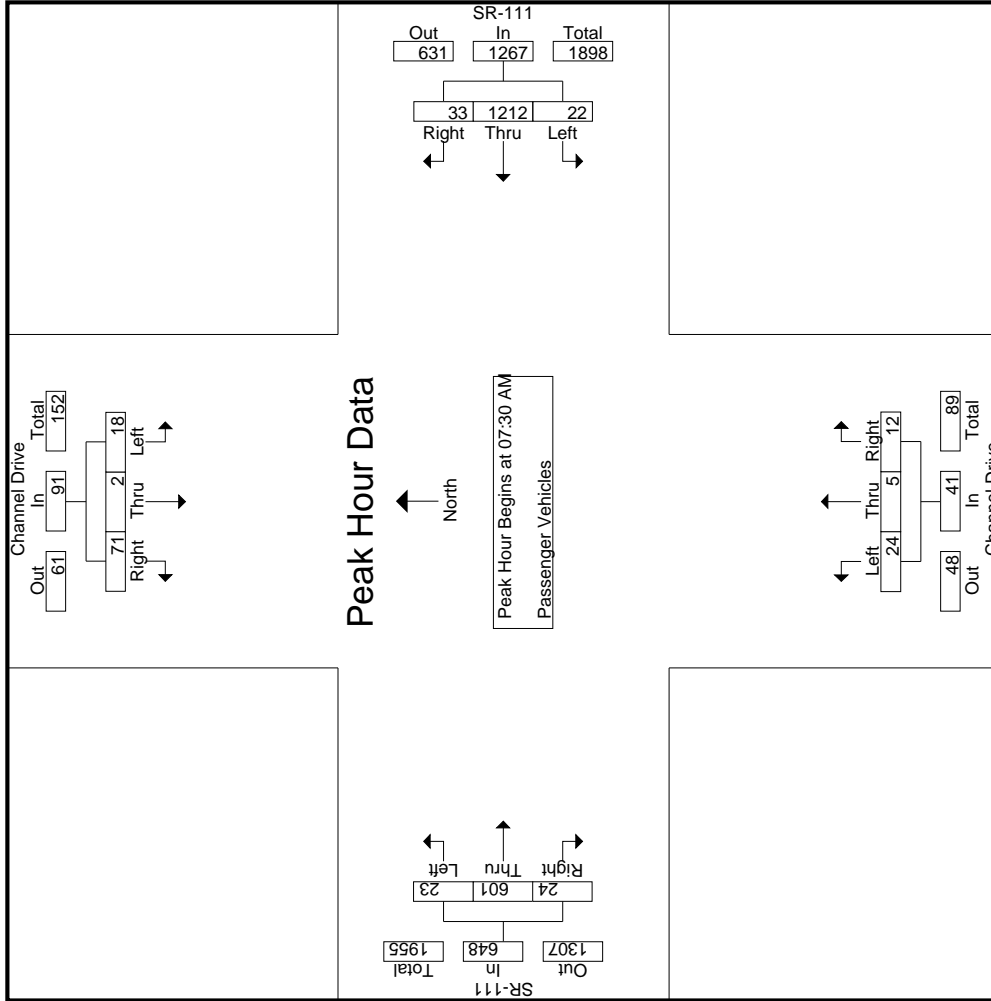
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	2	0	16	13	18		6	168	6	0	180		1	0	0	0	1	60	0	59	1	0	60	272
06:45 AM	2	0	14	9	16		2	171	8	0	181		4	0	1	0	5	83	1	79	3	0	83	294
Total	4	0	30	22	34		8	339	14	0	361		5	0	1	0	6	143	1	138	4	0	143	566
07:00 AM	3	0	18	13	21		1	195	8	0	204		2	1	2	1	5	88	5	78	5	0	88	332
07:15 AM	1	1	12	8	14		5	259	10	0	274		8	2	4	1	14	125	5	112	8	0	125	436
07:30 AM	0	0	20	16	20		9	350	6	0	365		2	0	6	4	8	149	3	141	5	0	149	562
07:45 AM	3	0	19	13	22		4	355	10	0	369		12	2	2	2	16	162	6	153	3	1	162	585
Total	7	1	69	50	77		19	1159	34	0	1212		24	5	14	8	43	524	19	484	21	1	524	1915
08:00 AM	7	0	19	6	26		5	253	13	0	271		3	2	4	3	9	159	3	151	5	0	159	474
08:15 AM	8	2	13	7	23		4	254	4	0	262		7	1	0	0	8	178	11	156	11	0	178	478
Grand Total	26	3	131	85	160		36	2005	65	0	2106		39	8	19	11	66	1004	34	929	41	1	1004	3433
Approch %	16.2	1.9	81.9				1.7	95.2	3.1				59.1	12.1	28.8			30.1	3.4	92.5	4.1			
Total %	0.8	0.1	3.9		4.8		1.1	60.1	1.9		63.1		1.2	0.2	0.6		2		1	27.8	1.2		2.8	97.2

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1	0	0	0	0	0		9	350	6	0	365		2	0	0	0	6	8	3	141	5	0	149	542
07:30 AM	0	0	0	0	0		4	355	10	0	369		12	2	2	2	2	16	6	153	3	0	162	569
07:45 AM	3	0	19	8	22		5	253	13	0	271		3	0	4	4	4	9	3	151	5	0	159	465
08:00 AM	7	0	19	13	26		4	254	4	0	262		7	1	0	0	8	17	11	156	11	0	178	471
08:15 AM	8	2	13	7	23		1.7	95.2	3.1				59.1	12.1	28.8			30.1	3.4	92.5	4.1			
Total Volume	18	2	71	50	77		22	1212	33	0	1267		24	5	12	8	41	648	23	601	24	1	648	2047
% App. Total	19.8	2.2	78				1.7	95.7	2.6				58.5	12.2	29.3			3.7	3.5	92.7	3.7			
PHF	.563	.250	.888		.875		.611	.854	.635		.858		.500	.625	.500		.641	.910	.523	.963	.545		.910	.899

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

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

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



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

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

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

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM			07:30 AM			07:30 AM			07:30 AM					
+0 mins.	0	0	20	9	350	6	365	2	0	6	8	3	141	5	149
+15 mins.	3	0	19	4	355	10	369	12	2	2	16	6	153	3	162
+30 mins.	7	0	19	5	253	13	271	3	2	4	9	3	151	5	159
+45 mins.	8	2	13	4	254	4	262	7	1	0	8	11	156	11	178
Total Volume	18	2	71	22	1212	33	1267	24	5	12	41	23	601	24	648
% App. Total	19.8	2.2	78	1.7	95.7	2.6	100	58.5	12.2	29.3	32.3	3.5	92.7	3.7	100
PHF	.563	.250	.888	.611	.854	.635	.858	.500	.625	.500	.641	.523	.963	.545	.910

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

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

Groups Printed- Large 2 Axle Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	06:30 AM	0	0	6	2	6	0	7	2	0	9	0	0	0	0	0	0	0	0	0	1	1	0	0	1
06:45 AM	0	0	4	3	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	10	5	10	0	14	2	0	16	0	0	0	0	0	0	0	0	0	4	4	0	4	5	
07:00 AM	0	0	3	1	3	0	10	0	0	10	0	0	0	0	0	0	0	0	0	4	4	0	4	1	
07:15 AM	1	0	2	1	3	0	7	1	0	8	0	1	0	0	1	0	0	0	7	7	0	7	1		
07:30 AM	0	0	3	2	3	0	7	1	0	8	0	0	1	0	1	0	0	0	5	5	1	6	2		
07:45 AM	0	0	1	1	1	0	7	0	0	7	0	0	0	0	0	0	0	0	3	3	1	4	1		
Total	1	0	9	5	10	0	31	2	0	33	0	1	1	0	2	0	0	0	19	19	2	21	5		
08:00 AM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	0	0	0	3	3	0	3	0		
08:15 AM	0	0	1	0	1	1	9	0	0	10	0	0	1	1	1	0	0	0	11	11	0	11	1		
Grand Total	1	0	20	10	21	1	60	6	0	67	1	1	2	1	4	0	0	0	37	37	2	39	11		
Approch %	4.8	0	95.2			1.5	89.6	9		51.1	25	25	50			0	94.9	5.1				29.8	7.7		
Total %	0.8	0	15.3			0.8	45.8	4.6		3.1	0.8	0.8	1.5			0	28.2	1.5				29.8	92.3		

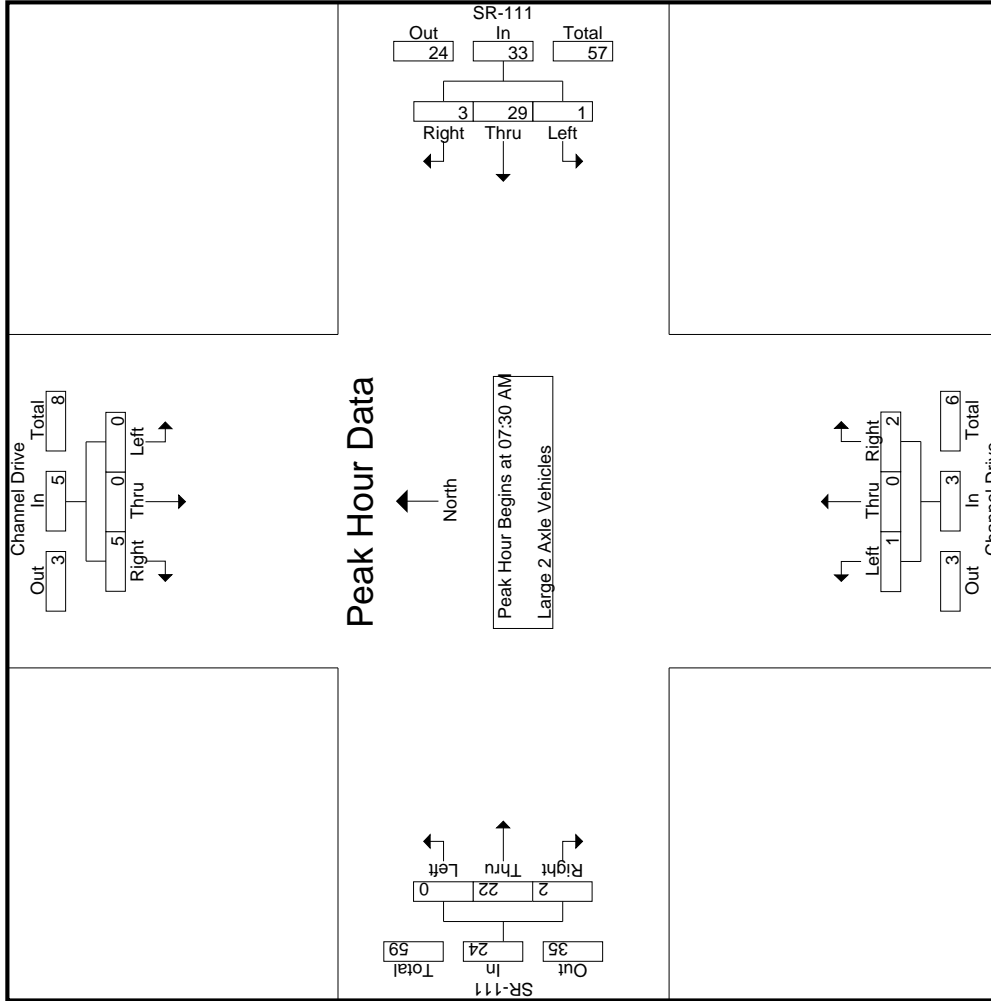
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	1	3	1	1	1	1	1	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	0	1	29	3	33	1	0	0	2	3	0	0	22	2	24	2	24	6	
% App. Total	0	0	0	0	0	0	3	87.9	9.1	91.1	33.3	0	66.7	0	91.7	8.3	0	91.7	8.3	0	91.7	8.3	65	
PHF	.000	.000	.000	.417	.417	.250	.806	.375	.825	.825	.250	.000	.500	.750	.545	.000	.500	.500	.545	.000	.500	.545	.707	

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

Counts Unlimited, Inc.  
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 (951) 268-6268

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

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



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 Corona, CA 92878  
 (951) 268-6268

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

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

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

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

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

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

Groups Printed- 3 Axle Vehicles

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

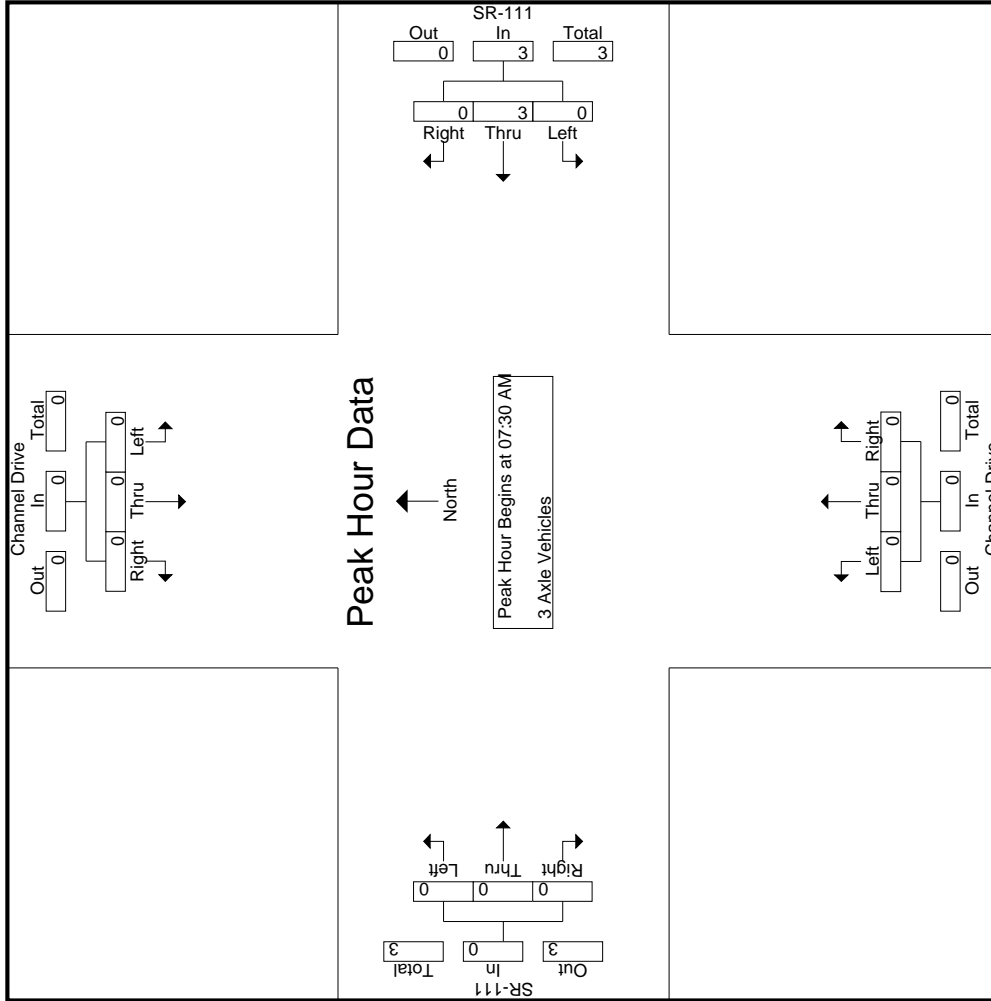
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru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



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

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

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



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 Corona, CA 92878  
 (951) 268-6268

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

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

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

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

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

Groups Printed- 4+ Axle Trucks

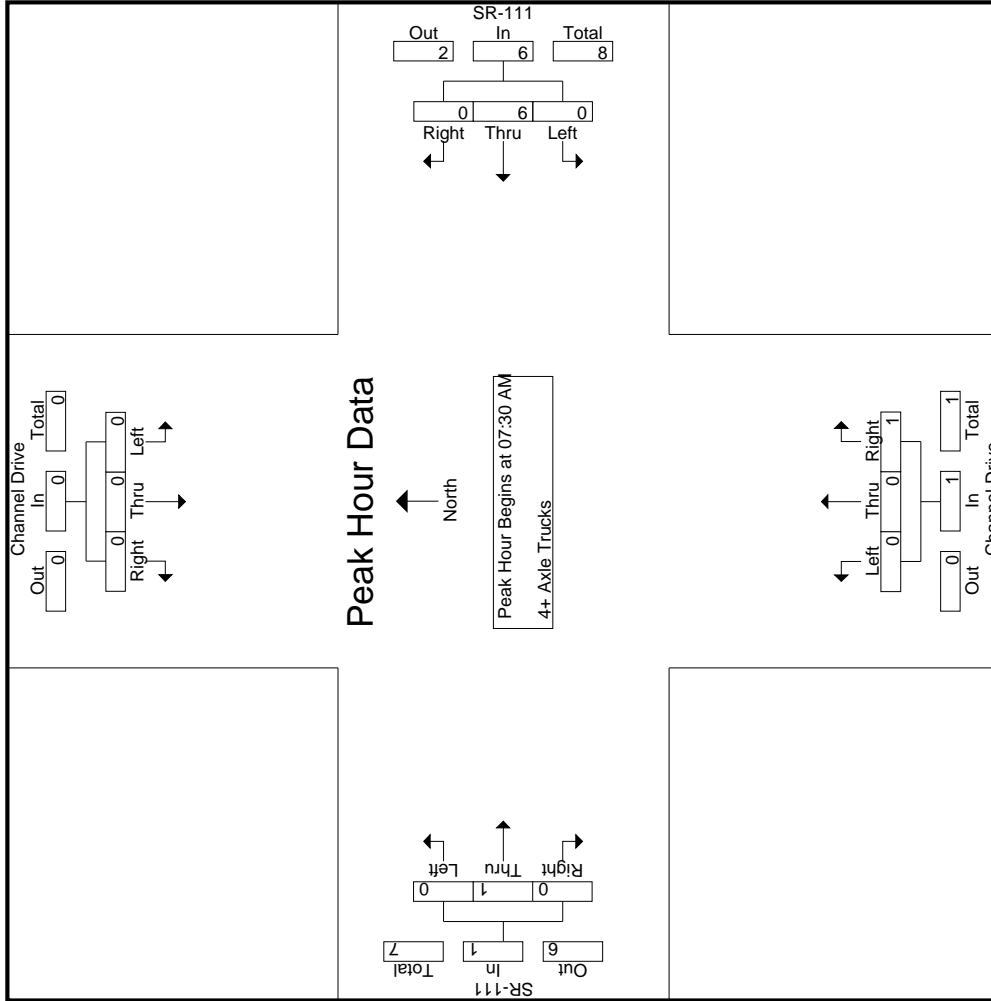
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
06:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
06:45 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3			
07:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
07:45 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	1	1	1	0	0	0	0	0	0	1	1	3			
Total	0	0	0	0	0	0	6	0	0	0	0	6	0	0	1	1	1	1	0	0	1	0	0	1	1	1	8			
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3			
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	12	0	0	0	0	12	0	0	1	1	1	1	0	4	1	0	0	5	1	1	18			
Approch %	0	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	0	0	80	20	0	0	27.8	5.3	94.7				
Total %	0	0	0	0	0	0	66.7	0	0	0	0	66.7	0	0	5.6	0	0	5.6	0	22.2	5.6	0	0	27.8	5.3	94.7				

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	1	1	1	0	1	0	0	0	1	0	0	0			
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	0	0	0	0	0	6	0	0	0	0	6	0	0	1	1	1	1	0	1	0	0	0	1	0	0	1			
% App. Total	0	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	100	0	100	0	0	0	100	0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.250	.250	.000	.250	.000	.000	.250	.000	.000	.000	.250	.000	.250	.667			

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

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

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



Counts Unlimited, Inc.  
 PO Box 1178  
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File Name : LQACH111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

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

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

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

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

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Int. Total		
02:30 PM	7	2	17	13	26	26	7	243	10	0	260	260	18	2	2	0	22	22	11	299	14	2	324	324	15	632	647
02:45 PM	11	3	14	8	28	28	13	232	2	0	247	247	13	3	11	6	27	27	15	277	12	0	304	304	14	606	620
Total	18	5	31	21	54	54	20	475	12	0	507	507	31	5	13	6	49	49	26	576	26	2	628	628	29	1238	1267
03:00 PM	7	1	12	10	20	20	8	217	9	0	234	234	9	0	12	6	21	21	11	325	14	1	350	350	17	625	642
03:15 PM	14	2	16	13	32	32	7	215	4	0	226	226	13	2	2	1	17	17	12	373	17	0	402	402	14	677	691
03:30 PM	13	2	13	8	28	28	4	252	7	0	263	263	10	6	14	10	30	30	12	285	18	4	315	315	22	636	658
03:45 PM	12	1	15	10	28	28	9	231	6	0	246	246	11	4	12	4	27	27	15	320	16	3	351	351	17	652	669
Total	46	6	56	41	108	108	28	915	26	0	969	969	43	12	40	21	95	95	50	1303	65	8	1418	1418	70	2590	2660
04:00 PM	7	1	15	11	23	23	6	229	6	0	241	241	16	1	9	5	26	26	11	250	11	0	272	272	16	562	578
04:15 PM	9	1	18	16	28	28	10	205	3	0	218	218	13	4	12	8	29	29	11	297	16	2	324	324	26	599	625
04:30 PM	7	2	16	12	25	25	4	250	4	0	258	258	9	5	11	4	25	25	9	279	16	0	304	304	16	612	628
04:45 PM	13	0	12	10	25	25	7	192	7	0	206	206	8	2	15	7	25	25	13	301	10	0	324	324	17	580	597
Total	36	4	61	49	101	101	27	876	20	0	923	923	46	12	47	24	105	105	44	1127	53	2	1224	1224	75	2353	2428
05:00 PM	11	1	10	5	22	22	7	237	4	0	248	248	10	5	9	1	24	24	11	353	18	1	382	382	7	676	683
05:15 PM	15	2	9	7	26	26	5	227	11	0	243	243	8	1	13	8	22	22	20	360	19	1	399	399	16	690	706
Grand Total	126	18	167	123	311	311	87	2730	73	0	2890	2890	138	35	122	60	295	295	151	3719	181	14	4051	4051	197	7547	7744
Approach %	40.5	5.8	53.7				3	94.5	2.5				46.8	11.9	41.4				3.7	91.8	4.5				2.5	97.5	
Total %	1.7	0.2	2.2		4.1	4.1	1.2	36.2	1		38.3	38.3	1.8	0.5	1.6		3.9	3.9	2	49.3	2.4		53.7	53.7	2.5	97.5	
Passenger Vehicles	123	18	163		425	425	86	2675	71		2832	2832	138	35	120		353	353	150	3630	181		3975	3975	0	0	7585
% Passenger Vehicles	97.6	100	97.6	98.4	97.9	97.9	98.9	98	97.3	0	98	98	100	100	98.4	100	99.4	99.4	99.3	97.6	100	100	97.8	97.8	0	0	97.9
Large 2 Axle Vehicles	3	0	4		9	9	1	52	2		55	55	0	0	2		2	2	1	81	0		82	82	0	0	148
% Large 2 Axle Vehicles	2.4	0	2.4	1.6	2.1	2.1	1.1	1.9	2.7	0	1.9	1.9	0	0	1.6	0	0.6	0.6	0.7	2.2	0		2	2	0	0	1.9
3 Axle Vehicles	0	0	0		0	0	0	3	0		3	3	0	0	0		0	0	0	1	0		1	1	0	0	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	7	0		7	7	0	0	7
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.2	0	0	0.1

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

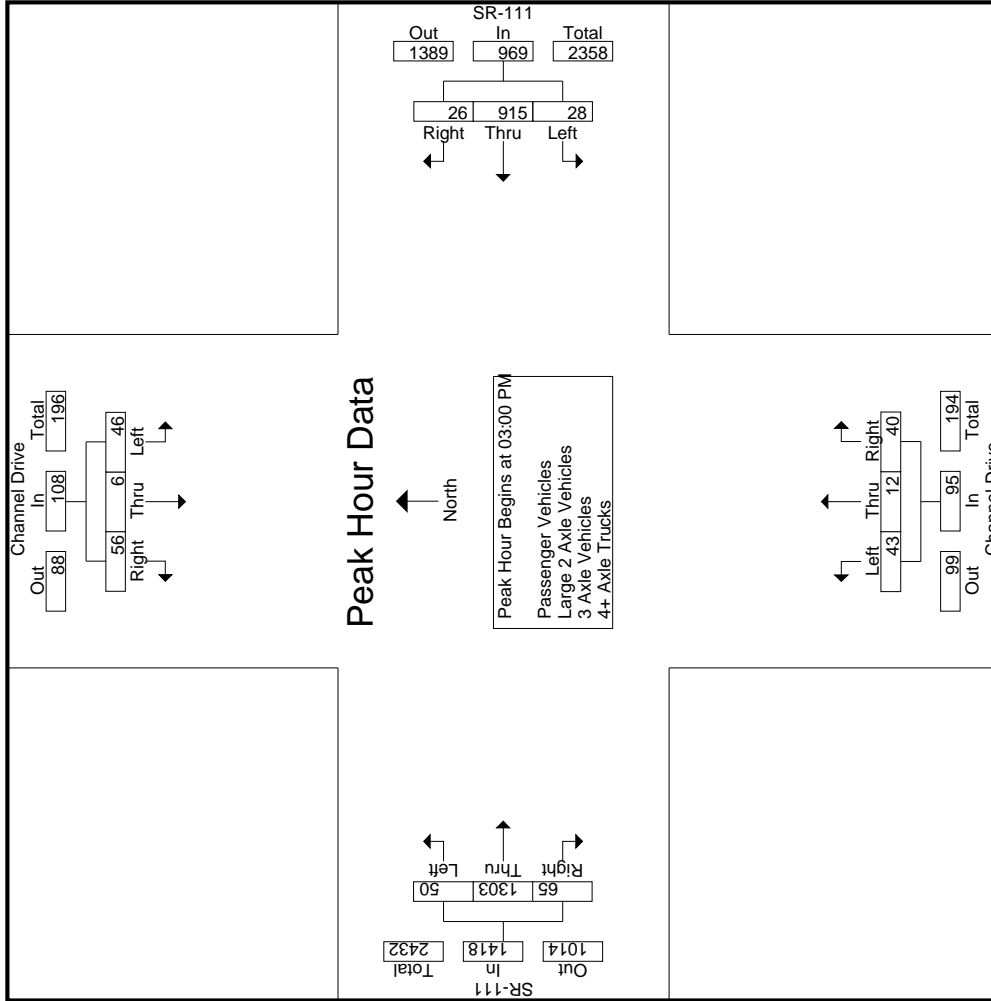
File Name : LQACH111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 03:00 PM																
03:00 PM	7	1	12	20	8	217	9	234	9	0	12	21	11	325	14	350
03:15 PM	14	2	16	32	7	215	4	226	13	2	2	17	12	373	17	402
03:30 PM	13	2	13	28	4	252	7	263	10	6	14	30	12	285	18	315
03:45 PM	12	1	15	28	9	231	6	246	11	4	12	27	15	320	16	351
Total Volume	46	6	56	108	28	915	26	969	43	12	40	95	50	1303	65	1418
% App. Total	42.6	5.6	51.9	100	2.9	94.4	2.7	100	45.3	12.6	42.1	100	3.5	91.9	4.6	100
PHF	.821	.750	.875	.844	.778	.908	.722	.921	.827	.500	.714	.792	.833	.873	.903	.882

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

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





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

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

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

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

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

Groups Printed- Passenger Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
02:30 PM	7	2	17	13	26		7	237	10	0	254		18	2	2	0	22		11	287	14	2	312							
02:45 PM	11	3	14	8	28		13	228	2	0	243		13	3	11	6	27		15	268	12	0	295							
Total	18	5	31	21	54		20	465	12	0	497		31	5	13	6	49		26	555	26	2	607							
03:00 PM	7	1	12	10	20		8	210	9	0	227		9	0	12	6	21		11	317	14	1	342							
03:15 PM	14	2	15	12	31		7	209	4	0	220		13	2	2	1	17		11	361	17	0	389							
03:30 PM	12	2	12	8	26		4	248	6	0	258		10	6	13	10	29		12	280	18	4	310							
03:45 PM	11	1	15	10	27		9	225	6	0	240		11	4	12	4	27		15	310	16	3	341							
Total	44	6	54	40	104		28	892	25	0	945		43	12	39	21	94		49	1268	65	8	1382							
04:00 PM	6	1	15	11	22		6	223	6	0	235		16	1	9	5	26		11	241	11	0	263							
04:15 PM	9	1	17	15	27		9	202	2	0	213		13	4	11	8	28		11	290	16	2	317							
04:30 PM	7	2	16	12	25		4	246	4	0	254		9	5	11	4	25		9	275	16	0	300							
04:45 PM	13	0	11	10	24		7	187	7	0	201		8	2	15	7	25		13	300	10	0	323							
Total	35	4	59	48	98		26	858	19	0	903		46	12	46	24	104		44	1106	53	2	1203							
05:00 PM	11	1	10	5	22		7	235	4	0	246		10	5	9	1	24		11	346	18	1	375							
05:15 PM	15	2	9	7	26		5	225	11	0	241		8	1	13	8	22		20	355	19	1	394							
Grand Total	123	18	163	121	304		86	2675	71	0	2832		138	35	120	60	293		150	3630	181	14	3961							
Approach %	40.5	5.9	53.6				3	94.5	2.5			47.1	11.9	41			3.8	91.6	4.6				2.6	97.4						
Total %	1.7	0.2	2.2		4.1		1.2	36.2	1		38.3		1.9	0.5	1.6		4		2	49.1	2.4		53.6							

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
03:00 PM	7	1	12	10	20		8	210	9	0	227		9	0	12	6	21		11	317	14	1	342					
03:15 PM	14	2	15	12	31		7	209	4	0	220		13	2	2	1	17		11	361	17	0	389					
03:30 PM	12	2	12	8	26		4	248	6	0	258		10	6	13	10	29		12	280	18	4	310					
03:45 PM	11	1	15	10	27		9	225	6	0	240		11	4	12	4	12		15	310	16	3	341					
Total Volume	44	6	54	40	104		28	892	25	0	945		43	12	39	21	94		49	1268	65	8	1382					
% App. Total	42.3	5.8	51.9				3	94.4	2.6			45.7	12.8	41.5			3.5	91.8	4.7				2.6	97.4				
PHF	.786	.750	.900		.839		.778	.899	.694		.916	.827	.500	.750	.810		.817	.878	.903		.888		.961					

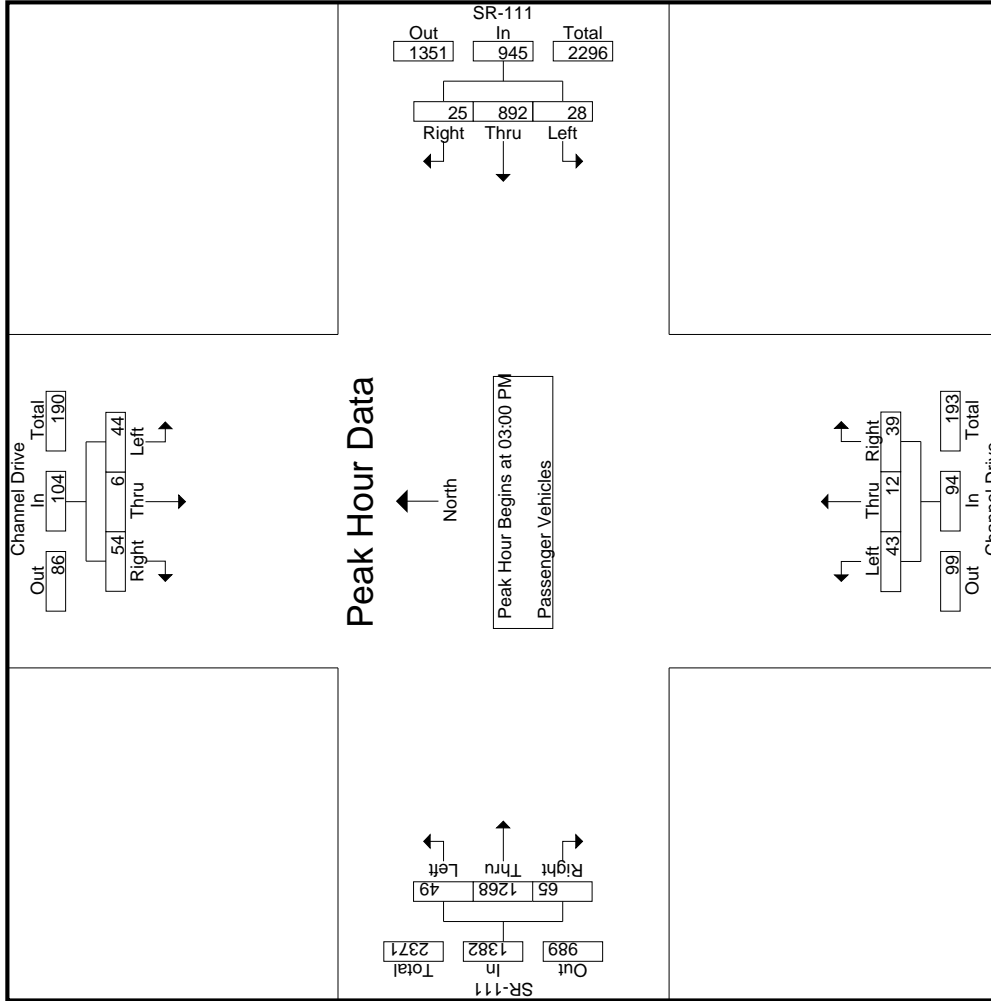
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

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

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



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

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

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

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

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

Groups Printed- Large 2 Axle Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
02:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	11	0	0	0	11	0	17	17			
02:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	0	11	11			
Total	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	19	0	0	0	19	0	28	28			
03:00 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	0	14	14			
03:15 PM	0	0	1	1	1	1	0	6	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	10	1	18	19			
03:30 PM	1	0	1	0	0	2	0	4	1	0	0	5	0	0	1	0	0	1	0	5	0	0	0	5	0	13	13			
03:45 PM	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	10	0	17	17			
Total	2	0	2	1	4	4	0	23	1	0	0	24	0	0	1	0	1	1	1	32	0	0	0	33	1	62	63			
04:00 PM	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	0	16	16			
04:15 PM	0	0	1	1	1	1	1	3	1	0	0	5	0	0	1	0	0	1	0	5	0	0	0	5	1	12	13			
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	7	7			
04:45 PM	0	0	1	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	6	6			
Total	1	0	2	1	3	3	1	16	1	0	0	18	0	0	1	0	1	1	0	19	0	0	0	19	1	41	42			
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	8	8			
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	7	7			
Grand Total	3	0	4	2	7	7	1	52	2	0	0	55	0	0	2	0	2	1	81	0	0	0	82	2	146	148				
Approach %	42.9	0	57.1				1.8	94.5	3.6				0	0	100			1.2	98.8	0				1.4	98.6					
Total %	2.1	0	2.7				0.7	35.6	1.4			37.7	0	0	1.4			0.7	55.5	0			56.2							

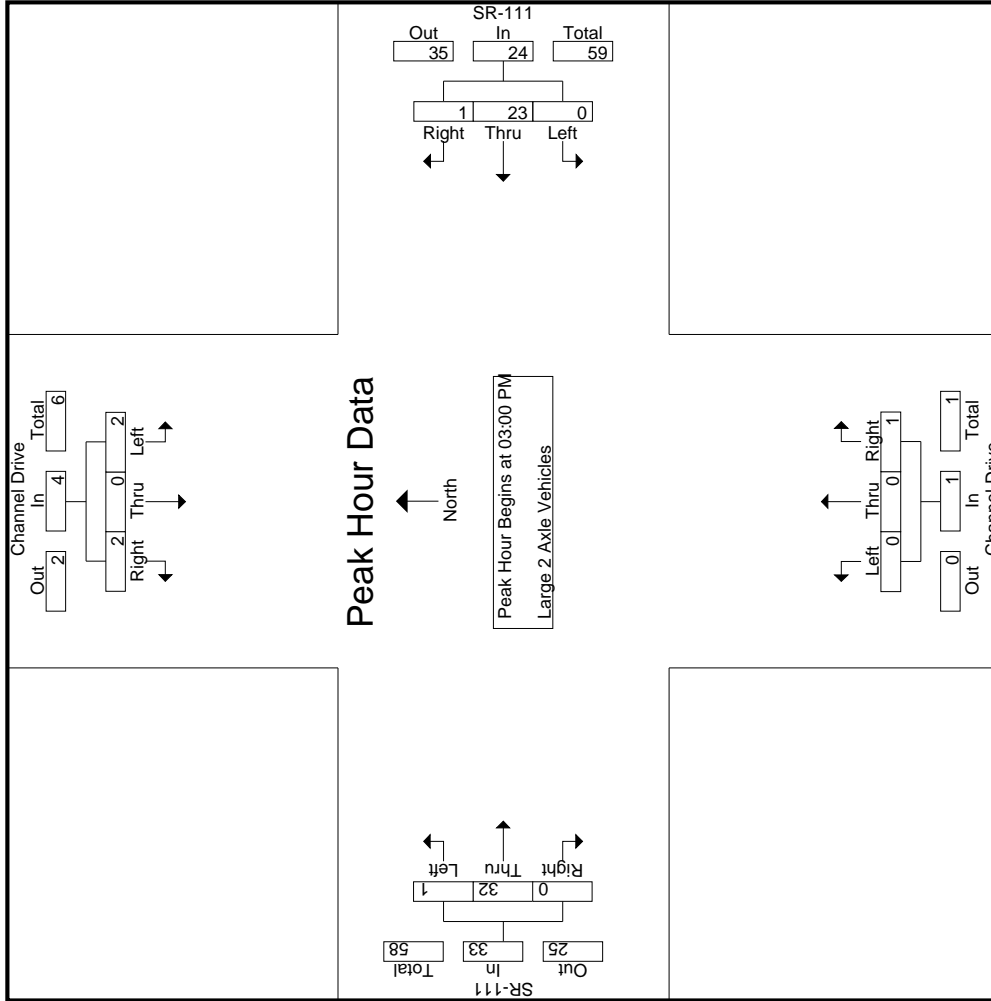
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
03:00 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	0	7	7			
03:15 PM	0	0	1	1	1	1	0	6	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	10	1	18	19			
03:30 PM	1	0	1	0	0	2	0	4	1	0	0	5	0	0	1	0	0	1	0	5	0	0	0	5	0	13	13			
03:45 PM	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	10	0	17	17			
Total Volume	2	0	2	4	4	4	0	23	1	0	0	24	0	0	1	0	1	1	1	32	0	0	0	33	1	62	63			
% App. Total	50	0	50				95.8	4.2					0	0	100			3	97	0										
PHF	.500	.000	.500	.500	.500	.500	.000	.821	.250			.857	.000	.000	.250			.250	.800	.000			.000	.750	.861					

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

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

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



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

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

Start Time	Channel Drive Southbound			SR-111 Westbound			Channel Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	03:00 PM			03:00 PM			03:00 PM			03:00 PM				
+0 mins.	0	0	0	0	7	0	0	0	0	0	0	0	7	7
+15 mins.	0	0	1	0	6	0	0	0	0	0	0	0	10	11
+30 mins.	1	0	1	0	4	1	0	0	1	0	0	0	5	5
+45 mins.	1	0	0	0	6	0	0	0	0	0	0	0	10	10
Total Volume	2	0	2	0	23	1	0	0	1	1	1	32	32	33
% App. Total	50	0	50	0	95.8	4.2	0	0	100	3	97	0	97	0
PHF	.500	.000	.500	.500	.821	.250	.000	.000	.250	.250	.800	.000	.800	.750

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

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

Groups Printed- 3 Axle Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	75	0	0	0	75	0	0	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	0

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

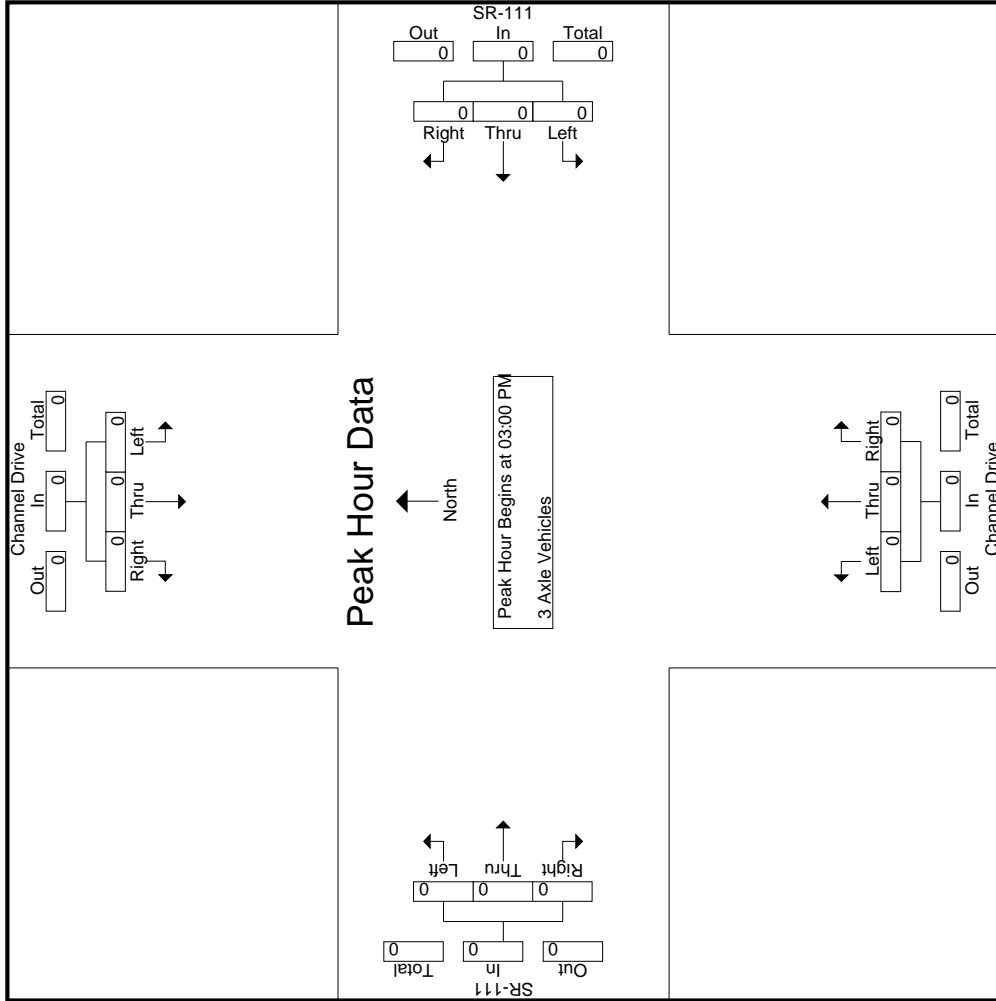
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:00 PM



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

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



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

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

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

Groups Printed- 4+ Axle Trucks

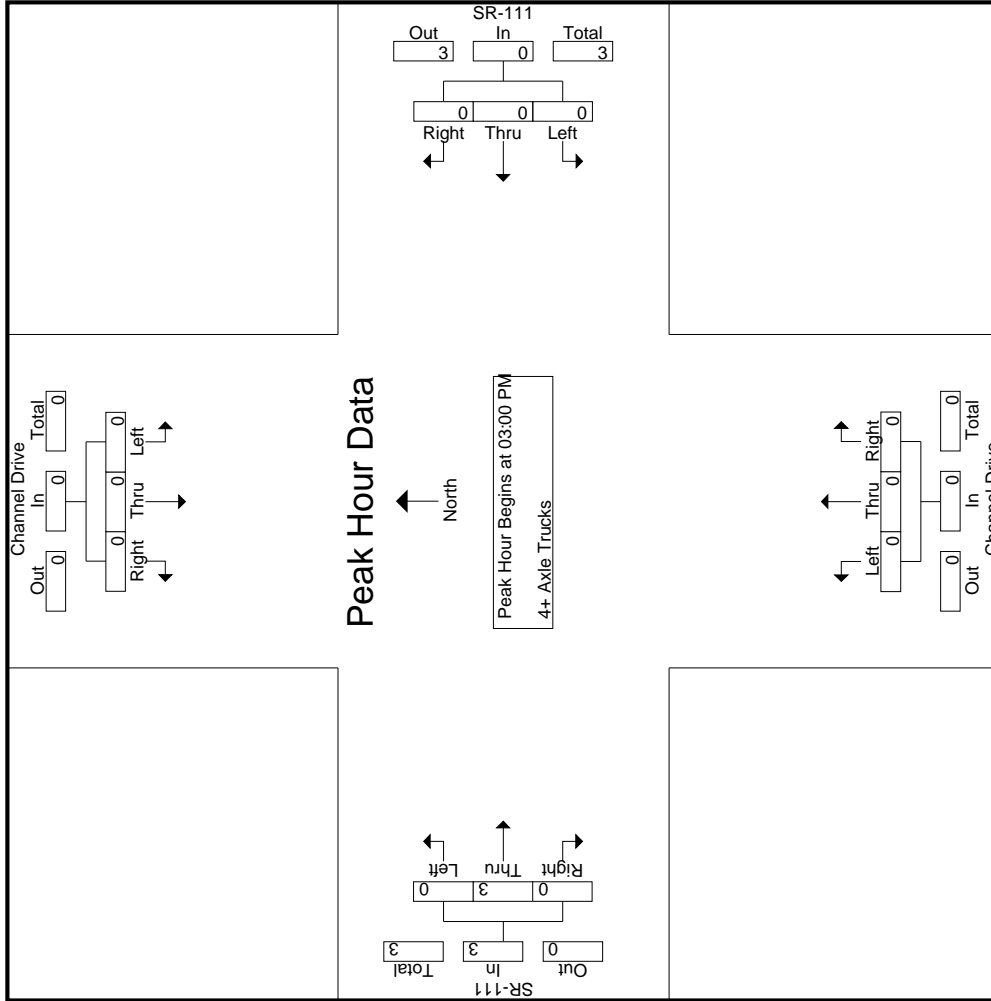
Start Time	Channel Drive Southbound							SR-111 Westbound							Channel Drive Northbound							SR-111 Eastbound										
	Left			Right			RTOR	Thru	Left			Right			RTOR	Thru	Left			Right			RTOR	Thru	Left			Right			RTOR	Thru
	App. Total	Thru	Int. Total	App. Total	Thru	Int. Total	App. Total	Exclu. Total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

Start Time	Channel Drive Southbound							SR-111 Westbound							Channel Drive Northbound							SR-111 Eastbound										
	Left			Right			RTOR	Thru	Left			Right			RTOR	Thru	Left			Right			RTOR	Thru	Left			Right			RTOR	Thru
	App. Total	Thru	Int. Total	App. Total	Thru	Int. Total	App. Total	Exclu. Total	App. Total	Thru	Int. Total	App. Total	Exclu. Total	App. Total	Thru	Int. Total	App. Total	Exclu. Total	App. Total	Thru	Int. Total	App. Total	Exclu. Total	App. Total	Thru	Int. Total	App. Total	Exclu. Total	App. Total	Thru	Int. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</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	0	0	0	0	0	0	0	
<b>% App. Total</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	0	0	0	0	0	0	0	
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375		

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

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



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City of La Quinta  
 N/S: Channel Drive  
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File Name : LQACH111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

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

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

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

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	11:00 AM	17	6	18	9	41	11	9	257	9	1	3	0	13	17	173	13	1	203	11	532	11	532	543
11:15 AM	14	6	19	8	39	12	256	5	0	273	12	1	17	12	204	19	2	235	22	577	22	577	599	
11:30 AM	19	3	13	10	35	18	265	13	0	296	5	5	13	9	23	15	1	230	20	584	20	584	604	
11:45 AM	12	3	16	10	31	8	241	5	0	254	12	2	6	4	15	18	232	21	15	576	15	576	591	
Total	62	18	66	37	146	47	1019	32	1	1098	38	9	39	25	86	62	809	68	5	939	68	2269	2337	
12:00 PM	11	3	11	10	25	10	247	11	0	268	14	4	9	6	27	7	219	13	1	239	17	559	576	
12:15 PM	15	8	8	2	31	10	255	5	0	270	16	2	6	4	24	10	241	11	3	262	9	587	596	
12:30 PM	7	2	13	8	22	9	261	9	0	279	13	3	13	7	29	11	267	11	1	289	16	619	635	
12:45 PM	13	4	18	12	35	9	235	7	0	251	13	2	12	7	27	8	263	17	1	288	20	601	621	
Total	46	17	50	32	113	38	998	32	0	1068	56	11	40	24	107	36	990	52	6	1078	62	2366	2428	
Grand Total	108	35	116	69	259	85	2017	64	1	2166	94	20	79	49	193	98	1799	120	11	2017	130	4635	4765	
Approach %	41.7	13.5	44.8			3.9	93.1	3		48.7	10.4	40.9			4.9	89.2	5.9			2.7	97.3			
Total %	2.3	0.8	2.5		5.6	1.8	43.5	1.4		46.7	2	0.4	1.7		4.2	2.1	38.8	2.6		43.5	2.7	97.3		
Passenger Vehicles	106	34	114		323	85	1994	63		2143	93	20	78		240	97	1768	119		1994	0	0	4700	
% Passenger Vehicles	98.1	97.1	98.3	100	98.5	100	98.9	98.4	100	98.9	98.9	100	98.7	100	99.2	99	98.3	99.2	90.9	98.3	0	0	98.6	
Large 2 Axle Vehicles	2	1	2		5	0	20	1		21	1	0	1		2	1	25	1		28	0	0	56	
% Large 2 Axle Vehicles	1.9	2.9	1.7	0	1.5	0	1	1.6	0	1	1.1	0	1.3	0	0.8	1	1.4	0.8	9.1	1.4	0	0	1.2	
3 Axle Vehicles	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0		2	0	0	2	
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	
4+ Axle Trucks	0	0	0		0	0	3	0		3	0	0	0		0	0	4	0		4	0	0	7	
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0.1	

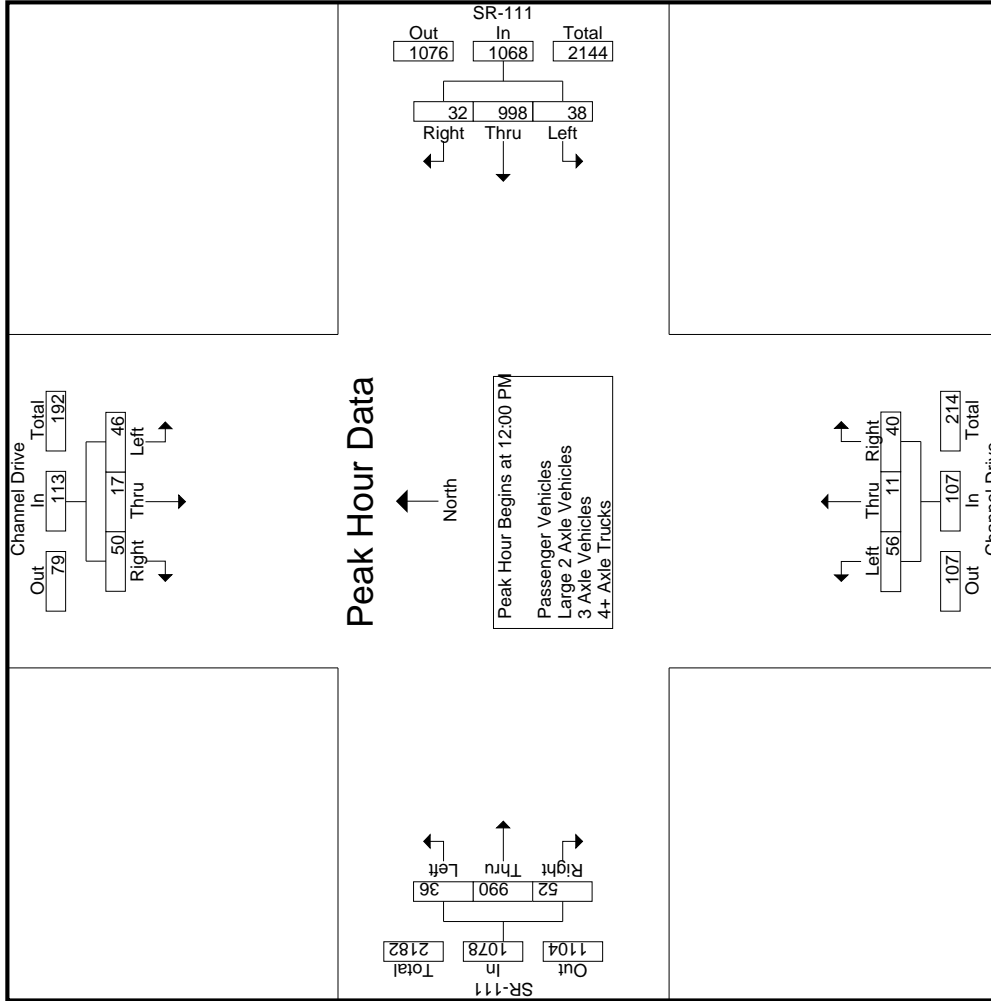
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	12:00 PM	11	3	11	11	25	10	247	11		268	14	4	9		27	7	219	13		239	13	239	559
12:15 PM	15	8	8	2	31	10	255	5		270	16	2	6		24	10	241	11		262	11	262	587	
12:30 PM	7	2	13	8	22	9	261	9		279	13	3	13		29	11	267	11		289	11	289	619	
12:45 PM	13	4	18	12	35	9	235	7		251	13	2	12		27	8	263	17		288	17	288	601	
Total Volume	46	17	50		113	38	998	32		1068	56	11	40		107	36	990	52		1078	62	2366	2366	
% App. Total	40.7	15	44.2		44.2	3.6	93.4	3		95.7	52.3	10.3	37.4		92.2	3.3	91.8	4.8		93.3	6.8	93.3	96.6	
PHF	.767	.531	.694		.807	.950	.956	.727		.957	.875	.688	.769		.922	.818	.927	.765		.933	.927	.765	.956	

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

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

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



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

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

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



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

Groups Printed- Passenger Vehicles

Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	11:00 AM	16	6	18	9	40	11	9	254	9	1	3	0	13	17	171	13	1	201	11	526	537		
11:15 AM	14	6	19	8	39	12	253	5	0	270	12	1	17	12	200	19	2	231	22	570	592			
11:30 AM	18	2	13	10	33	18	264	12	0	294	5	5	13	9	197	15	1	227	20	577	597			
11:45 AM	12	3	16	10	31	8	236	5	0	249	12	2	6	4	229	21	1	268	15	568	583			
<b>Total</b>	<b>60</b>	<b>17</b>	<b>66</b>	<b>37</b>	<b>143</b>	<b>47</b>	<b>1007</b>	<b>31</b>	<b>1</b>	<b>1085</b>	<b>38</b>	<b>9</b>	<b>39</b>	<b>25</b>	<b>86</b>	<b>62</b>	<b>5</b>	<b>927</b>	<b>68</b>	<b>2241</b>	<b>2309</b>			
12:00 PM	11	3	11	10	25	10	244	11	0	265	13	4	9	6	26	7	214	13	1	234	17	550	567	
12:15 PM	15	8	8	2	31	10	249	5	0	264	16	2	6	4	24	9	232	11	3	252	9	571	580	
12:30 PM	7	2	12	8	21	9	261	9	0	279	13	3	13	7	29	11	265	10	0	286	15	615	630	
12:45 PM	13	4	17	12	34	9	233	7	0	249	13	2	11	7	26	8	260	17	1	285	20	594	614	
<b>Total</b>	<b>46</b>	<b>17</b>	<b>48</b>	<b>32</b>	<b>111</b>	<b>38</b>	<b>987</b>	<b>32</b>	<b>0</b>	<b>1057</b>	<b>55</b>	<b>11</b>	<b>39</b>	<b>24</b>	<b>105</b>	<b>35</b>	<b>971</b>	<b>51</b>	<b>5</b>	<b>1057</b>	<b>61</b>	<b>2330</b>	<b>2391</b>	
<b>Grand Total</b>	<b>106</b>	<b>34</b>	<b>114</b>	<b>69</b>	<b>254</b>	<b>85</b>	<b>1994</b>	<b>63</b>	<b>1</b>	<b>2142</b>	<b>93</b>	<b>20</b>	<b>78</b>	<b>49</b>	<b>191</b>	<b>97</b>	<b>1768</b>	<b>119</b>	<b>10</b>	<b>1984</b>	<b>129</b>	<b>4571</b>	<b>4700</b>	
Approach %	41.7	13.4	44.9			4	93.1	2.9		46.9	48.7	10.5	40.8	4.2		4.9	89.1	6		43.4	2.7	97.3		
Total %	2.3	0.7	2.5		5.6	1.9	43.6	1.4			2	0.4	1.7			2.1	38.7	2.6						

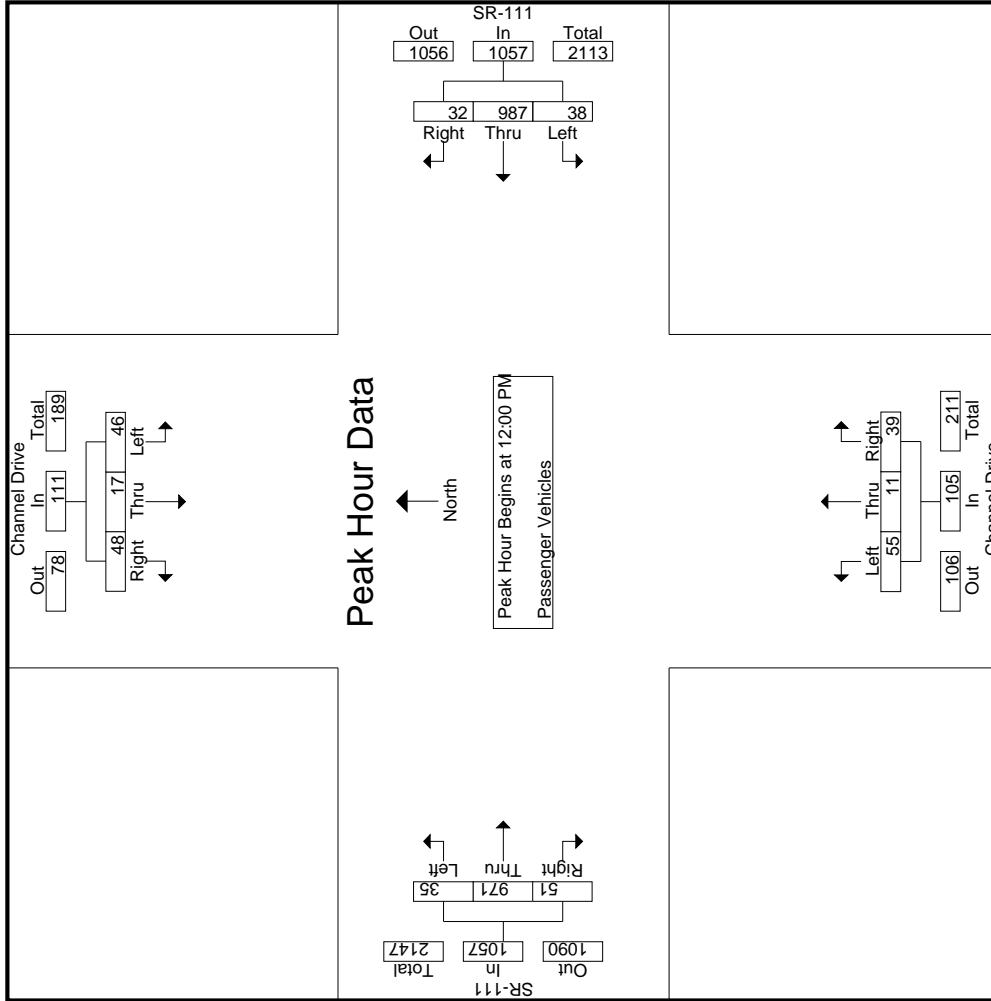
Start Time	Channel Drive Southbound						SR-111 Westbound						Channel Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	12:00 PM	11	3	11	3	11	25	10	244	11	0	265	13	4	9	6	26	7	214	13	1	234	17	550
12:15 PM	15	8	8	2	31	10	249	5	0	264	16	2	6	4	24	9	232	11	3	252	9	571	580	
12:30 PM	7	2	12	8	21	9	261	9	0	279	13	3	13	7	29	11	265	10	0	286	15	615	630	
12:45 PM	13	4	17	12	34	9	233	7	0	249	13	2	11	7	26	8	260	17	1	285	20	594	614	
<b>Total Volume</b>	<b>46</b>	<b>17</b>	<b>48</b>	<b>32</b>	<b>111</b>	<b>38</b>	<b>987</b>	<b>32</b>	<b>0</b>	<b>1057</b>	<b>55</b>	<b>11</b>	<b>39</b>	<b>24</b>	<b>105</b>	<b>35</b>	<b>971</b>	<b>51</b>	<b>5</b>	<b>1057</b>	<b>61</b>	<b>2330</b>	<b>2391</b>	
% App. Total	41.4	15.3	43.2			3.6	93.4	3		46.9	48.7	10.5	40.8	4.2		4.9	89.1	6		43.4	2.7	97.3		
PHF	.767	.531	.706		.816	.950	.945	.727		.947	.859	.688	.750	.905	.750	.795	.916	.750		.924	.947			

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

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

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

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



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

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

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

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

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

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

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

Groups Printed- Large 2 Axle Vehicles

Start Time	Channel Drive Southbound					SR-111 Westbound					Channel Drive Northbound					SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
	11:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	0	6	6	6
11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	7	7	7
11:30 AM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	0	0	6	6	6
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6	6	6
Total	2	1	0	0	3	0	11	1	0	12	0	0	0	0	0	0	10	0	0	0	0	0	25	25	25
12:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	0	0	0	7	7	7
12:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	7	0	0	0	0	0	13	13	13
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	1	3	4	4
12:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	3	0	0	0	3	0	7	7	7
Total	0	0	2	0	2	0	9	0	0	9	1	0	1	0	2	1	15	1	1	1	17	1	30	31	31
Grand Total	2	1	2	0	5	0	20	1	0	21	1	0	1	0	2	1	25	1	1	1	27	1	55	56	56
Approach %	40	20	40		9.1	0	95.2	4.8		38.2	50	0	50		3.6	3.7	92.6	3.7		49.1	1.8	98.2	98.2	98.2	
Total %	3.6	1.8	3.6			0	36.4	1.8			1.8	0	1.8			1.8	45.5	1.8			1.8	98.2	98.2	98.2	

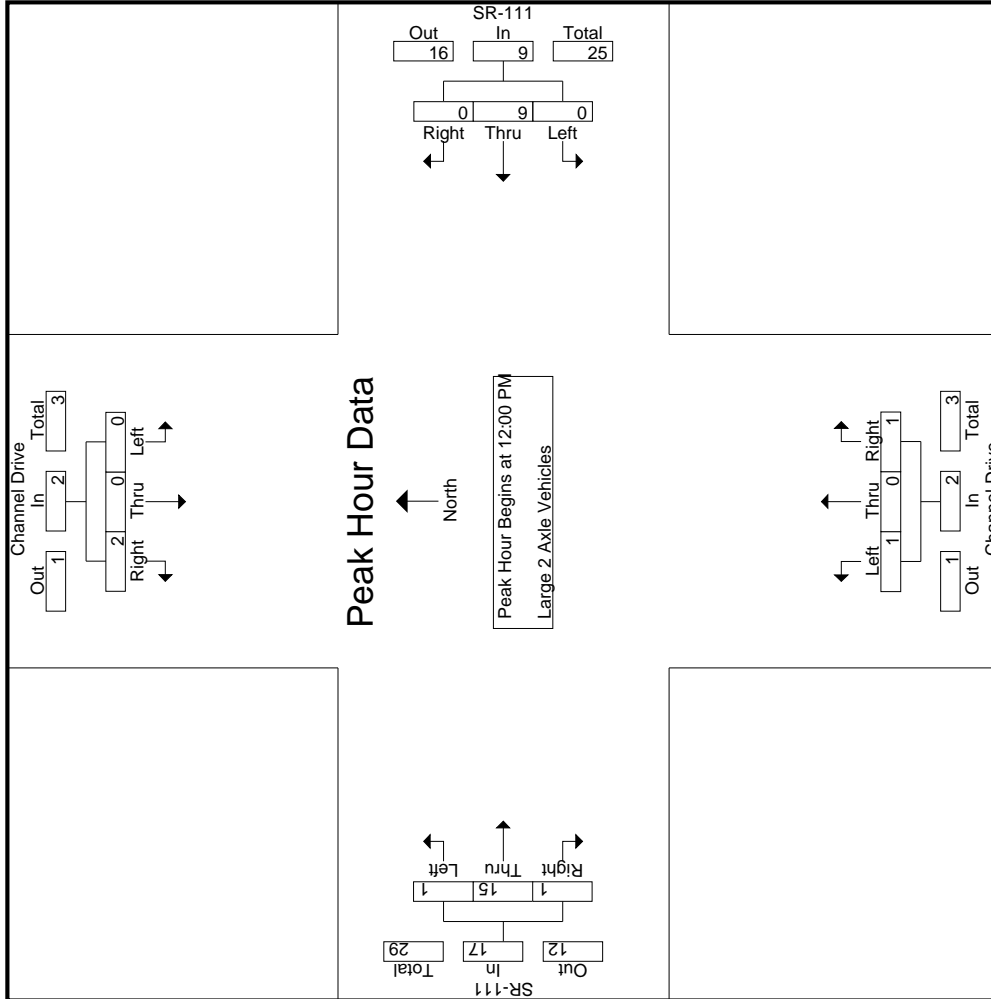
Start Time	Channel Drive Southbound					SR-111 Westbound					Channel Drive Northbound					SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
	12:00 PM	0	0	0	0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

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

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

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

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



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

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

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

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

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

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

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

Groups Printed- 3 Axle Vehicles

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

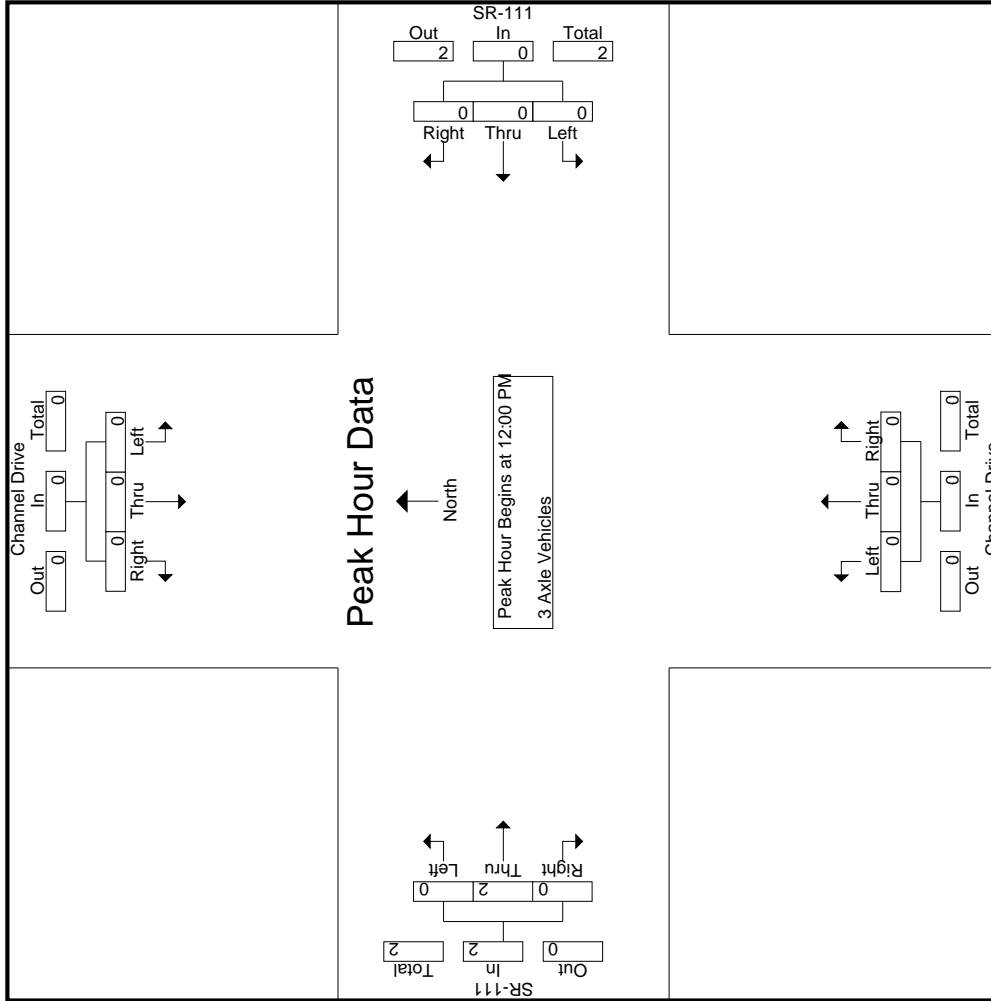
Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound				Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR	App. Total
12:00 PM	0	0	0	0	0	0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

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

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

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

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





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

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

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

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

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

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

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

Groups Printed- 4+ Axle Trucks

Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound				Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	3
12:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	4
Grand Total	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0	0	0	0	4	0	7
Approch %	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100	0	0	0	0	57.1	0	100
Total %	0	0	0	0	0	42.9	0	0	42.9	0	0	0	0	0	57.1	0	0	0	0	57.1	0	100

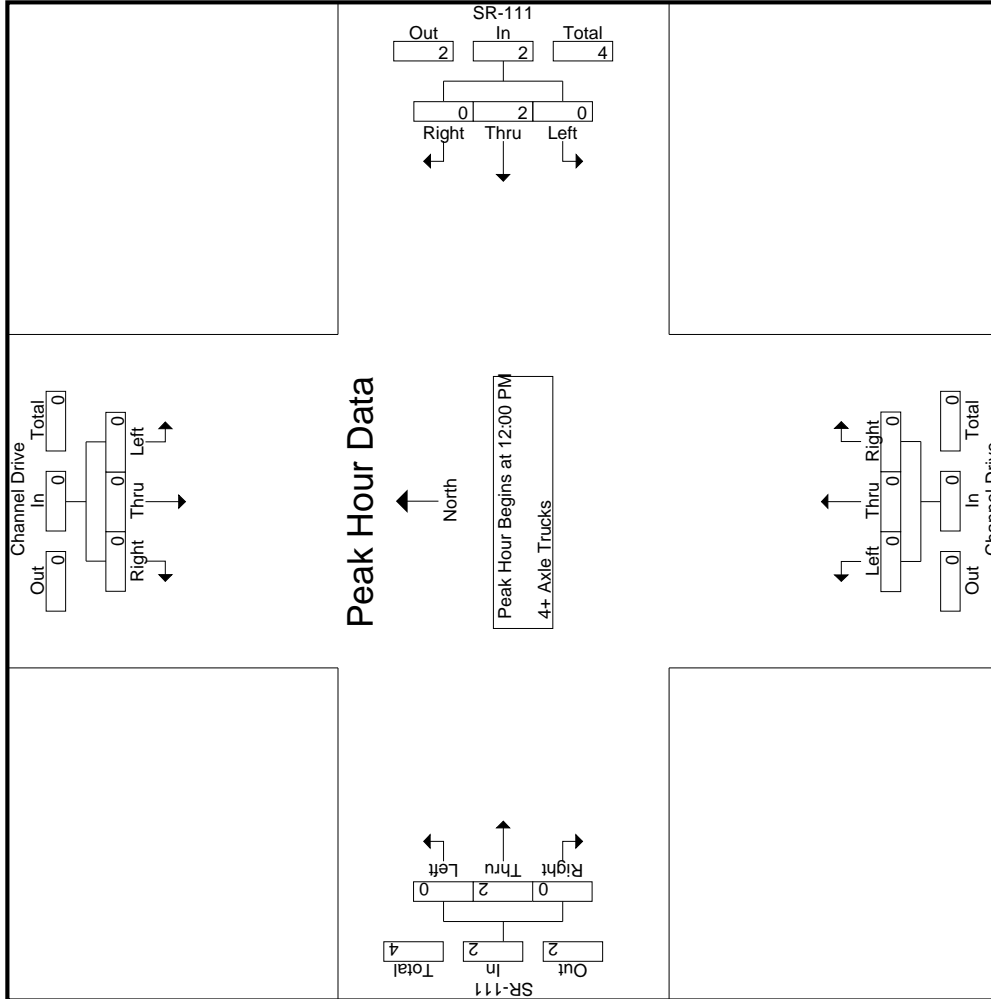
Start Time	Channel Drive Southbound				SR-111 Westbound				Channel Drive Northbound				SR-111 Eastbound				Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.500

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

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

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

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



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

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

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

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

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



Date: 5/7/2014  
 File: LQACH111

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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



Date: 5/7/2014  
 File: LQACH111

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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 (951) 268-6268

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

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

Groups Printed- Total Volume

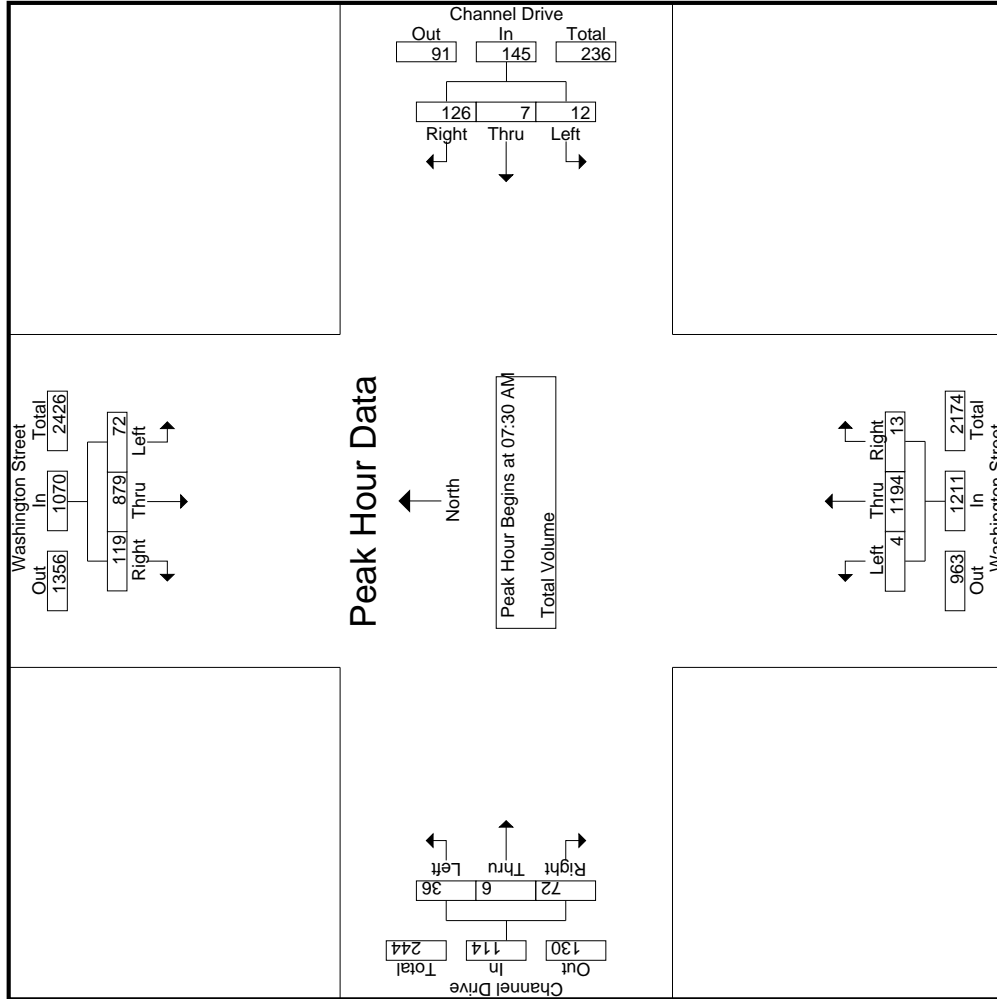
Start Time	Washington Street Southbound					Channel Drive Westbound					Washington Street Northbound					Channel Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total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

Start Time	Washington Street Southbound					Channel Drive Westbound					Washington Street Northbound					Channel Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																							
07:30 AM	23	168	19		210	3	4	31		38	0	308	2		310	10	3	16		29			587
07:45 AM	16	288	26		330	5	0	32		37	4	298	4		306	6	1	13		20			693
08:00 AM	16	202	35		253	0	2	30		32	0	263	2		265	11	0	21		32			648
08:15 AM	17	221	39		277	4	1	33		38	0	263	2		265	11	0	21		32			612
<b>Total Volume</b>	72	879	119		1070	12	7	126		145	4	1194	13		1211	36	6	72		114			2540
% App. Total	6.7	82.1	11.1			8.3	4.8	86.9			0.3	98.6	1.1			31.6	5.3	63.2					
PHF	.783	.763	.763		.811	.600	.438	.955		.954	.250	.918	.650		.917	.818	.500	.818		.864			.916

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

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





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City of La Quinta  
 N/S: Washington Street  
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File Name : LQAWACHAM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

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City of La Quinta  
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 Weather: Clear

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

Groups Printed- Total Volume

Start Time	Washington Street Southbound						Channel Drive Westbound						Washington Street Northbound						Channel Drive Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
02:30 PM	33	230	21	2	284	21	2	41	31	64	7	284	1	0	292	20	15	23	7	58	40	698	738							
02:45 PM	46	239	15	0	300	17	1	44	33	62	4	259	1	1	264	18	6	25	10	49	44	675	719							
Total	79	469	36	2	584	38	3	85	64	126	11	543	2	1	556	38	21	48	17	107	84	1373	1457							
03:00 PM	43	254	27	2	324	15	4	58	46	77	5	247	0	0	252	25	5	11	0	41	48	694	742							
03:15 PM	39	249	36	5	324	25	4	51	39	80	4	244	2	0	250	18	5	22	5	45	49	699	748							
03:30 PM	39	250	23	2	312	26	5	48	29	79	1	266	0	0	267	24	3	27	2	54	33	712	745							
03:45 PM	32	257	27	4	316	15	8	49	37	72	5	251	3	2	259	23	8	33	8	64	51	711	762							
Total	153	1010	113	13	1276	81	21	206	151	308	15	1008	5	2	1028	90	21	93	15	204	181	2816	2997							
04:00 PM	39	253	30	1	322	16	2	34	22	52	5	231	2	0	238	17	9	21	5	47	28	659	687							
04:15 PM	41	262	17	1	320	16	2	54	43	72	6	215	2	0	223	20	5	15	4	40	48	655	703							
04:30 PM	38	287	15	0	340	17	2	37	31	56	7	256	0	0	263	21	1	15	3	37	34	696	730							
04:45 PM	40	283	19	1	342	17	4	52	37	73	8	219	2	0	229	22	1	17	6	40	44	684	728							
Total	158	1085	81	3	1324	66	10	177	133	253	26	921	6	0	953	80	16	68	18	164	154	2694	2848							
05:00 PM	43	316	21	1	380	12	3	68	49	83	7	293	0	0	300	23	5	24	4	52	54	815	869							
05:15 PM	42	301	24	1	367	25	5	62	35	92	1	248	3	0	252	20	5	21	4	46	40	757	797							
Grand Total	475	3181	275	20	3931	222	42	598	432	862	60	3013	16	3	3089	251	68	254	58	573	513	8455	8968							
Approch %	12.1	80.9	7			25.8	4.9	69.4			1.9	97.5	0.5			43.8	11.9	44.3												
Total %	5.6	37.6	3.3		46.5	2.6	0.5	7.1		10.2	0.7	35.6	0.2		36.5	3	0.8	3		6.8	5.7				5.7	94.3				

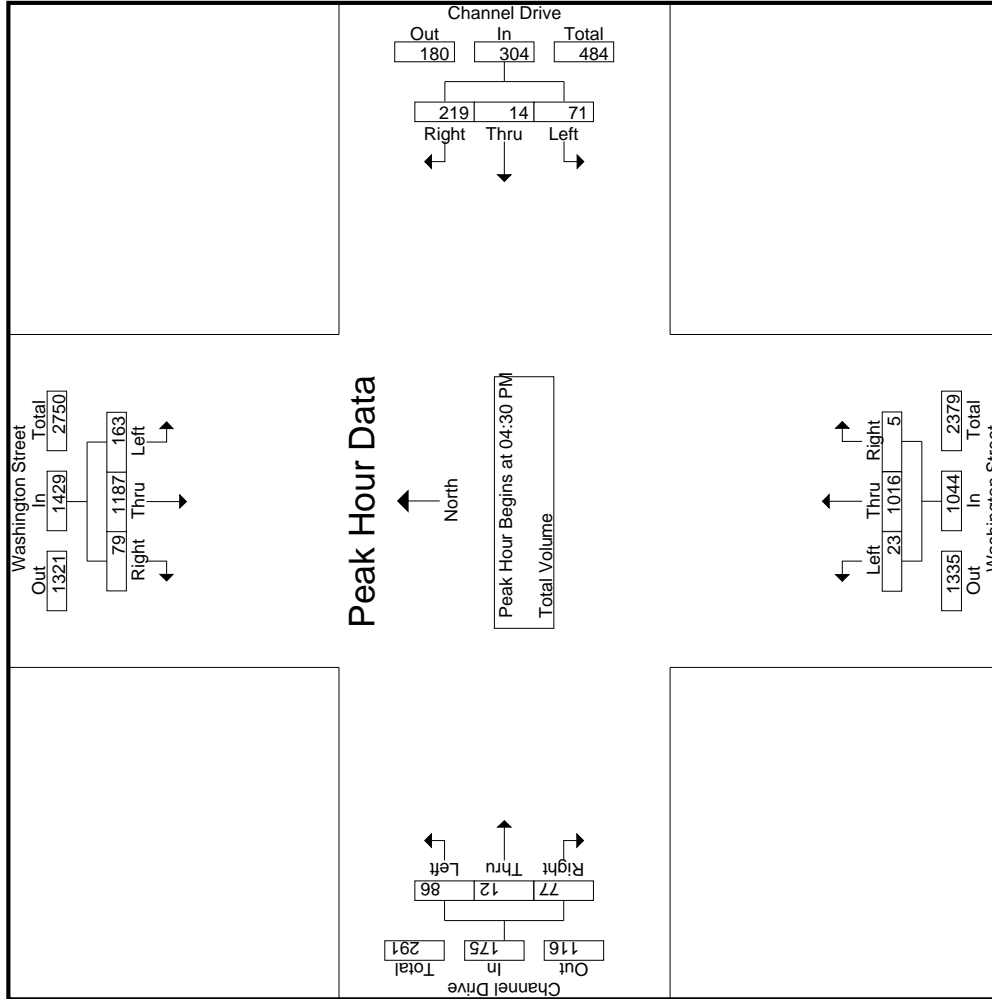
Start Time	Washington Street Southbound						Channel Drive Westbound						Washington Street Northbound						Channel Drive Eastbound									
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	38	287	15			17	2	37		56	7	256	0		263	21	1	15		37	696							
04:45 PM	40	283	19			17	4	52		73	8	219	2		229	22	1	17		40	684							
05:00 PM	43	316	21			12	3	68		83	7	293	0		300	23	5	24		4	869							
05:15 PM	42	301	24			25	5	62		92	1	248	3		252	20	5	21		4	797							
Total	163	1187	79		1429	71	14	219		304	23	1016	5		1044	86	12	77		175	2952							
% App. Total	11.4	83.1	5.5		5.5	23.4	4.6	7.2		7.2	2.2	97.3	0.5		0.5	49.1	6.9	4.4										
PHF	.948	.939	.823		.940	.710	.700	.805		.826	.719	.867	.417		.870	.935	.802	.841										

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

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

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



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

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

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

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

Groups Printed- Total Volume

Start Time	Washington Street Southbound				Channel Drive Westbound				Washington Street Northbound				Channel Drive Eastbound				Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR	App. Total
11:00 AM	43	216	22	4	281	19	4	45	30	68	7	219	7	3	233	27	7	30	9	64	46	646	692
11:15 AM	38	242	25	5	305	27	5	42	33	74	12	216	2	0	230	19	6	30	11	55	49	664	713
11:30 AM	37	206	21	5	264	33	3	41	27	77	7	243	1	0	251	31	9	18	1	58	33	650	683
11:45 AM	37	215	18	0	270	19	3	34	29	56	13	218	4	1	235	18	7	32	10	57	40	618	658
Total	155	879	86	14	1120	98	15	162	119	275	39	896	14	4	949	95	29	110	31	234	168	2578	2746
12:00 PM	45	210	27	7	282	27	1	55	43	83	7	216	3	1	226	30	3	30	5	63	56	654	710
12:15 PM	39	227	20	7	286	12	2	47	34	61	14	195	3	0	212	33	10	32	2	75	43	634	677
12:30 PM	41	223	29	0	293	25	4	63	48	92	9	217	4	1	230	20	3	25	10	48	59	663	722
12:45 PM	39	219	12	4	270	10	4	49	37	63	10	209	2	0	221	19	4	27	7	50	48	604	652
Total	164	879	88	18	1131	74	11	214	162	299	40	837	12	2	889	102	20	114	24	236	206	2555	2761
Grand Total	319	1758	174	32	2251	172	26	376	281	574	79	1733	26	6	1838	197	49	224	55	470	374	5133	5507
Approch %	14.2	78.1	7.7		43.9	3.4	0.5	65.5	7.3	11.2	4.3	94.3	1.4		35.8	41.9	10.4	47.7		9.2	6.8	93.2	
Total %	6.2	34.2	3.4			3.4	0.5	7.3			1.5	33.8	0.5			3.8	1	4.4					

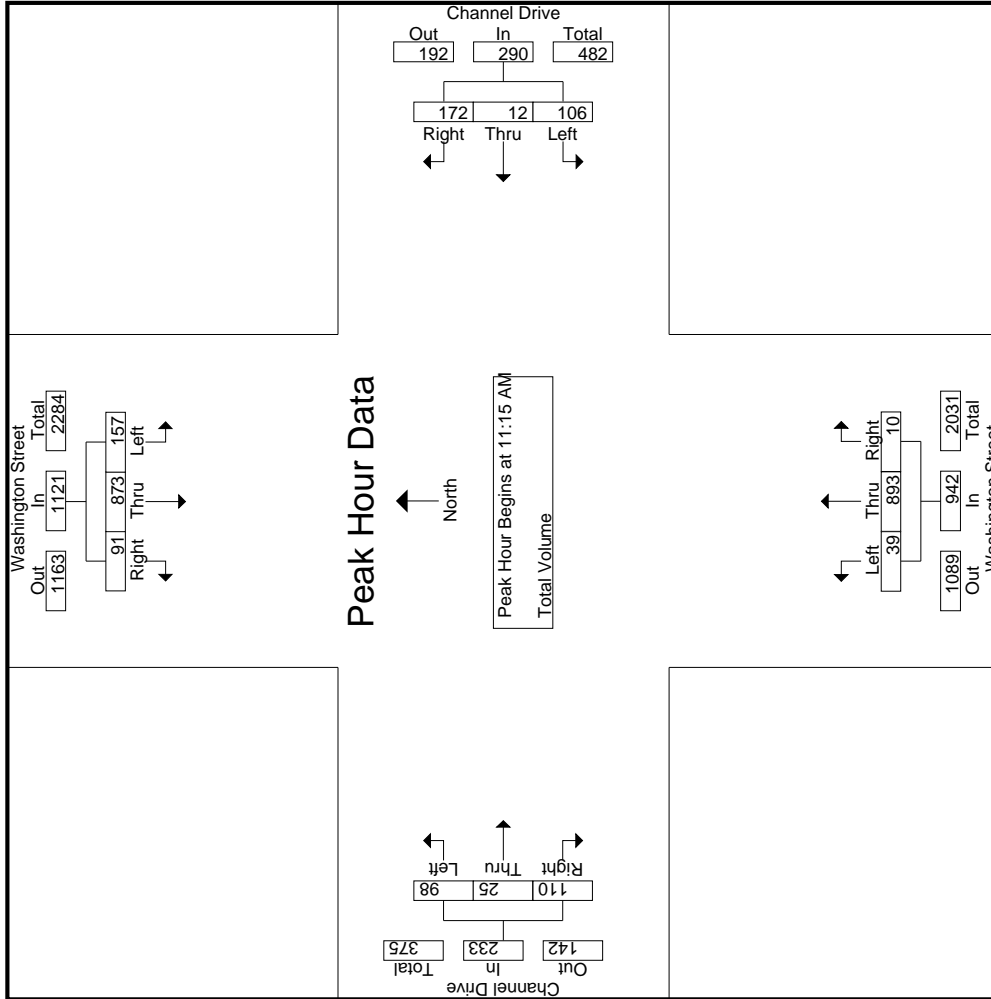
  

Start Time	Washington Street Southbound				Channel Drive Westbound				Washington Street Northbound				Channel Drive Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:15 AM																							
11:15 AM	38	242	25		305	27	5	42		74	12	216	2		230	19	6	30		64	46	646	692
11:30 AM	37	206	21		264	33	3	41		77	7	243	1		251	31	9	18		58	49	664	713
11:45 AM	37	206	21		264	33	3	41		56	13	218	4		235	18	7	32		57	33	650	683
12:00 PM	45	210	18		282	10	4	49		83	7	216	3		226	30	3	30		63	56	654	710
Total Volume	157	873	91		1121	106	12	172		290	39	893	10		942	98	25	110		233	168	2578	2746
% App. Total	14	77.9	8.1		43.9	36.6	4.1	59.3		11.2	4.3	94.8	1.1		35.8	42.1	10.7	47.2		9.2	6.8	93.2	
PHF	.872	.902	.843		.919	.803	.600	.782		.873	.750	.919	.625		.938	.790	.694	.859		.925			.974

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City of La Quinta  
 N/S: Washington Street  
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 Weather: Clear

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



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

Start Time	Washington Street Southbound			Channel Drive Westbound			Washington Street Northbound			Channel Drive Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	11:45 AM			12:00 PM			11:00 AM			11:30 AM				
+0 mins.	37	215	18	27	1	55	83	7	219	7	233	31	9	18
+15 mins.	45	210	27	282	2	47	61	12	216	2	230	18	7	32
+30 mins.	39	227	20	286	4	63	92	7	243	1	251	30	3	30
+45 mins.	41	223	29	293	4	49	63	13	218	4	235	33	10	32
Total Volume	162	875	94	1131	11	214	299	39	896	14	949	112	29	112
% App. Total	14.3	77.4	8.3	24.7	3.7	71.6	81.3	4.1	94.4	1.5	94.3	44.3	11.5	44.3
PHF	.900	.964	.810	.965	.688	.849	.813	.750	.922	.500	.945	.848	.725	.875

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



Date: 5/7/2014  
 File: LQAWACH

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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



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



Date: 5/7/2014  
 File: LQAWACH

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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

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

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

Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound																		
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total							
	06:30 AM	16	63	11	3	90	108	6	82	20	6	108	131	134	5	5	270	270	5	5	274	274	7	34	26	13	67	535	562		
06:45 AM	36	109	5	3	150	131	11	95	25	10	131	108	161	5	4	274	274	5	4	274	274	6	58	20	11	84	28	639	667		
Total	52	172	16	6	240	239	17	177	45	16	239	239	295	10	9	544	544	10	9	544	544	13	92	46	24	151	55	1174	1229		
07:00 AM	36	74	9	4	119	145	6	101	38	14	145	132	237	19	10	388	388	19	10	388	388	9	46	29	14	84	42	736	778		
07:15 AM	45	117	8	2	170	215	13	140	62	24	215	139	239	13	10	391	391	13	10	391	391	14	58	34	13	106	49	882	931		
07:30 AM	35	135	11	4	181	264	14	200	50	13	264	206	228	11	6	445	445	11	6	445	445	11	93	37	20	141	43	1031	1074		
07:45 AM	66	221	13	5	300	237	12	170	55	13	237	184	238	13	8	435	435	15	8	435	435	15	68	39	21	122	47	1094	1141		
Total	182	547	41	15	770	861	45	611	205	64	861	661	942	56	34	1659	1659	49	34	1659	1659	49	265	139	68	453	181	3743	3924		
08:00 AM	55	157	6	3	218	223	11	150	62	18	223	145	205	16	10	366	366	16	10	366	366	14	94	56	23	164	54	971	1025		
08:15 AM	63	156	30	9	249	186	21	115	50	22	186	143	202	17	8	362	362	17	8	362	362	23	76	44	24	143	63	940	1003		
Grand Total	352	1032	93	33	1477	1509	94	1053	362	120	1509	1188	1644	99	61	2931	2931	99	61	2931	2931	99	527	285	139	911	353	6828	7181		
Approch %	23.8	69.9	6.3				6.2	69.8	24			40.5	56.1	3.4			10.9	57.8	31.3				10.9	57.8	31.3						
Total %	5.2	15.1	1.4				1.4	15.4	5.3			17.4	24.1	1.4			1.4	7.7	4.2				1.4	7.7	4.2			4.9	95.1		
Passenger Vehicles	331	974	79		1410	1549	92	1001	343		1549	1172	1626	99		2958	2958	95		2958	2958	95	504	279		1015	0	0	6932		
% Passenger Vehicles	94	94.4	84.9	78.8	93.4	94.2	97.9	95.1	94.8	94.2	95.1	98.7	98.9	100	100	98.9	98.9	96		98.9	98.9	96	95.6	97.9		96.7	0	0	96.5		
Large 2 Axle Vehicles	11	50	14		82	51	1	38	9		51	14	14	0		28	28	3		28	28	3	18	5		28	0	0	189		
% Large 2 Axle Vehicles	3.1	4.8	15.1	21.2	5.4	3.1	1.1	3.6	2.5	2.5	3.1	1.2	0.9	0	0	0.9	0	3		0.9	0	3	3.4	1.8		2.7	0	0	2.6		
3 Axle Vehicles	0	6	0		6	4	1	1	1		4	1	1	0		2	2	0		2	2	0	1	0		1	0	0	13		
% 3 Axle Vehicles	0	0.6	0		0.4	0.2	1.1	0.1	0.3	0.8	0.2	0.1	0.1	0	0	0.1	0	0		0	0	0	0.2	0		0	0	0	0.2		
4+ Axle Trucks	10	2	0		12	25	0	13	9		25	1	3	0		4	4	1		4	4	1	4	1		6	0	0	47		
% 4+ Axle Trucks	2.8	0.2	0		0.8	1.5	0	1.2	2.5	2.5	1.5	0.1	0.2	0	0	0.1	0	1		0.1	0	1	0.8	0.4		0	0	0	0.7		

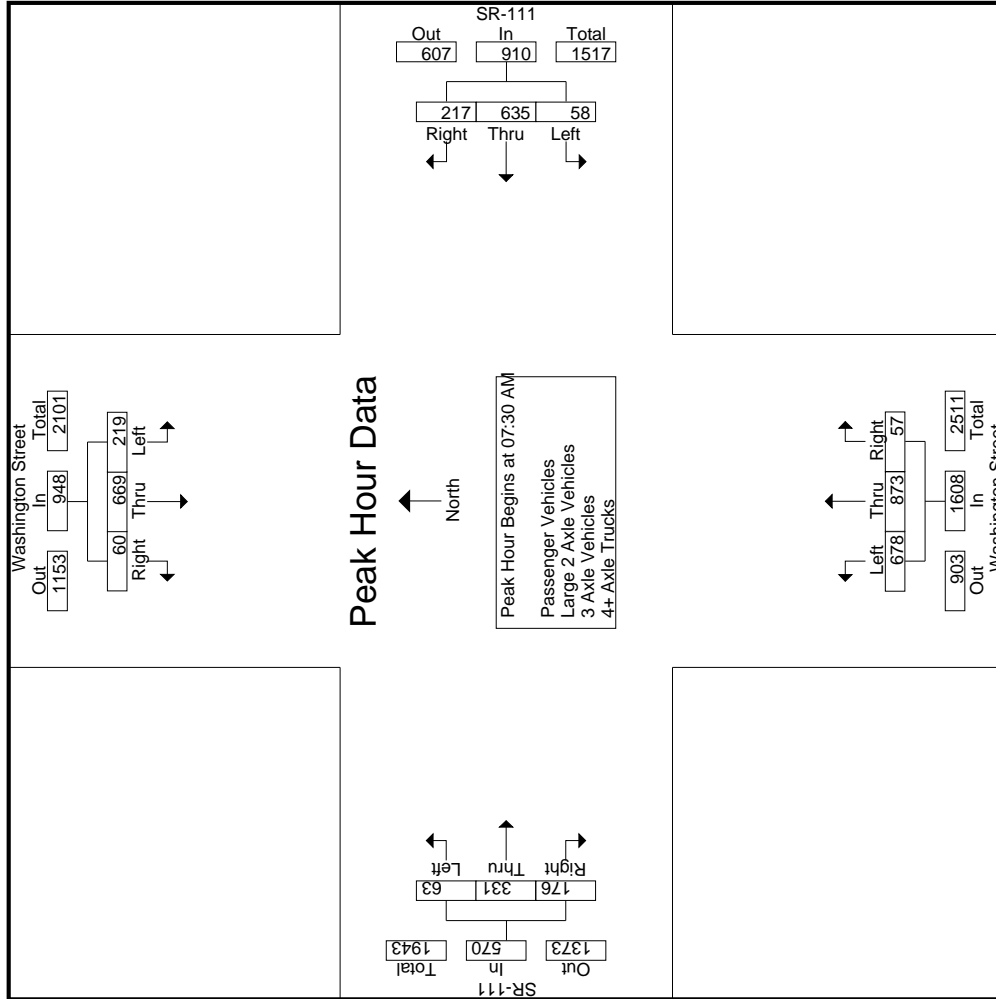
Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound																	
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total						
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

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

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

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



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

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

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

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

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

Groups Printed- Passenger Vehicles

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	15	59	8	3	82	5	75	16	5	96	129	134	5	5	268	7	34	25	12	66	25	512	537
06:45 AM	32	100	5	3	137	11	90	24	10	125	103	159	5	4	267	6	55	19	11	80	28	609	637
<b>Total</b>	47	159	13	6	219	16	165	40	15	221	232	293	10	9	535	13	89	44	23	146	53	1121	1174
07:00 AM	32	66	6	3	104	6	96	36	13	138	130	235	19	10	384	9	43	27	14	79	40	705	745
07:15 AM	40	112	7	2	159	13	132	61	24	206	137	235	13	10	385	13	55	34	13	102	49	852	901
07:30 AM	33	128	11	4	172	13	193	49	12	255	205	228	11	6	444	10	89	37	20	136	42	1007	1049
07:45 AM	64	213	12	4	289	12	163	52	13	227	184	236	13	8	433	15	67	38	20	120	45	1069	1114
<b>Total</b>	169	519	36	13	724	44	584	198	62	826	656	934	56	34	1646	47	254	136	67	437	176	3633	3809
08:00 AM	53	148	4	1	205	11	142	58	16	211	144	201	16	10	361	13	90	56	23	159	50	936	986
08:15 AM	62	148	26	6	236	21	110	47	20	178	140	198	17	8	355	22	71	43	24	136	58	905	963
<b>Grand Total</b>	331	974	79	26	1384	92	1001	343	113	1436	1172	1626	99	61	2897	95	504	279	137	878	337	6595	6932
<b>Approch %</b>	23.9	70.4	5.7			6.4	69.7	23.9			40.5	56.1	3.4		43.9	10.8	57.4	31.8		13.3	4.9	95.1	
<b>Total %</b>	5	14.8	1.2		21	1.4	15.2	5.2		21.8	17.8	24.7	1.5		43.9	1.4	7.6	4.2		13.3	4.9	95.1	

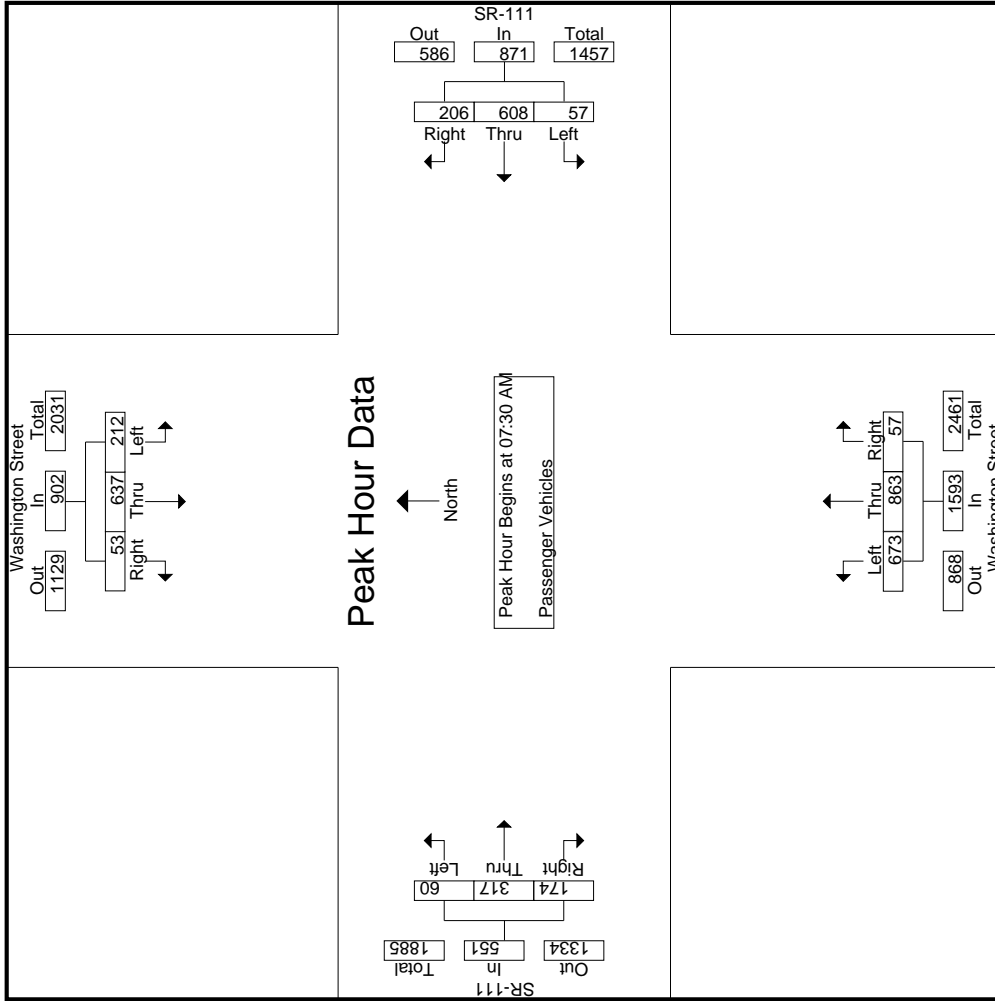
  

Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																							
07:30 AM	33	128	11		172	13	193	49		255	205	228	11		444	10	89	37		136			1007
07:45 AM	64	213	12		289	12	163	52		227	184	236	13		433	15	67	38		120			1069
08:00 AM	53	148	4		205	11	142	58		211	140	198	17		361	13	90	56		136			936
08:15 AM	62	148	26		236	21	110	47		178	140	198	17		355	22	71	43		136			905
<b>Total Volume</b>	212	637	53		902	57	608	206		871	673	863	57		1593	60	317	174		551			3917
<b>% App. Total</b>	23.5	70.6	5.9		23.7	6.5	69.8	23.7		23.7	42.2	54.2	3.6		31.6	10.9	57.5	31.6		31.6			
<b>PHF</b>	.828	.748	.510		.780	.679	.788	.888		.854	.821	.914	.838		.897	.682	.881	.777		.866			.916

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

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



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

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

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

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

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

Groups Printed- Large 2 Axle Vehicles

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

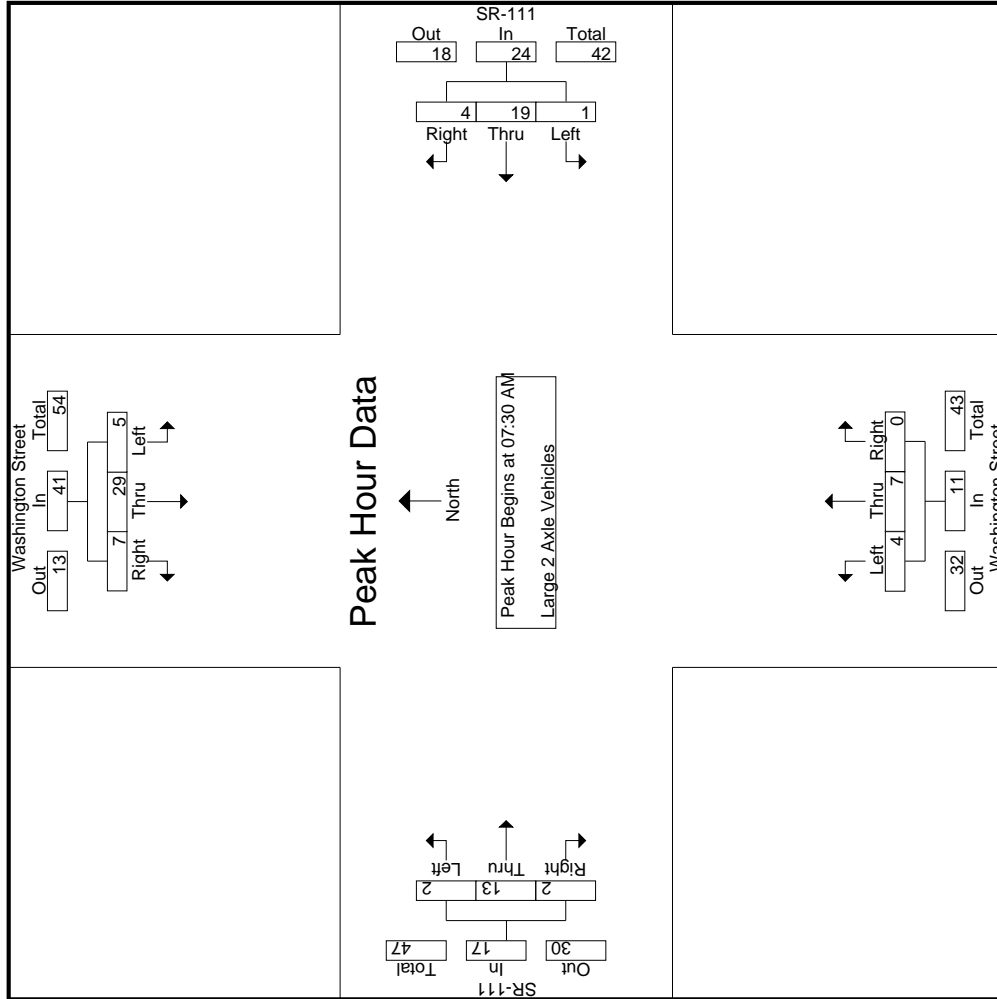
Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound													
	Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	1	7	0	8	1	5	1	7	1	0	0	0	1	0	0	1	1	4	0	5	0	0	0	5	21	
07:45 AM	1	7	1	9	0	5	1	6	0	1	0	1	0	1	1	0	0	1	0	1	1	0	0	1	17	
08:00 AM	2	9	2	13	0	5	2	7	1	2	1	2	0	3	0	4	0	0	4	0	0	0	0	4	27	
08:15 AM	1	6	4	11	0	4	0	4	2	4	1	4	0	6	1	5	1	0	7	3	5	1	0	7	28	
Total Volume	5	29	7	41	1	19	4	24	4	7	0	7	0	11	2	13	2	17	11.8	6.50	.500	.458	.607	.830		
% App. Total	12.2	70.7	17.1		4.2	79.2	16.7		36.4	63.6	0			11.8	76.5	11.8			11.8	.650	.500	.500	.607	.830		
PHF	.625	.806	.438	.788	.250	.950	.500	.857	.500	.438	.000	.458	.607	.830												



Counts Unlimited, Inc.  
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City of La Quinta  
 N/S: Washington Street  
 E/W: SR-111  
 Weather: Clear

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



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

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

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

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

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

Groups Printed- 3 Axle Vehicles

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

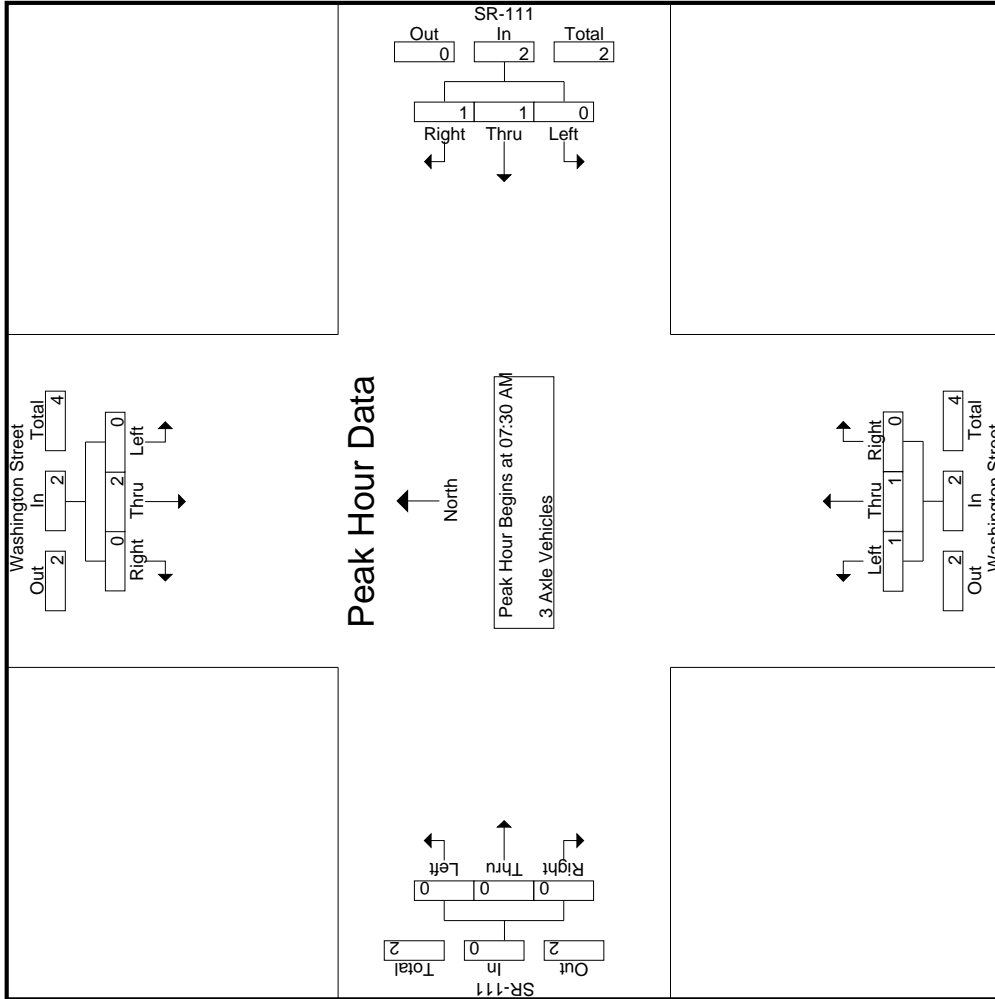
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	07:30 AM	0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

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

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

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



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 Corona, CA 92878  
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City of La Quinta  
 N/S: Washington Street  
 E/W: SR-111  
 Weather: Clear

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

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

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

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

Groups Printed- 4+ Axle Trucks

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
06:30 AM	0	0	0	0	0		0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
06:45 AM	3	0	0	0	3		0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	8	0	0	8
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>
07:00 AM	3	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	5	0	0	5
07:15 AM	2	1	0	0	3		0	2	1	0	3	1	1	0	0	2	0	0	0	0	0	0	0	8	0	0	8
07:30 AM	1	0	0	0	1		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
07:45 AM	1	1	0	0	2		0	2	2	0	4	0	1	0	0	1	0	1	0	0	1	0	0	8	0	0	8
<b>Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>		<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>
08:00 AM	0	0	0	0	0		0	3	1	1	4	0	1	0	0	1	1	0	0	0	1	0	0	6	1	0	7
08:15 AM	0	0	0	0	0		0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	3
Grand Total	10	2	0	0	12		0	13	9	3	22	1	3	0	0	4	1	4	1	0	6	0	3	44	0	0	47
Approch %	83.3	16.7	0	0			59.1	40.9				25	75	0			16.7	66.7	16.7			6.4	93.6				
Total %	22.7	4.5	0	0	27.3		0	29.5	20.5		50	2.3	6.8	0		9.1	2.3	9.1	2.3		13.6	6.4	93.6				

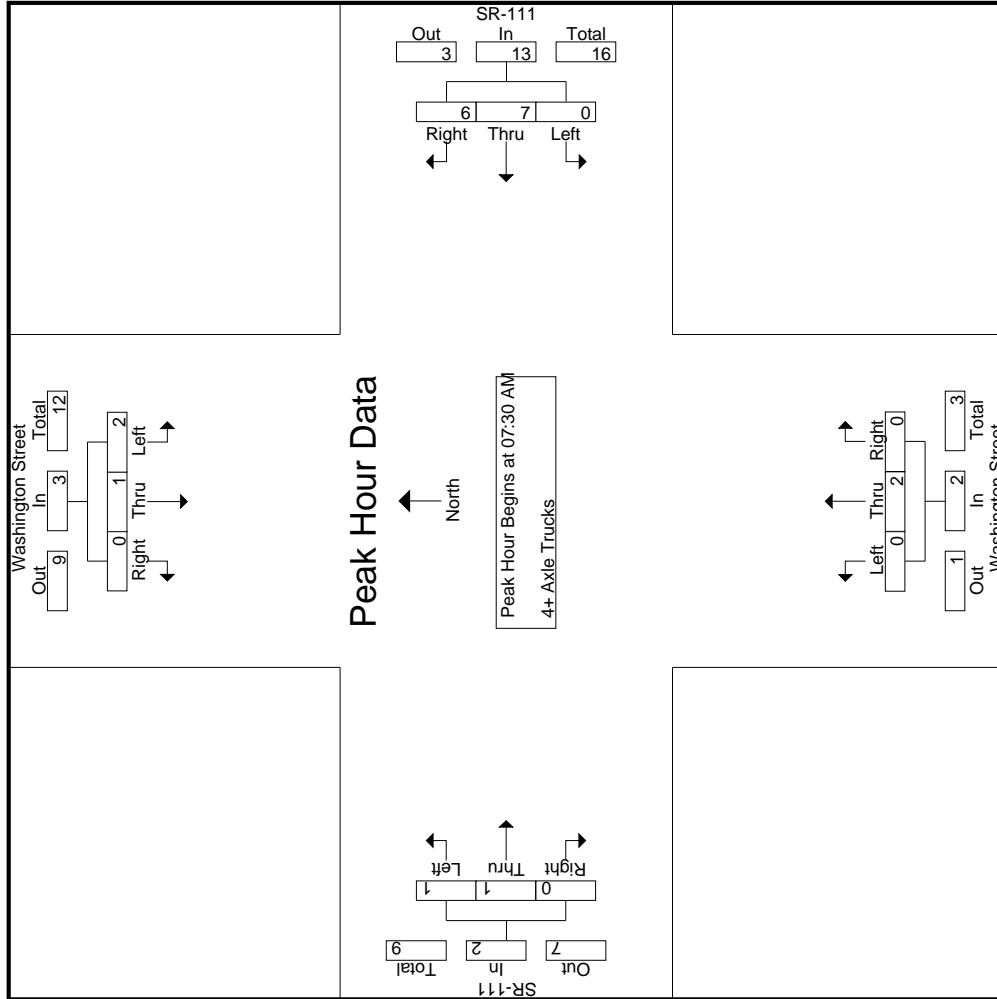
Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
07:30 AM	1	0	0	0	1		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	0	0	2		0	2	2	4	6	0	4	0	0	4	1	1	0	0	2	1	0	1	1	0	1
08:00 AM	0	0	0	0	0		0	0	1	4	5	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>		<b>0</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	
Total Volume	66.7	33.3	0	0			53.8	46.2			100	50	50			100	50	50			50	0	0	0	0	0	0
% App. Total	.500	.250	.000	.000	.375		.000	.583	.500	.813	.000	.500	.500	.000	.250	.250	.250	.250	.000	.000	.500	.000	.000	.000	.000	.000	.625
PHF																											

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

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

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



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

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

Start Time	Washington Street Southbound			SR-111 Westbound			Washington Street Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	07:30 AM													
+0 mins.	1	0	0	1	0	2	0	0	2	0	0	0	0	0
+15 mins.	1	1	0	2	0	2	2	0	4	1	0	1	0	1
+30 mins.	0	0	0	0	0	3	1	0	4	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	3	0	3	0	0	0	0	0
Total Volume	2	1	0	3	0	7	6	13	13	2	0	2	1	0
% App. Total	66.7	33.3	0	0	0	53.8	46.2	0	100	0	50	50	0	0
PHF	.500	.250	.000	.375	.000	.583	.500	.813	.000	.500	.250	.250	.000	.500



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

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

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

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

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

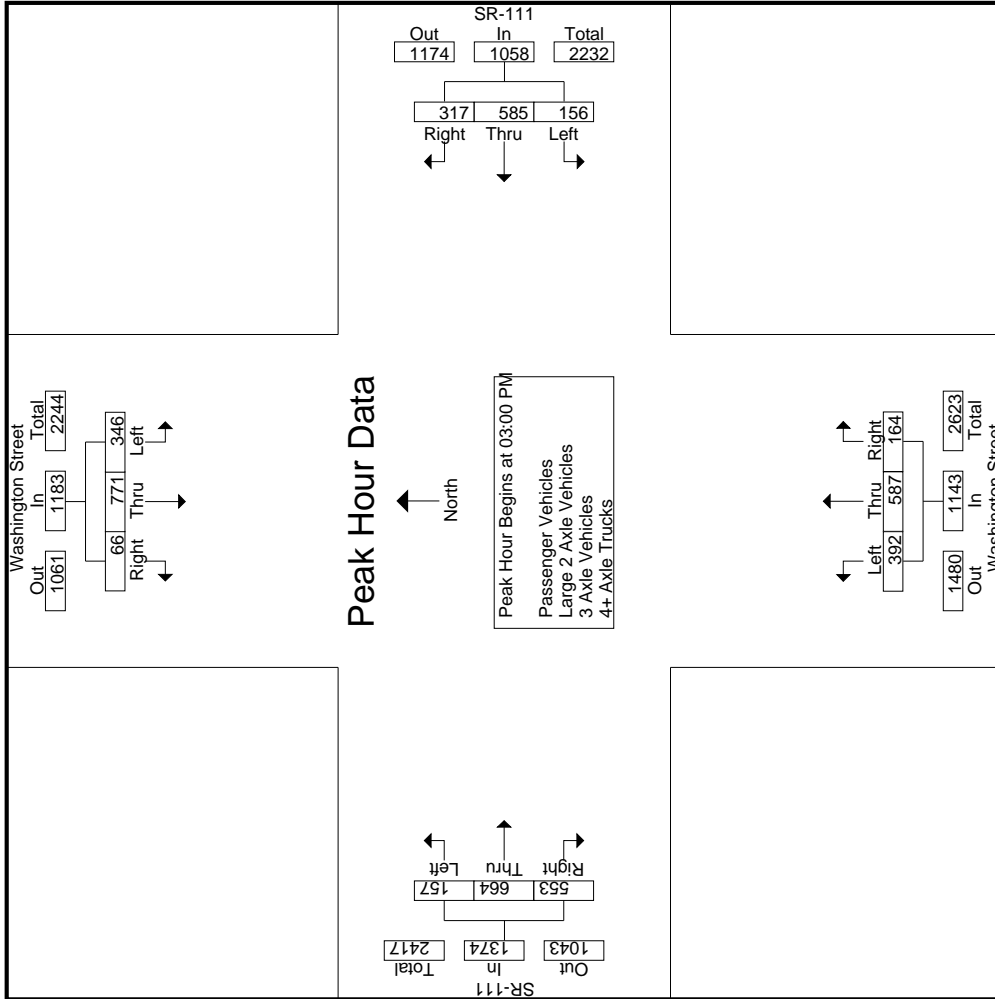
File Name : LOAWA111MD  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2

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

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

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



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

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

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

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

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

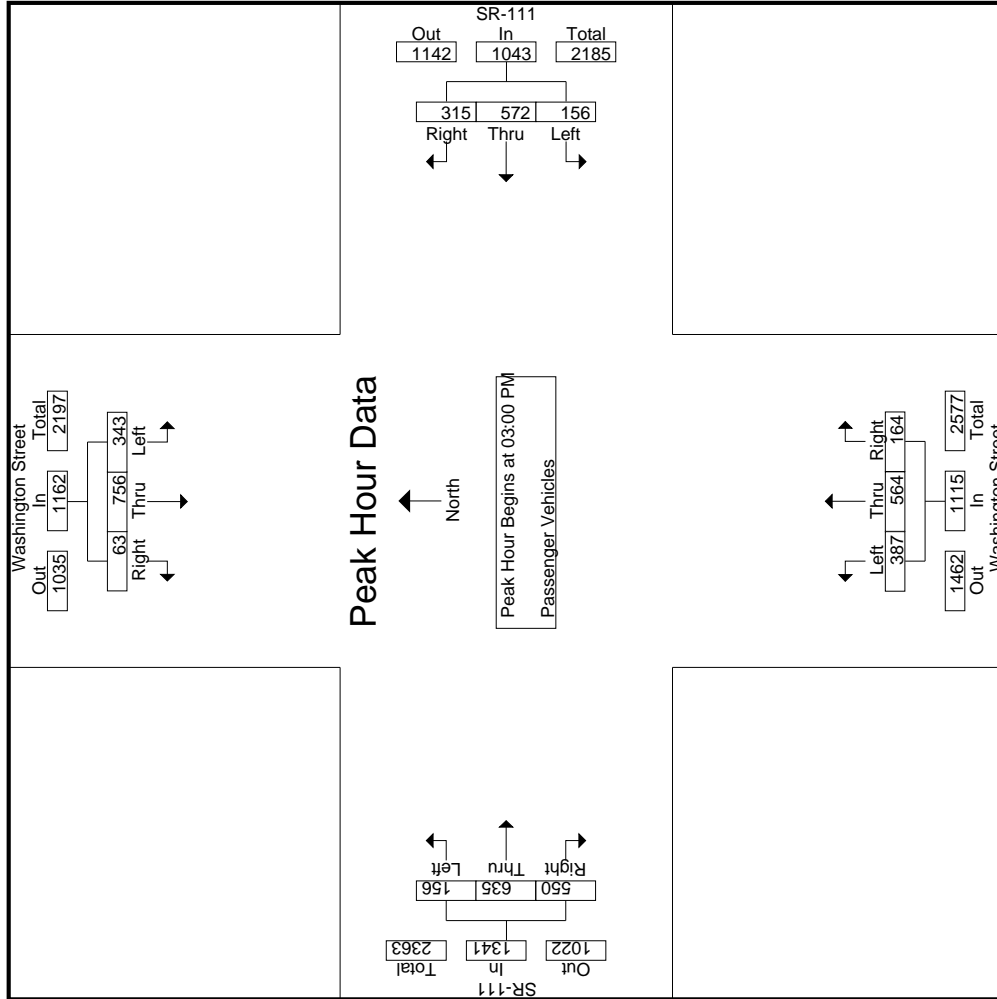
Groups Printed- Passenger Vehicles

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

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

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



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

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

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

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City of La Quinta  
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 Weather: Clear

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

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

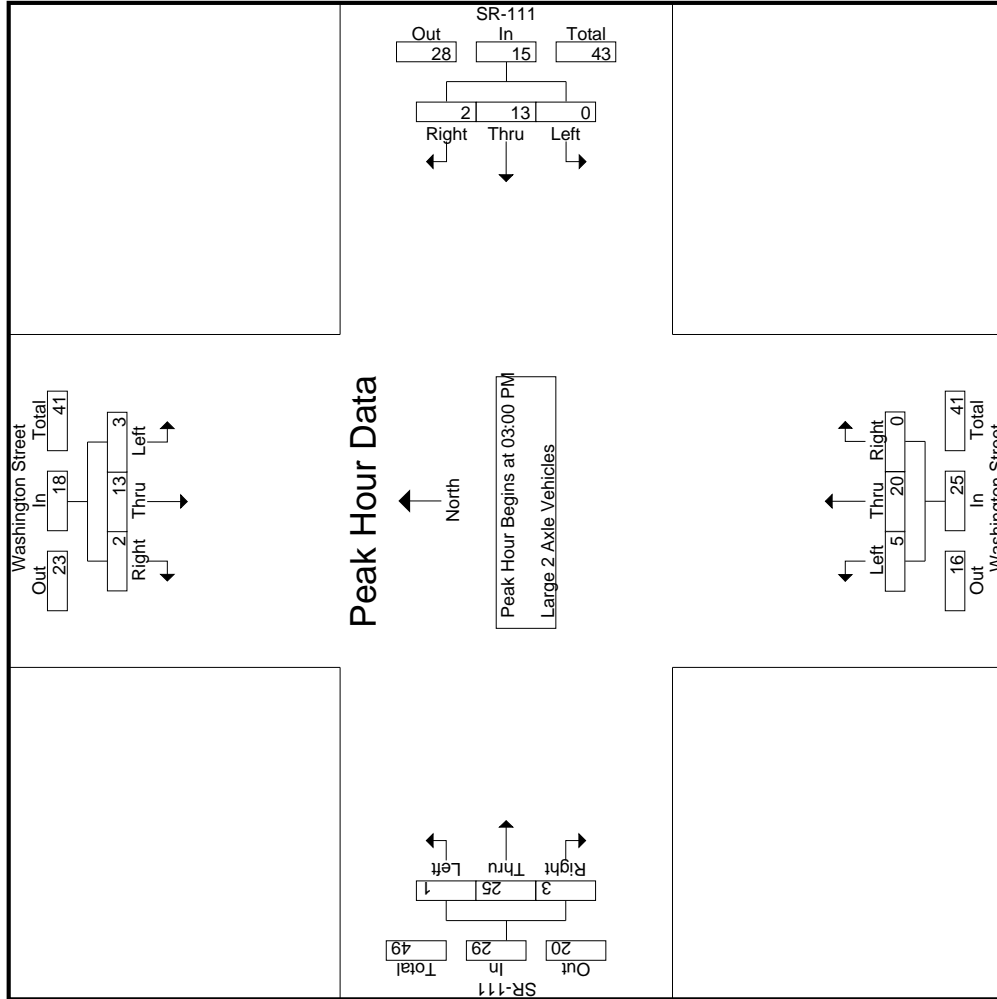
Start Time	Washington Street Southbound				SR-111 Westbound				Washington Street Northbound				SR-111 Eastbound											
	Left		Right		Thru		RTOR		Left		Thru		Right		RTOR		Left		Thru		Right		RTOR	
	Left	Right	Thru	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
03:00 PM	0	3	0	0	3	4	0	0	2	7	0	0	0	3	1	0	0	0	9	0	0	0	0	4
03:15 PM	0	4	0	0	4	0	0	0	4	1	0	0	0	6	0	0	0	0	1	0	0	0	8	
03:30 PM	1	1	1	1	3	0	1	1	2	1	4	0	0	5	1	7	1	1	9	3	7	1	9	
03:45 PM	2	5	1	0	8	0	4	0	4	2	8	0	0	10	0	7	1	1	8	1	7	1	8	
Total	3	13	2	1	18	0	13	2	1	15	5	20	0	0	25	1	25	3	2	29	1	25	3	2
% App. Total	16.7	72.2	11.1		86.7	13.3			3.4	86.2	10.3			29					87					
PHF	.375	.650	.500		.563	.500			.625	.625	.000			.750	.625	.000			.725					



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



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

Start Time	Washington Street Southbound			SR-111 Westbound			Washington Street Northbound			SR-111 Eastbound			Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	3	0	3	0	4	1	5	2	7	0	9	0	3	1	4
+15 mins.	0	4	0	4	0	4	0	4	0	1	0	1	0	8	0	8
+30 mins.	1	1	1	3	0	1	1	2	1	4	0	5	1	7	1	9
+45 mins.	2	5	1	8	0	4	0	4	2	8	0	10	0	7	1	8
Total Volume	3	13	2	18	0	13	2	15	5	20	0	25	1	25	3	29
% App. Total	16.7	72.2	11.1	56.3	0	86.7	13.3	75.0	20	80	0	62.5	3.4	86.2	10.3	80.6
PHF	.375	.650	.500	.563	.000	.813	.500	.750	.625	.625	.000	.625	.250	.781	.750	.806

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

Groups Printed - 3 Axle Vehicles

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound							
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right			
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	Exclu. Total	Inclu. Total	Int. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	3	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	1	2	3
04:45 PM	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	1	0	0	1	0	0	2	0	0	2	0	0	1	1	1	2	0	0	0	0	0	1	5	6	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	1	1	3	0	0	2	0	0	2	0	0	4	1	1	5	0	0	0	0	0	2	10	12	
Approach %	0	66.7	33.3				0	100	0				0	80	20		50	0	0	0	0	0	16.7	83.3		
Total %	0	20	10		30		0	20	0		20		0	40	10		50	0	0	0	0	0				

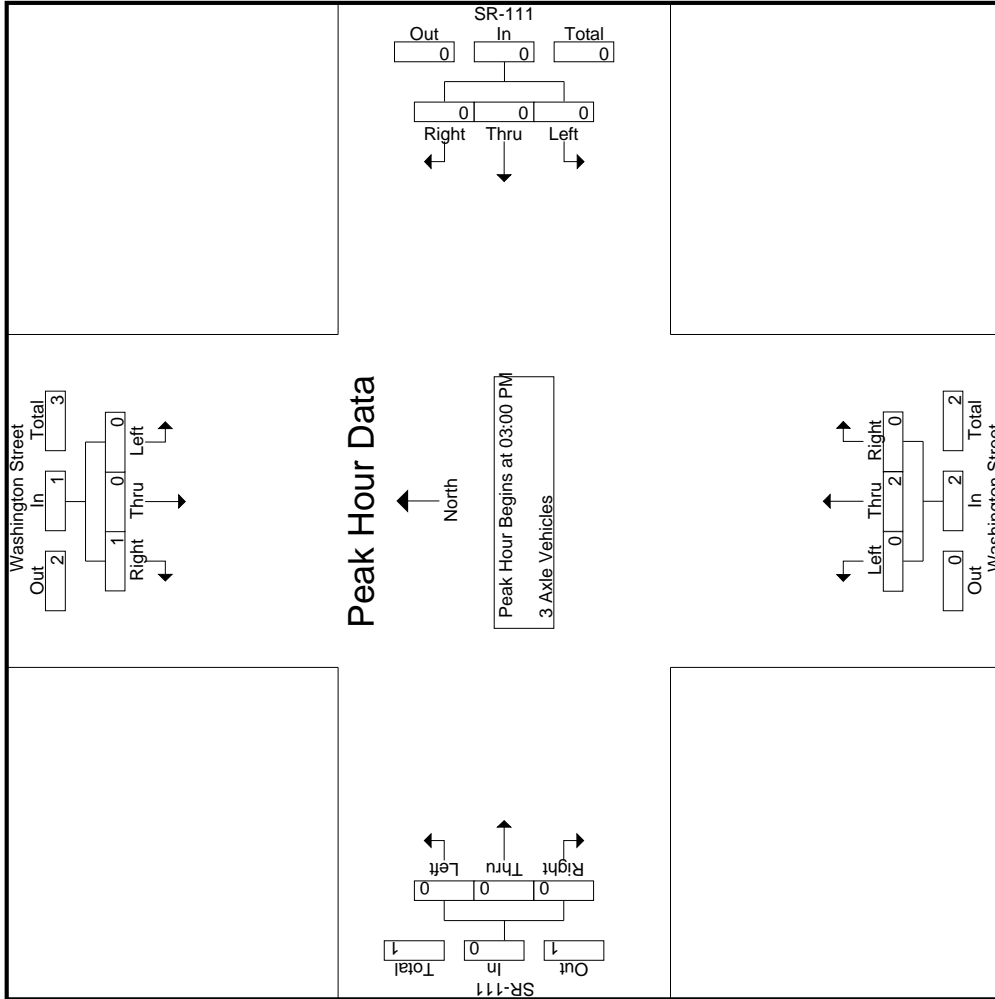
  

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound									
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		App. Total		Int. Total	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	100	100	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.250	.250	0	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.375		

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 (951) 268-6268

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

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



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

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

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

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

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

Groups Printed- 4+ Axle Trucks

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	Exclu. Total	Inclu. Total	Int. Total			
02:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	3	0	0	0	0	0	0	1	2	0	0	6	0	6	0	0	0	0	0	0	0	0	12.5	87.5	0	8	0	22	22
Approach %	40	60	0	0	0	0	0	33.3	66.7	0	0	0	100	0	100	0	0	0	0	0	0	0	0	4.5	31.8	0	36.4	0	100	100
Total %	9.1	13.6	0	0	0	0	0	4.5	9.1	0	0	0	27.3	0	27.3	0	0	0	0	0	0	0	0	27.3	87.5	0	36.4	0	100	100

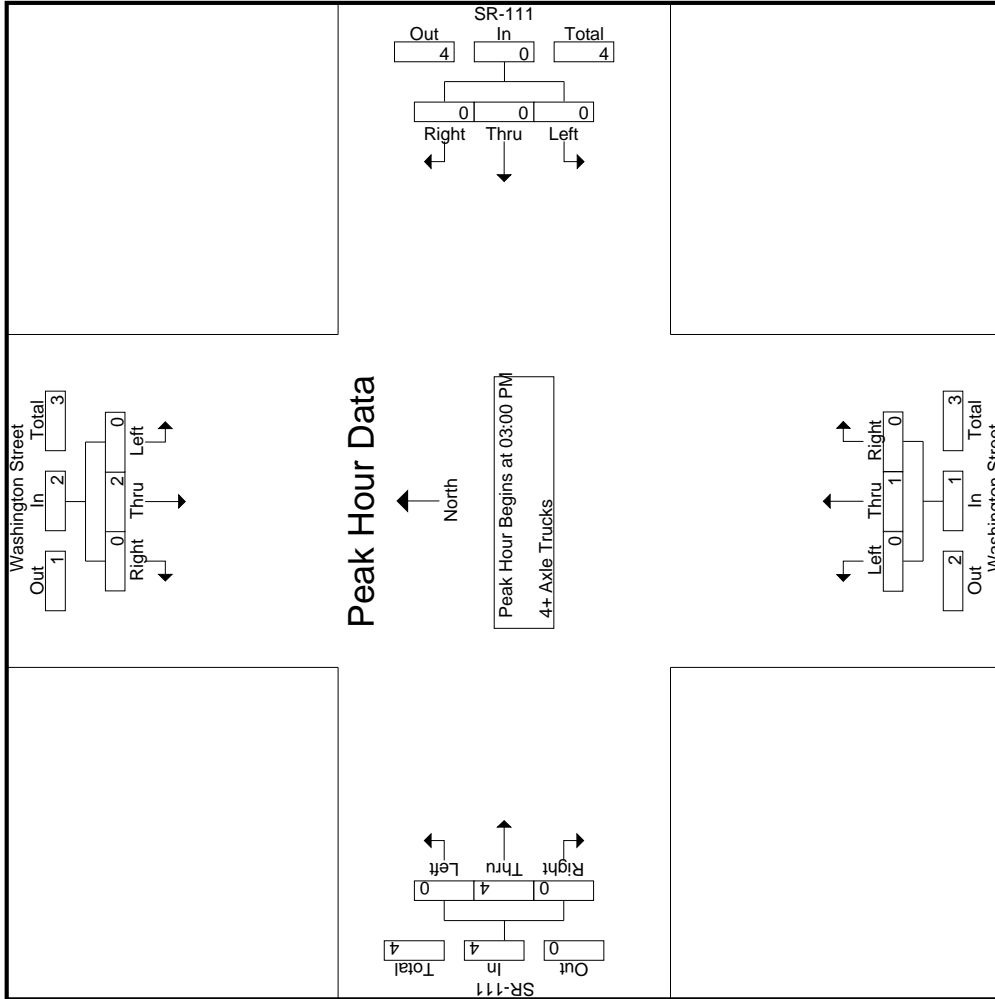
  

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	Exclu. Total	Inclu. Total	Int. Total			
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.000	.000	.000	.250	.000	.000	.500	.000	.500	.000	.500	.583	

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

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



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

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

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



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

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

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

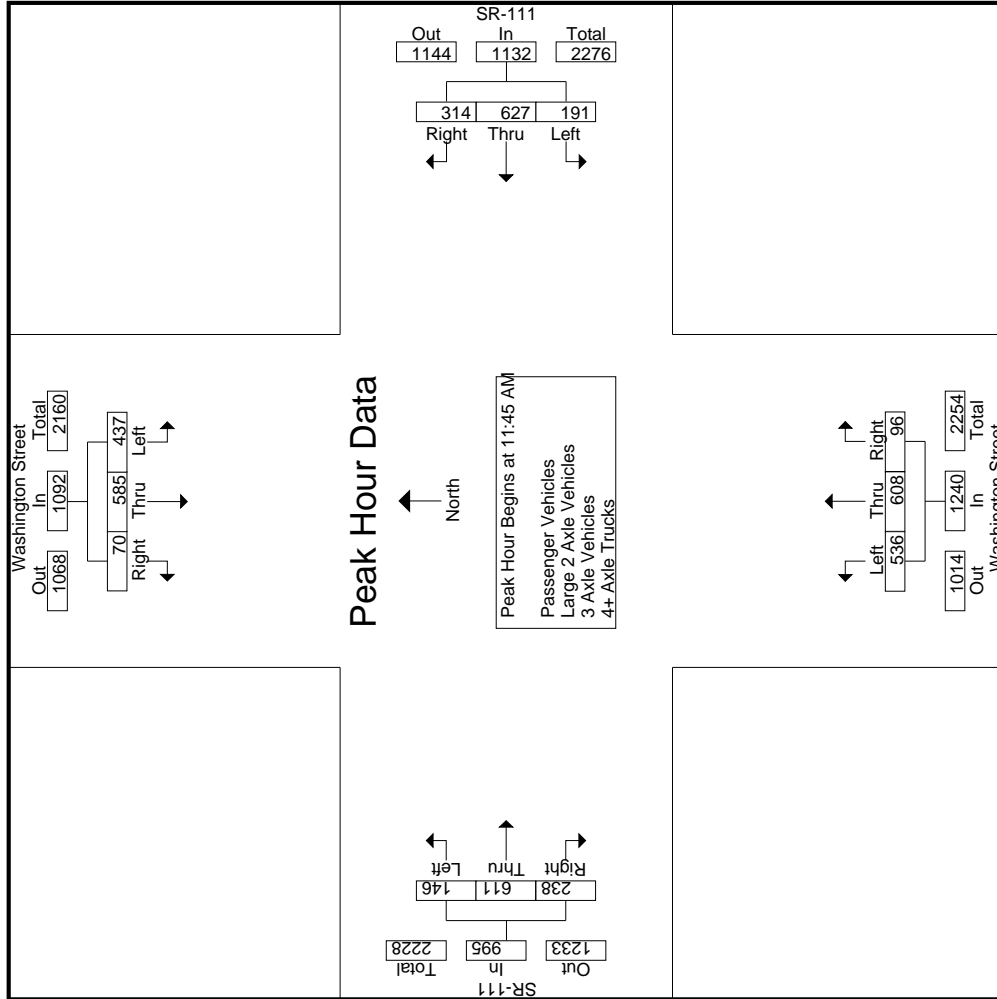
Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
11:00 AM	128	273	125	273	20	41	182	293	78	11	9	300	34	107	52	34	193	102	1059	1161	102	1059	1161	
11:15 AM	115	265	131	265	19	5	155	277	91	6	266	21	125	50	11	196	26	1004	1030	26	1004	1030		
11:30 AM	102	258	137	258	19	11	183	297	82	22	320	20	144	75	40	239	84	1114	1198	84	1114	1198		
11:45 AM	106	1055	137	1055	16	8	152	297	97	25	309	37	151	53	30	241	78	1106	1184	78	1106	1184		
Total	451	1055	530	1055	74	41	672	1164	348	93	1195	112	527	230	115	869	290	4283	4573	290	4283	4573		
12:00 PM	118	280	145	280	17	9	151	257	54	19	333	33	140	55	22	228	63	1098	1161	63	1098	1161		
12:15 PM	109	276	149	276	18	12	173	288	80	28	283	43	166	72	39	281	95	1128	1223	95	1128	1223		
12:30 PM	104	277	154	277	19	15	151	290	83	23	315	33	154	58	25	245	85	1127	1212	85	1127	1212		
12:45 PM	120	263	133	263	10	5	138	280	95	21	267	37	159	64	30	260	68	1070	1138	68	1070	1138		
Total	451	1096	581	1096	64	41	613	1115	312	91	1198	146	619	249	116	1014	311	4423	4734	311	4423	4734		
Grand Total	902	2151	1111	2151	138	82	1285	2279	660	184	2393	258	1146	479	231	1883	601	8706	9307	601	8706	9307		
Approach %	41.9	6.4	51.7	6.4	14.7	29	56.4	29	43.3	6.2	104	13.7	60.9	25.4										
Total %	10.4	1.6	12.8	1.6	3.8	7.6	14.8	7.6	11.9	1.7	27.5	3	13.2	5.5	21.6	6.5	93.5							
Passenger Vehicles	896	1098	136	1098	98.6	98.8	99.3	98.8	98.5	100	98.9	99.1	99.2	98.3	97.8	98.4	0	0	0	0	0	0	0	0
% Passenger Vehicles	99.3	98.8	98.6	98.8	99.3	98.5	99.1	98.9	98.5	100	98.9	99.1	99.2	98.3	97.8	98.4	0	0	0	0	0	0	0	0
Large 2 Axle Vehicles	5	19	12	19	1.1	1.2	13	22	7	0	0	5	10	7	27	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0.6	0.9	1.1	0.9	0.6	1.2	1.1	0.9	0.9	0	0	0.7	1.9	0.9	1.5	2.2	1.3	0	0	0	0	0	0	0
3 Axle Vehicles	1	1	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0.1	0	0	0	0	0	0	0	0.2	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	1	2	0	0	1	3	1	0	0	1	3	1	5	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0.1	0.7	0.1	0	0	0.1	0.1	0.1	0	0	0.4	0.3	0.2	0	0.2	0	0	0	0	0	0	0	0.1

Start Time	Washington Street Southbound						Washington Street Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
11:45 AM	106	137	106	137	16	16	259	48	152	97	146	20	309	37	151	53	241	1106	1106	37	151	53	241	
12:00 PM	118	145	118	145	17	17	280	52	151	54	177	22	333	33	140	55	228	1098	1098	33	140	55	228	
12:15 PM	109	149	109	149	18	18	276	35	173	80	283	43	166	72	39	281	95	1128	1223	43	166	72	39	
12:30 PM	104	154	104	154	19	15	277	56	151	83	315	33	154	58	25	245	85	1127	1212	33	154	58	25	
Total	437	585	437	585	70	70	1092	191	627	314	1132	96	1240	146	611	238	995	4459	4459	146	611	238	995	
% App. Total	40	53.6	40	53.6	6.4	6.4	27.7	16.9	55.4	27.7	43.2	7.7	93.1	14.7	61.4	23.9	88.5	988	988	14.7	61.4	23.9	88.5	
PHF	.926	.950	.926	.950	.921	.921	.975	.853	.906	.809	.859	.800	.931	.849	.920	.826	.885	.988	.988	.849	.920	.826	.885	

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

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



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City of La Quinta  
 N/S: Washington Street  
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File Name : LQAWA111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

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

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

Groups Printed- Passenger Vehicles

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

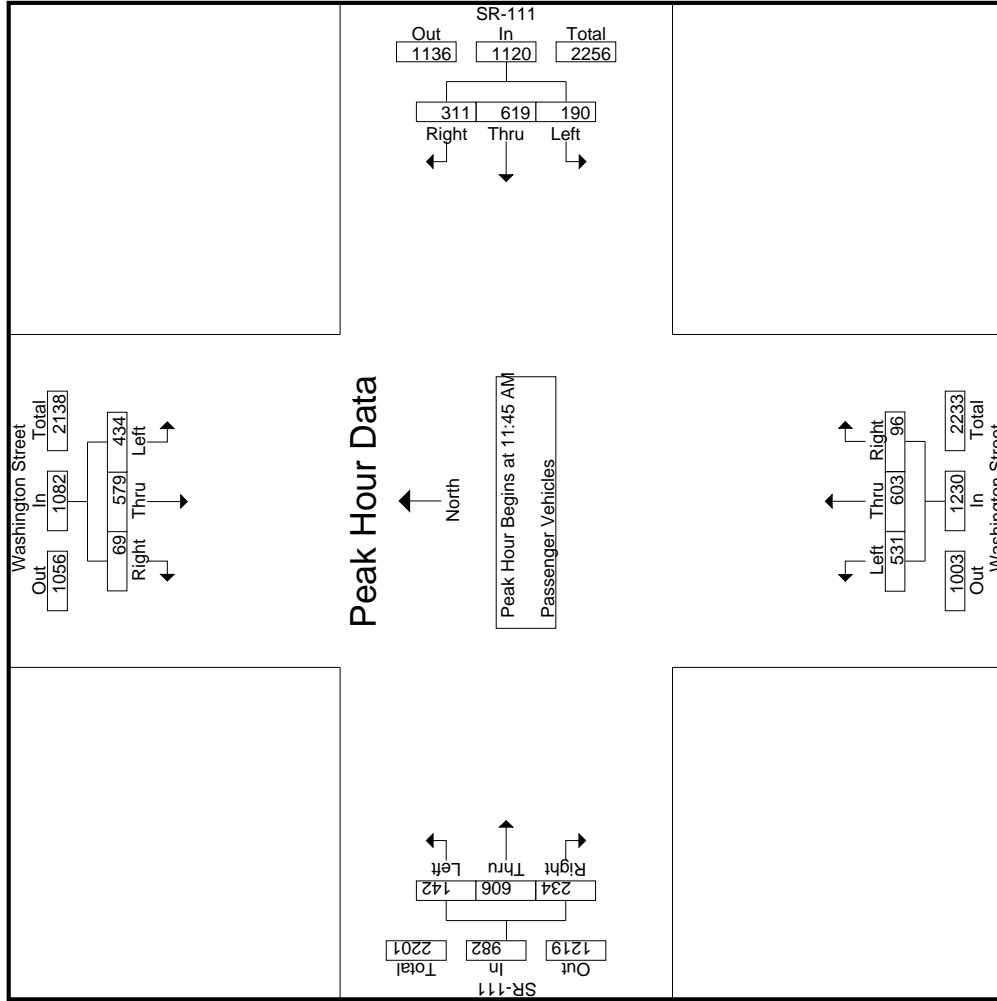
  

Start Time	Washington Street Southbound						SR-111 Westbound						Washington Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
																							Left	Thru
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 11:45 AM																								
11:45 AM	105	136	15		256	48	150	95		293	142	146	20		20	36	151	52		239	52	239	1096	
12:00 PM	118	144	17		279	52	150	54		256	133	177	22		22	332	139	54		224	63	1091	1154	
12:15 PM	109	148	18		275	34	169	79		282	118	137	24		16	279	42	162		274	94	1110	1204	
12:30 PM	102	151	19		272	56	150	83		289	138	143	30		22	311	33	154		245	85	1117	1202	
12:45 PM	120	132	10		262	47	136	93		276	133	116	17		12	266	35	158		256	67	1060	1127	
Total Volume	434	579	69		1082	190	619	311		1120	531	603	96		96	1230	142	606		982	234	4414	4414	
% App. Total	40.1	53.5	6.4		24.7	17	55.3	27.8		26.2	43.2	49	7.8		7.8	14.5	61.7	23.8		21.5	6.5	93.5		
PHF	.919	.959	.908		.970	.848	.916	.818		.956	.935	.852	.800		.852	.926	.845	.935		.896	.836	.896	.988	

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

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

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



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 Corona, CA 92878  
 (951) 268-6268

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

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

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

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

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

Groups Printed- Large 2 Axle Vehicles

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

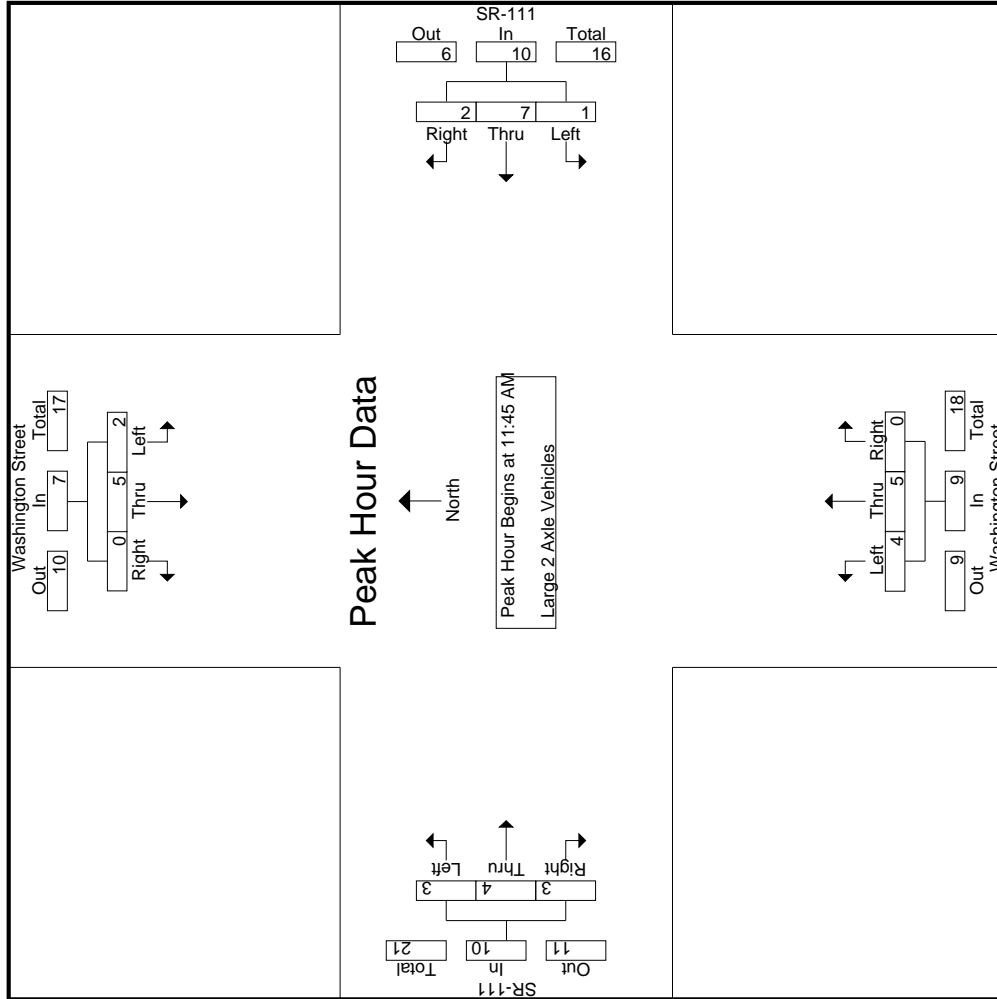
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	11:45 AM	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	0	0	1	0	1	1	6
12:00 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	1	1	0	0	1	0	0	3	6
12:15 PM	0	1	0	0	1	1	3	1	0	5	1	1	1	2	5	1	3	1	1	3	2	6	15	
12:30 PM	2	2	0	0	4	0	0	1	0	1	0	1	1	3	4	0	4	0	0	4	0	0	9	
Total Volume	2	5	0	0	7	1	7	2	0	10	3	6	0	0	9	4	5	3	2	12	2	38	40	
% App. Total	28.6	71.4	0			10	70	20			44.4	55.6			0	30	40	30		30	3.0	97.0		
PHF	.250	.625	.000			.250	.583	.500			.500	.417	.000		.563	.375	.333	.375		.417		.600		

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

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

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

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





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 Corona, CA 92878  
 (951) 268-6268

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

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

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

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

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

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

Groups Printed- 3 Axle Vehicles

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

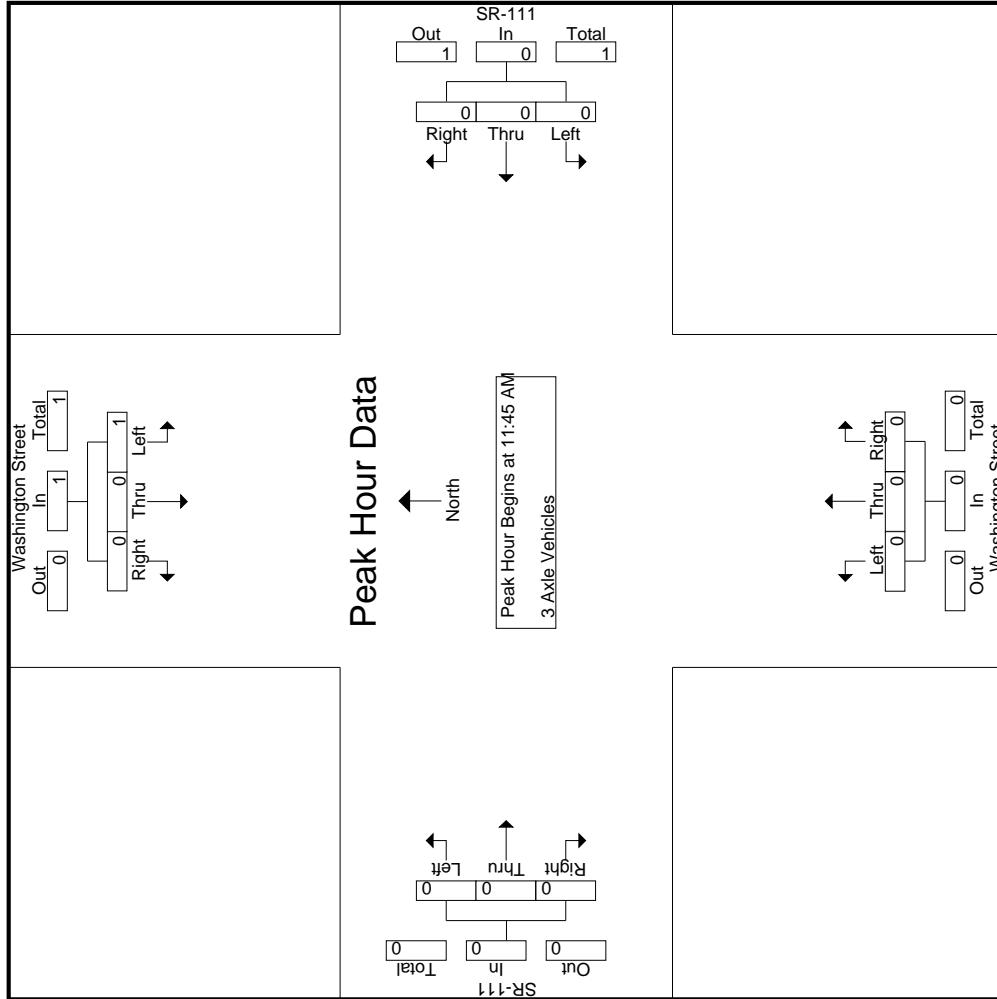
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:45 AM	1	0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

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

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

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

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



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 Corona, CA 92878  
 (951) 268-6268

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

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

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

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 Corona, CA 92878  
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City of La Quinta  
 N/S: Washington Street  
 EW: SR-111  
 Weather: Clear

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

Groups Printed- 4+ Axle Trucks

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

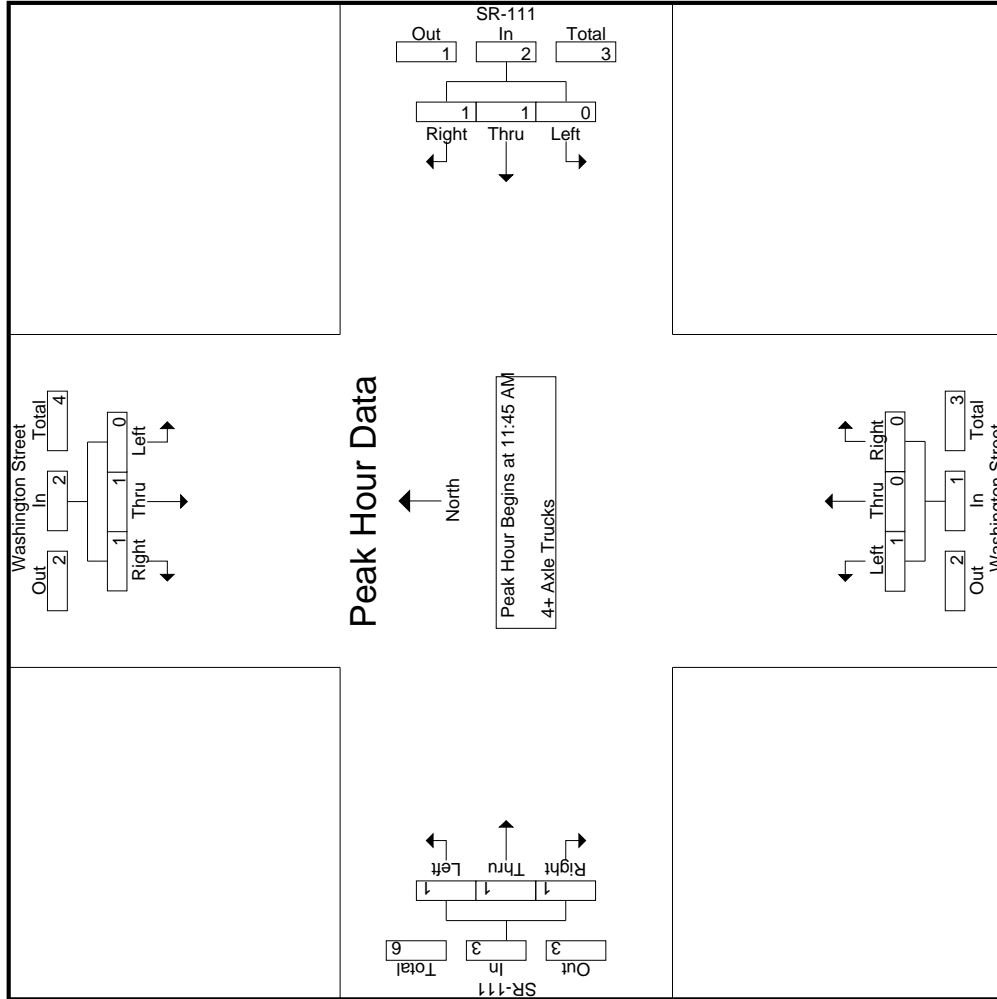
Start Time	Washington Street Southbound					SR-111 Westbound					Washington Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	2	0	0	1	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0
% App. Total	0	50	50			0	50	50			100	0	0	0	50	20	60	20					
PHF	.000	.250	.250		.500	.000	.250	.250		.500	.250	.000	.000	.000	.250	.250	.250	.250					.667

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

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

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

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



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 Corona, CA 92878  
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City of La Quinta  
 N/S: Washington Street  
 E/W: SR-111  
 Weather: Clear

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

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

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



Date: 5/7/2014  
 File: LQAWA111

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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



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



Date: 5/7/2014  
 File: LQAWA111

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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

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

Groups Printed- Total Volume

Start Time	Washington Street Southbound						Simon Drive Westbound						Washington Street Northbound						Point Happy Way Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
06:30 AM	0	95	1	0	0	3	3	0	269	1	0	270	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	370	373		
06:45 AM	0	118	0	0	118	1	1	0	277	4	0	281	4	0	281	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	403	404			
<b>Total</b>	0	213	1	0	214	1	4	0	546	5	0	551	5	0	551	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	773	777				
07:00 AM	6	120	1	0	127	2	0	0	374	11	0	385	11	0	385	6	0	1	1	0	0	0	0	0	0	0	0	0	0	2	523	525				
07:15 AM	0	159	3	0	162	2	0	3	429	11	0	440	11	0	440	2	1	0	3	2	0	0	0	0	0	0	0	0	0	2	610	612				
07:30 AM	3	200	0	0	203	2	0	0	465	10	0	475	10	0	475	5	2	0	7	0	0	0	0	0	0	0	0	0	0	2	688	688				
07:45 AM	2	258	1	1	261	7	0	2	472	7	0	480	7	0	480	7	0	1	8	0	0	0	0	0	0	0	0	0	2	758	760					
<b>Total</b>	11	737	5	1	753	13	0	8	1740	39	0	1780	39	0	1780	20	3	2	25	2	0	0	0	0	0	0	0	0	6	2579	2585					
08:00 AM	9	257	3	1	269	5	0	2	367	10	0	378	10	0	378	9	0	1	10	0	0	0	0	0	0	0	0	0	4	664	668					
08:15 AM	6	215	3	0	224	4	0	7	391	13	0	404	13	0	404	1	1	0	2	0	0	0	0	0	0	0	0	0	5	641	646					
<b>Grand Total</b>	26	1422	12	2	1460	23	0	21	3044	67	0	3113	67	0	3113	33	4	3	40	3	0	0	0	0	0	0	0	19	4657	4676						
Approch %	1.8	97.4	0.8		52.3	0	47.7		0.1	97.8	2.2	66.8	2.2		82.5	10	7.5		0.9																	
Total %	0.6	30.5	0.3		31.4	0.5	0	0.5	0	65.4	1.4	66.8	1.4		0.7	0.1	0.1		0.9								0.4	99.6								

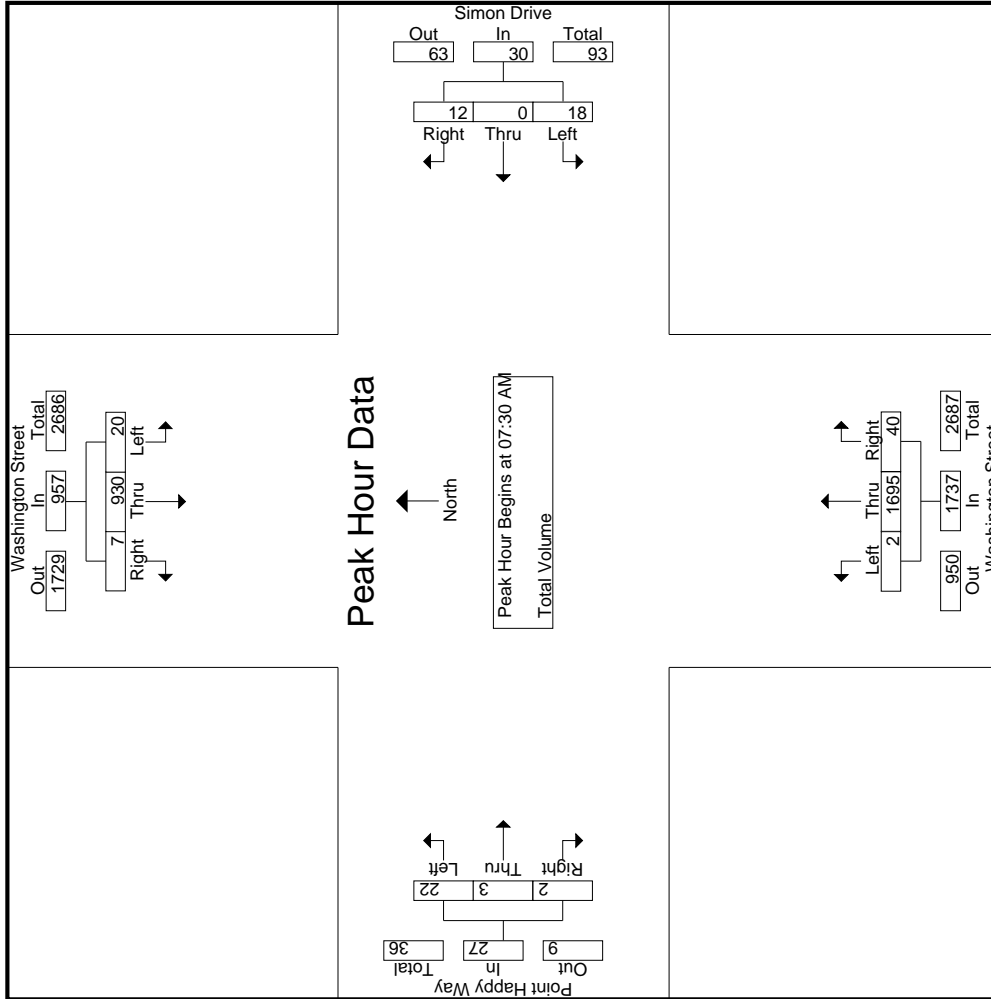
  

Start Time	Washington Street Southbound						Simon Drive Westbound						Washington Street Northbound						Point Happy Way Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
06:30 AM to 08:15 AM - Peak 1 of 1	3	200	0	0	203	2	0	1	3	0	0	465	10	0	475	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
Peak Hour for Entire Intersection Begins at 07:30 AM	2	258	1	1	261	7	0	2	9	1	0	472	7	0	480	7	0	1	8	0	0	0	0	0	0	0	0	0	1	8	758	760				
07:30 AM	3	200	0	0	203	2	0	1	3	0	0	465	10	0	475	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
07:45 AM	2	258	1	1	261	7	0	2	9	1	0	472	7	0	480	7	0	1	8	0	0	0	0	0	0	0	0	0	1	8	758	760				
08:00 AM	9	257	3	0	269	5	0	7	391	13	0	404	13	0	404	1	1	0	2	0	0	0	0	0	0	0	0	0	5	641	646					
08:15 AM	6	215	3	0	224	4	0	7	391	13	0	404	13	0	404	1	1	0	2	0	0	0	0	0	0	0	0	0	19	4657	4676					
Total Volume	20	930	7	0.7	957	18	0	12	30	2	1695	40	1737	22	3	2	27	2751																		
% App. Total	2.1	97.2	0.7		58.3	2.1	97.2	0.7	31.4	0.5	0	65.4	1.4	66.8	1.4		0.4	99.6																		
PHF	.556	.901	.583		.889	.643	.000	.429	.682	.500	.898	.769	.905	.611	.375	.500	.675	.907																		

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

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



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

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

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

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

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

Groups Printed- Total Volume

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

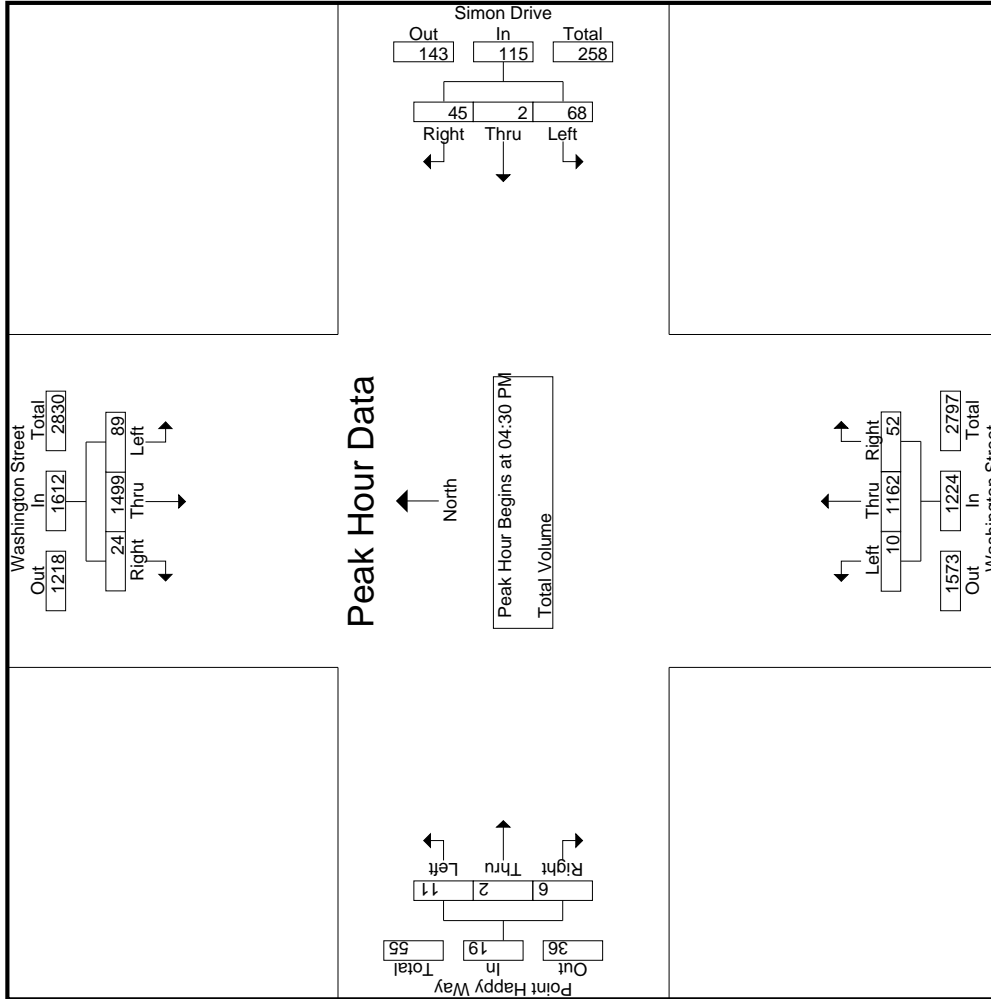
Start Time	Washington Street Southbound					Simon Drive Westbound					Washington Street Northbound					Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total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

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

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

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



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

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

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

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

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

Groups Printed- Total Volume

Start Time	Washington Street Southbound				Simon Drive Westbound				Washington Street Northbound				Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
11:00 AM	15	180	4	1	199	13	2	12	5	27	3	285	13	1	301	7	531	538		
11:15 AM	20	222	3	0	245	11	0	19	6	30	1	262	13	0	276	6	560	566		
11:30 AM	28	205	7	3	240	15	1	13	7	29	5	311	16	0	332	10	603	613		
11:45 AM	26	216	6	0	248	12	1	9	5	22	1	328	11	0	340	6	616	622		
Total	89	823	20	4	932	51	4	53	23	108	10	1186	53	1	1249	29	2310	2339		
12:00 PM	21	220	11	0	252	17	3	15	1	35	3	345	19	1	367	2	657	659		
12:15 PM	37	218	3	0	258	10	1	12	8	23	3	303	18	0	324	4	610	619		
12:30 PM	35	228	4	0	267	12	0	14	8	26	3	299	19	2	321	6	622	632		
12:45 PM	24	246	3	0	273	18	0	16	6	34	3	253	9	0	265	4	578	584		
Total	117	912	21	0	1050	57	4	57	23	118	12	1200	65	3	1277	16	2467	2494		
Grand Total	206	1735	41	4	1982	108	8	110	46	226	22	2386	118	4	2526	33	4	43	4833	
Approch %	10.4	87.5	2.1		47.8	3.5	48.7			4.7	0.9	94.5	4.7		52.9	76.7	9.3	14		
Total %	4.3	36.3	0.9		41.5	2.3	0.2	2.3		4.7	0.5	49.9	2.5		52.9	0.7	0.1	0.1	1.2	98.8

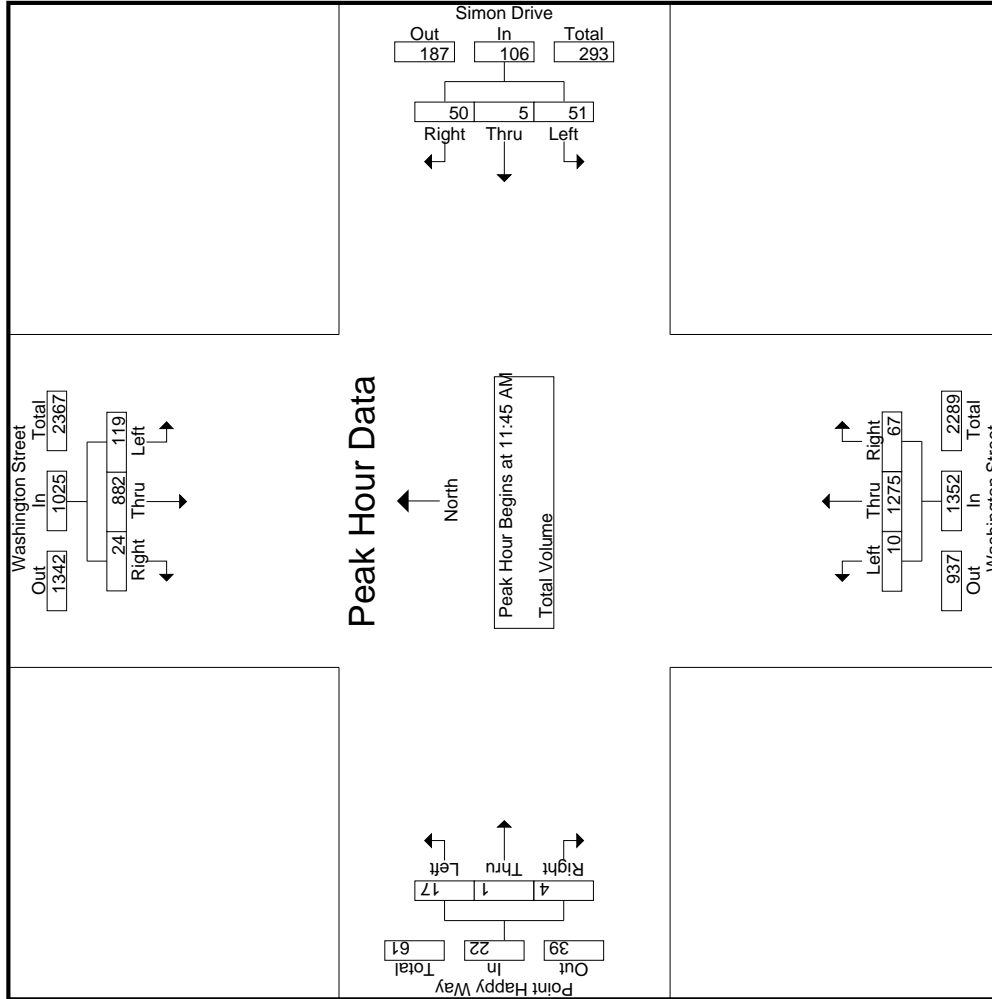
Start Time	Washington Street Southbound				Simon Drive Westbound				Washington Street Northbound				Point Happy Way Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
11:45 AM	26	216	6		248	12	1	9		22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



Counts Unlimited, Inc.  
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 (951) 268-6268

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

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



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

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

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

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



Date: 5/7/2014  
 File: LQAWAWP

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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



Date: 5/7/2014  
 File: LQAWAWP

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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

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

Groups Printed- Total Volume

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

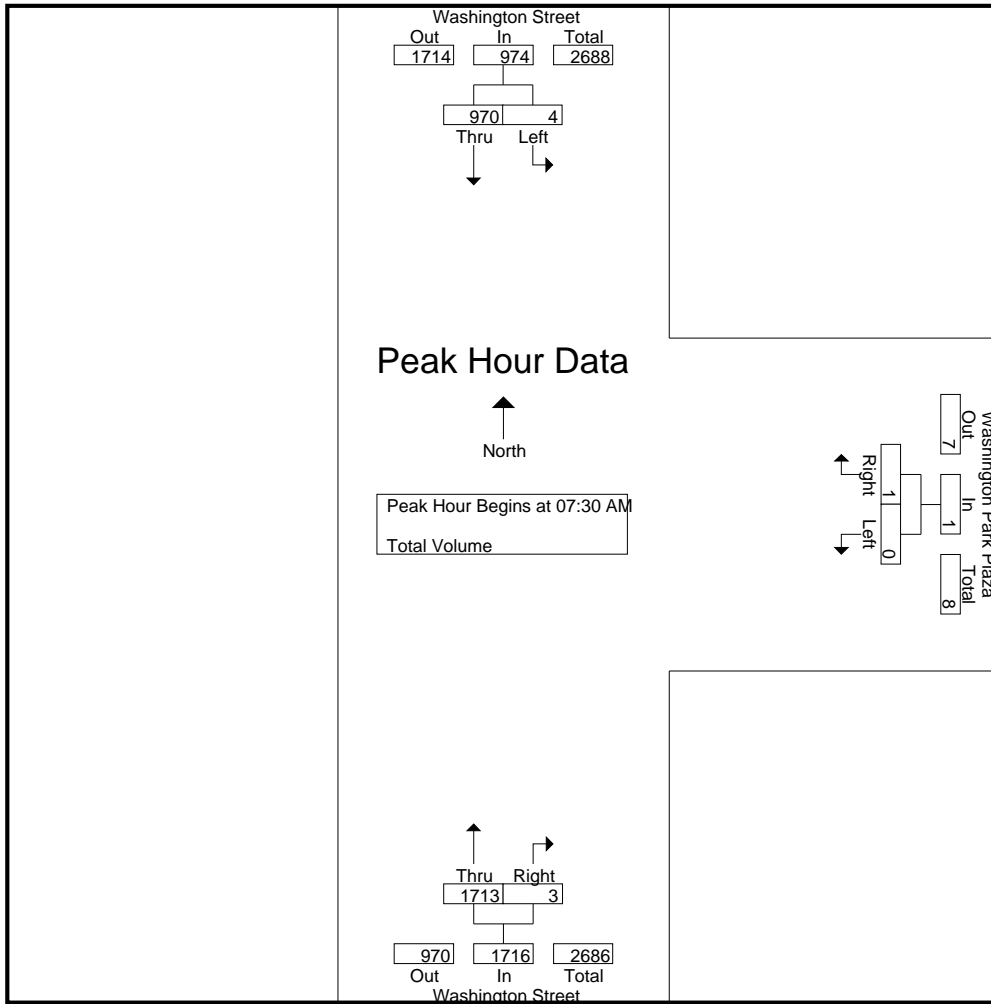
Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	210	210	0	0	0	<b>488</b>	<b>1</b>	<b>489</b>	699
07:45 AM	0	<b>275</b>	<b>275</b>	0	0	0	474	0	474	<b>749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

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

Peak Hour for Entire Intersection Begins at 07:30 AM

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

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



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

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

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

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

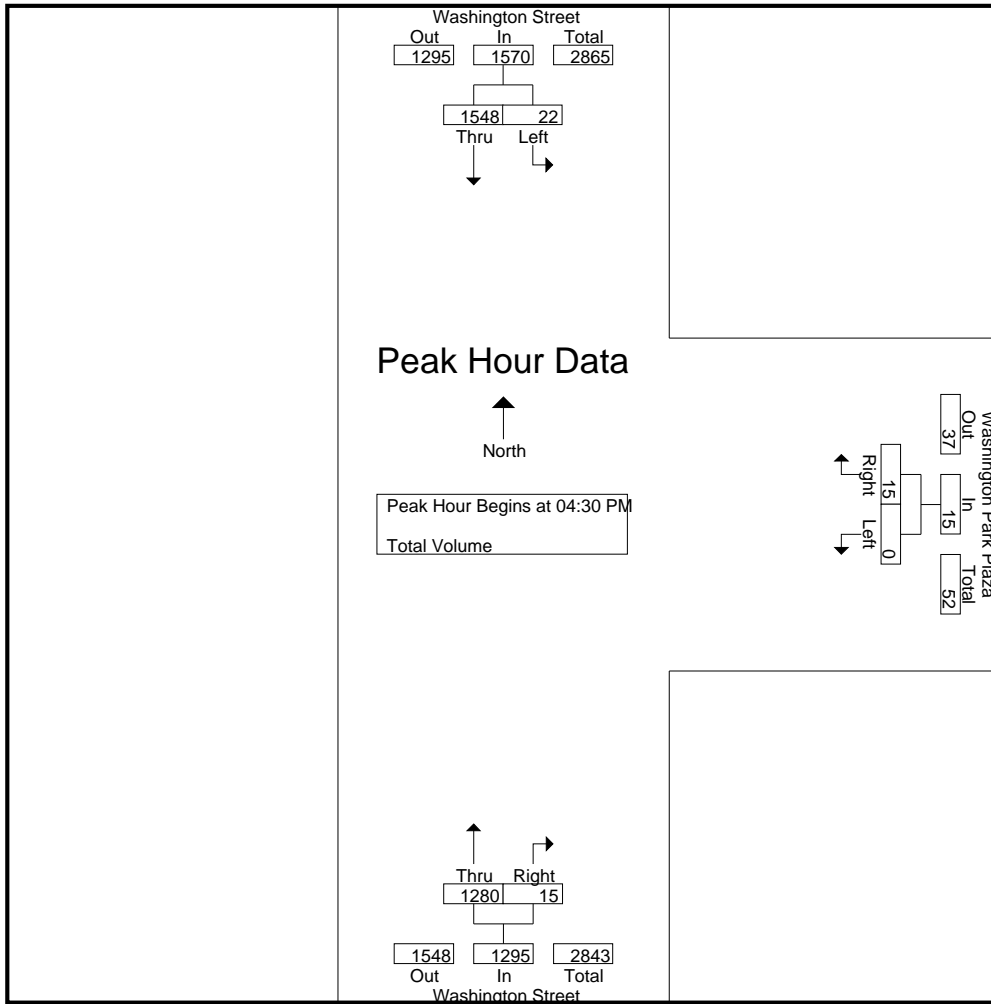
Groups Printed- Total Volume

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

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

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

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



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

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



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

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

Groups Printed- Total Volume

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

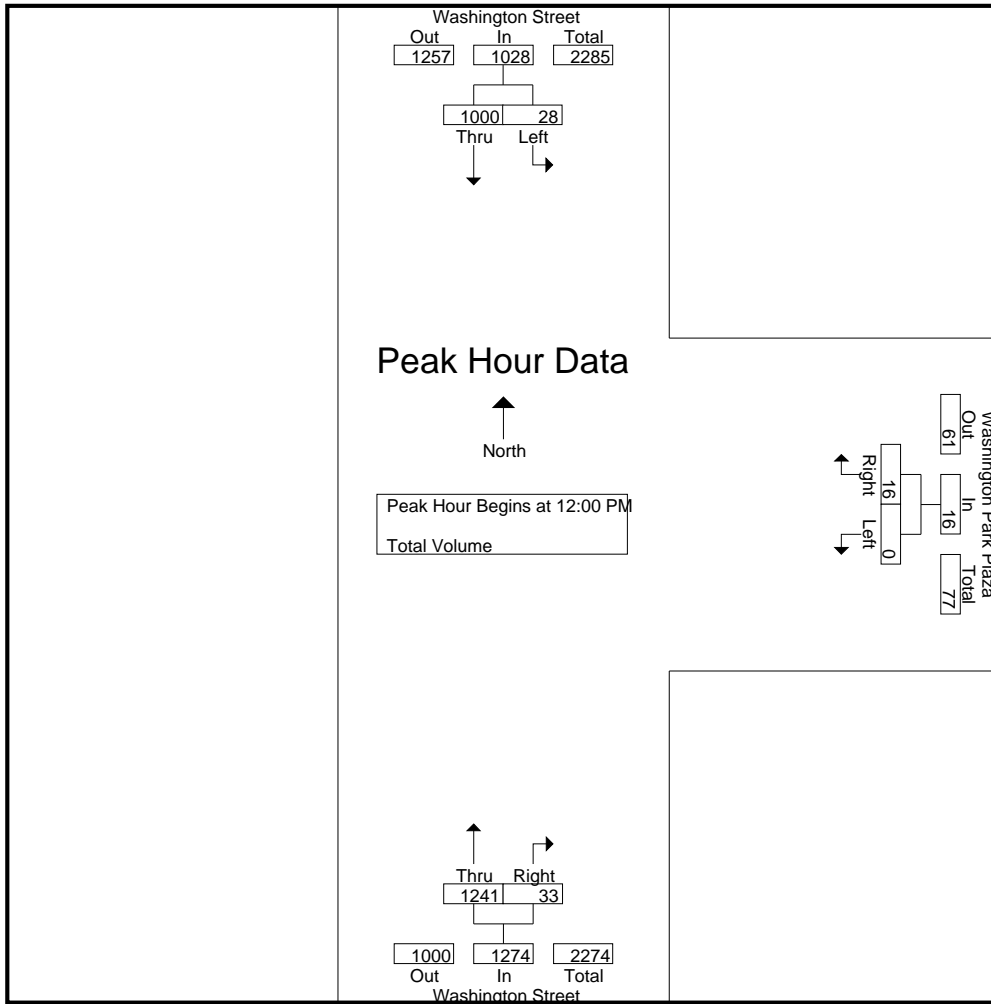
Start Time	Washington Street Southbound			Washington Park Plaza Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM	8	221	229	0	3	3	327	6	333	565
12:15 PM	3	<b>284</b>	<b>287</b>	0	4	4	289	6	295	586
12:30 PM	<b>10</b>	242	252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

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

Peak Hour for Entire Intersection Begins at 12:00 PM

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

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



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

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

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



Date: 5/7/2014  
 File : LQAWAWP

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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



Date: 5/7/2014  
 File: LQAWAWP

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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

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

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

Groups Printed- Total Volume

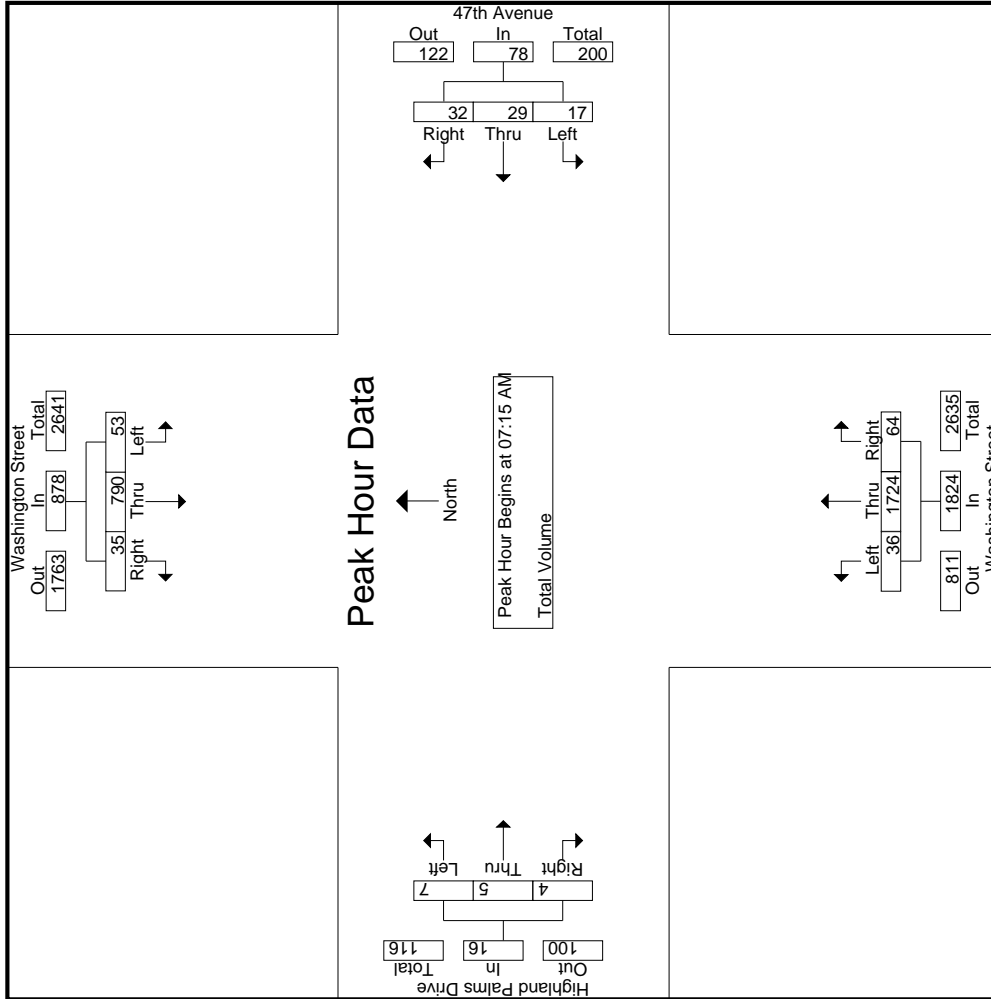
Start Time	Washington Street Southbound					47th Avenue Westbound					Washington Street Northbound					Highland Palms Drive Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int.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

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

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

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



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City of La Quinta  
 N/S: Washington Street  
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 Weather: Clear

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

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

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City of La Quinta  
 N/S: Washington Street  
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 Weather: Clear

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

Groups Printed- Total Volume

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

Start Time	Washington Street Southbound					47th Avenue Westbound					Washington Street Northbound					Highland Palms Drive Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	04:30 PM	6	316	0		322	14	2	21		37	1	290	10		301	2	2	1		5			665
04:45 PM	11	363	0		374	12	0	11		23	6	258	15		279	2	3	1		6			682	
05:00 PM	8	405	0		413	16	2	21		39	0	294	18		312	1	1	0		2			766	
05:15 PM	7	405	3		415	9	3	15		27	2	303	14		319	2	1	2		5			766	
Total Volume	32	1489	3		1524	51	7	68		126	9	1145	57		1211	7	7	4		18			2879	
% App. Total	2.1	97.7	0.2		51.4	40.5	5.6	54		54	0.7	94.5	4.7		43.6	38.9	38.9	22.2					.940	
PHF	.727	.919	.250		.918	.797	.583	.810		.808	.375	.945	.792		.949	.875	.583	.500						

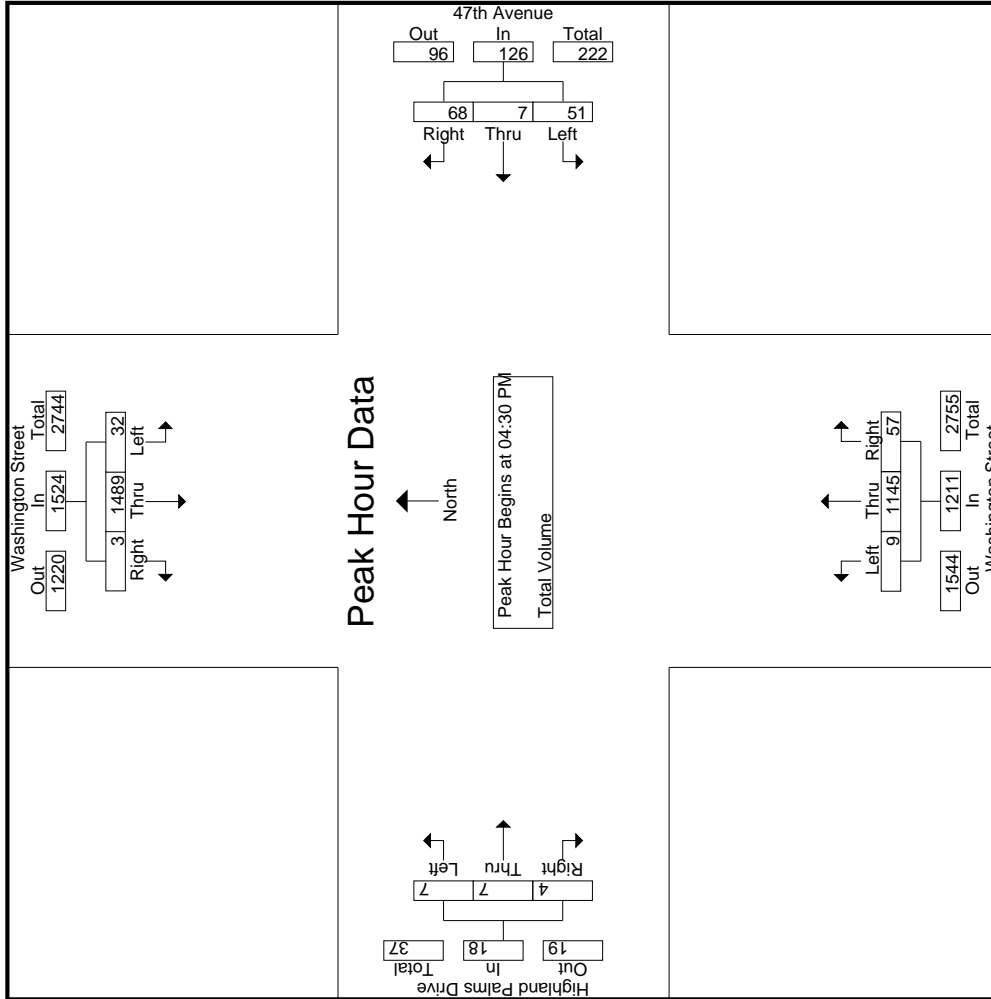
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM



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

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



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

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

Start Time	Washington Street Southbound			47th Avenue Westbound			Washington Street Northbound			Highland Palms Drive Eastbound			App. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	6	316	0	322	3	12	24	4	310	23	337	3	2	1	6
+15 mins.	11	363	0	374	1	25	38	3	292	13	308	1	4	0	5
+30 mins.	8	405	0	413	1	19	36	2	279	18	299	2	2	0	4
+45 mins.	7	405	3	415	5	23	39	5	310	12	327	0	4	0	4
Total Volume	32	1489	3	1524	10	79	137	14	1191	66	1271	6	12	1	19
% App. Total	2.1	97.7	0.2	98.1	7.3	57.7	8.8	1.1	93.7	5.2	94.3	31.6	63.2	5.3	79.2
PHF	.727	.919	.250	.918	.500	.790	.878	.700	.960	.717	.943	.500	.750	.250	.792

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

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

Groups Printed- Total Volume

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

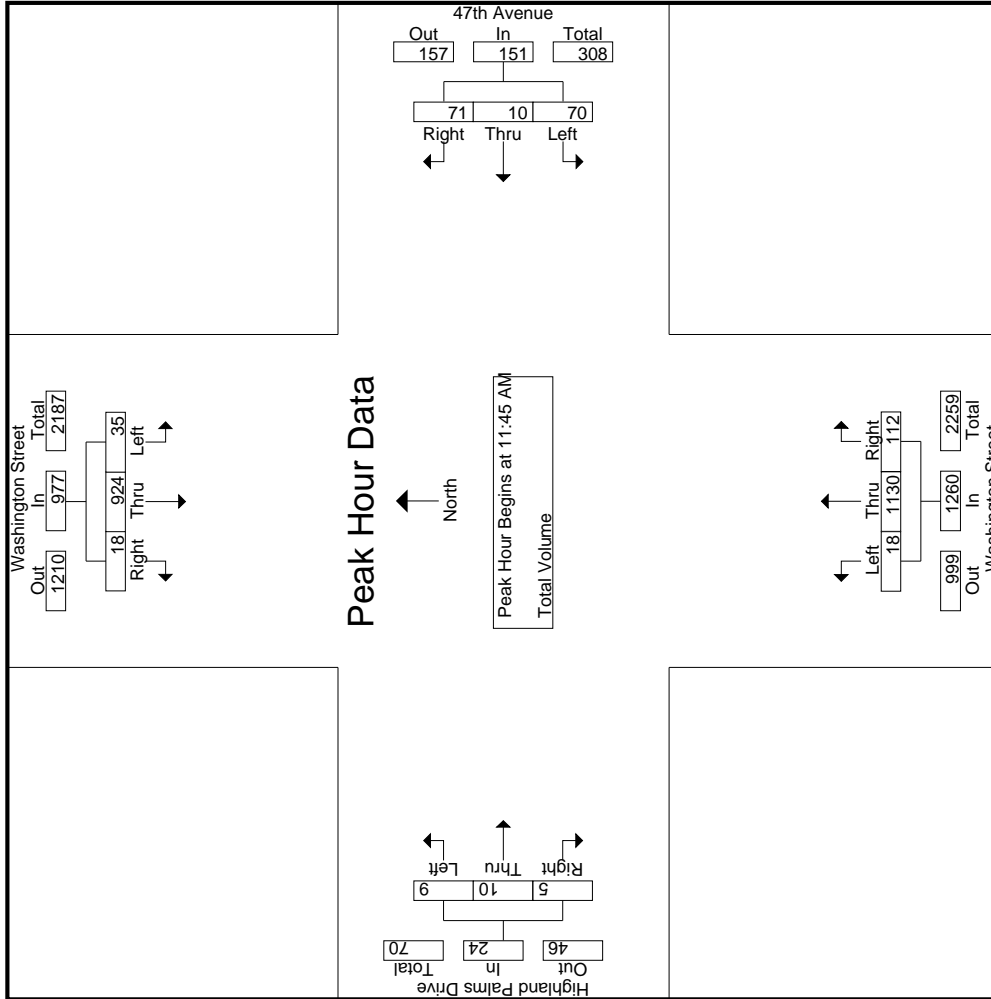
  

Start Time	Washington Street Southbound				47th Avenue Westbound				Washington Street Northbound				Highland Palms Drive Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour Analysis From 11:00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

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City of La Quinta  
 N/S: Washington Street  
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 Weather: Clear

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



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City of La Quinta  
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 Weather: Clear

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

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

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



Date: 5/7/2014  
 File : LQAWAWP

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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



Date: 5/7/2014  
 File: LQAWAWP

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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

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

Groups Printed- Total Volume

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

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

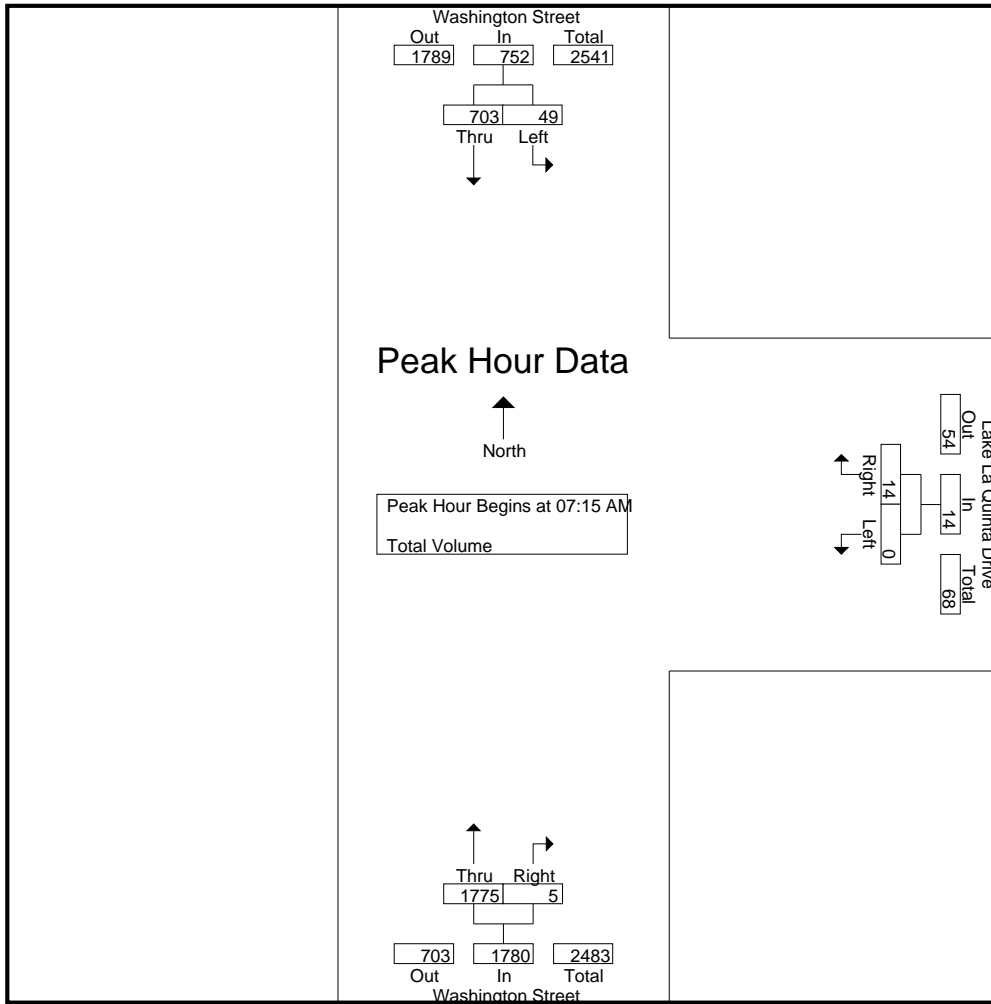
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



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

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



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

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

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

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

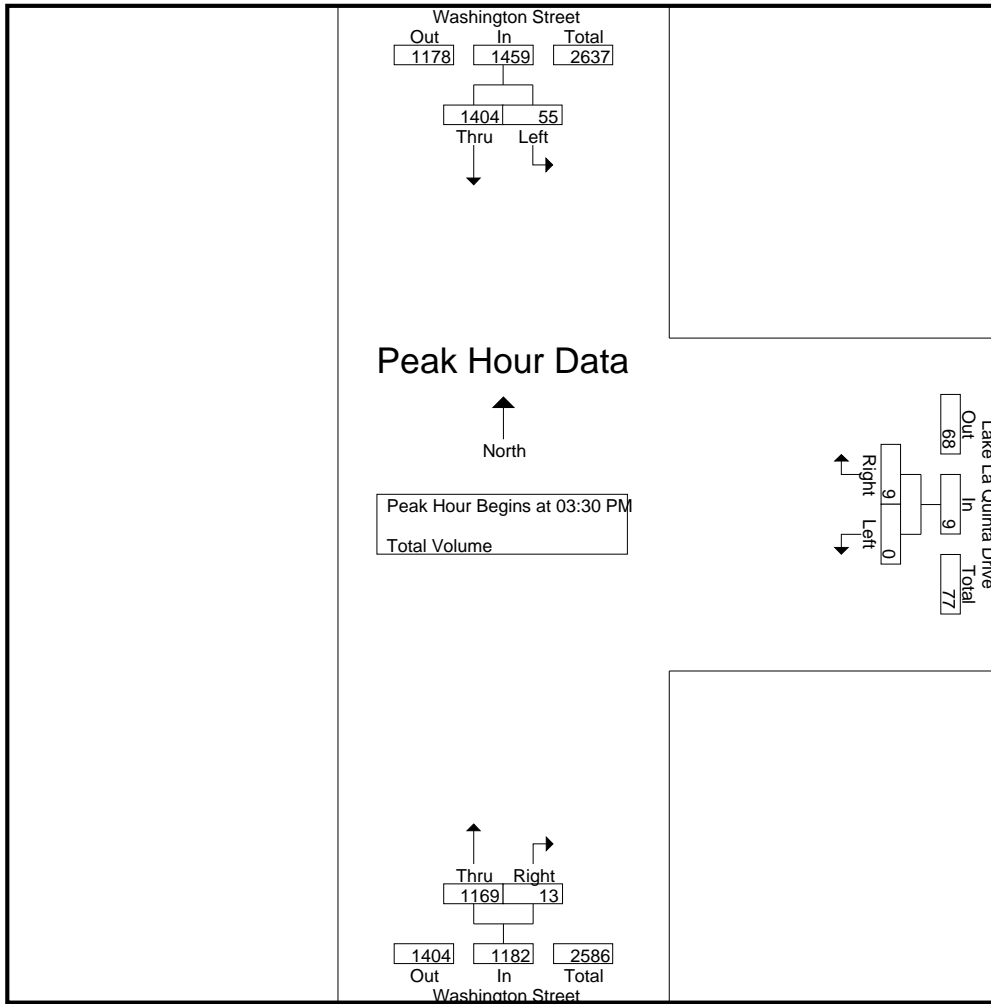
Groups Printed- Total Volume

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

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

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

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



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

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

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

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

Groups Printed- Total Volume

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

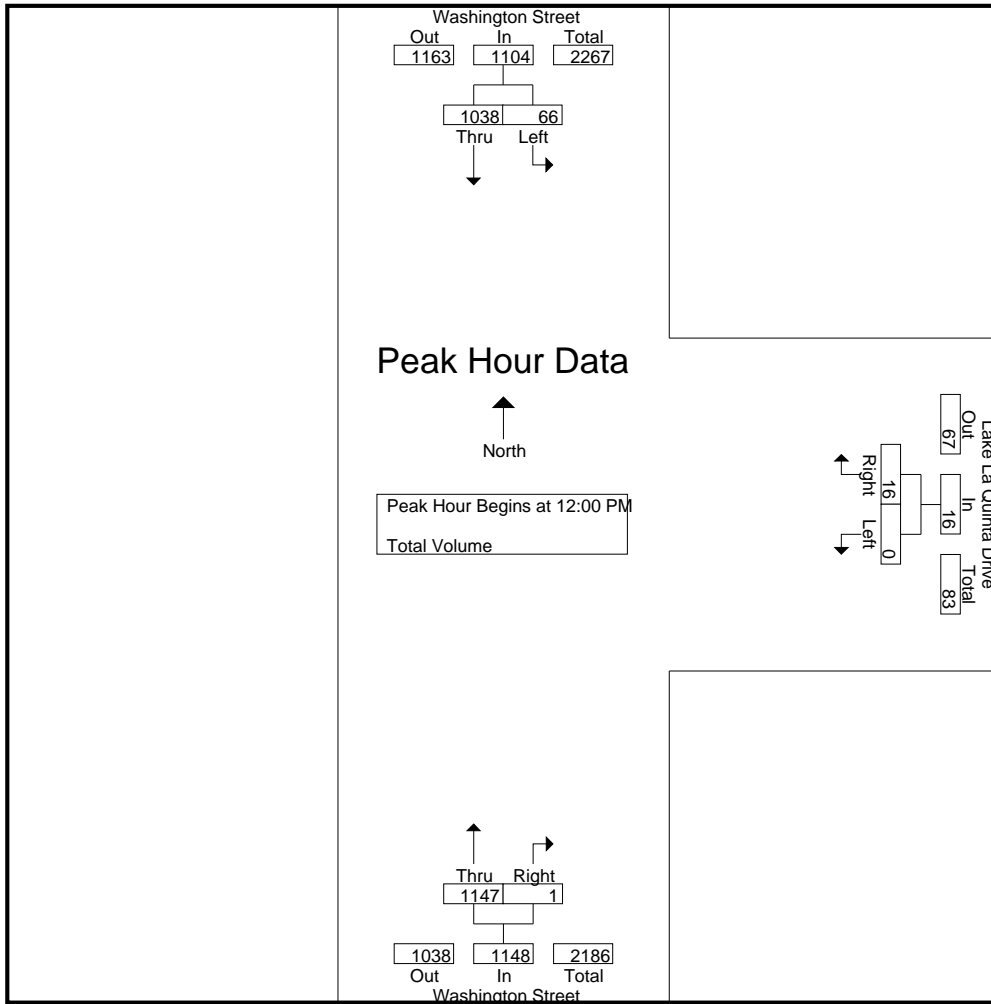
Start Time	Washington Street Southbound			Lake La Quinta Drive Westbound			Washington Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM	<b>29</b>	207	236	0	<b>6</b>	<b>6</b>	<b>309</b>	<b>1</b>	<b>310</b>	552
12:15 PM	25	262	287	0	5	5	245	0	245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

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

Peak Hour for Entire Intersection Begins at 12:00 PM

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

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



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

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

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



Date: 5/7/2014  
 File : LQAWALL

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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



Date: 5/7/2014  
 File: LQAWALL

WEEKDAY

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

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

SATURDAY

Date: 5/10/2014

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

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

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

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

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

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
06:30 AM	2	0	2	2	3	96	1	0	100	4	0	0	0	4	0	0	0	4	0	0	0	0	0	58	2	166	168	2	166	168
06:45 AM	3	0	0	0	3	136	2	0	139	2	0	1	1	3	0	1	1	3	2	87	1	0	0	90	1	235	236	3	401	404
Total	5	0	2	2	7	232	3	0	239	6	0	1	1	7	0	1	1	7	4	143	1	0	0	148	3	401	404	3	401	404
07:00 AM	3	0	0	0	3	139	1	0	141	1	1	5	2	7	1	5	2	7	5	93	2	0	0	100	2	251	253	2	251	253
07:15 AM	5	0	0	0	5	221	3	0	225	7	2	6	4	15	5	118	0	0	0	0	0	0	123	4	368	372	4	368	372	
07:30 AM	6	1	0	0	7	244	2	0	249	7	1	4	3	12	2	151	3	0	0	0	0	0	156	3	424	427	3	424	427	
07:45 AM	6	0	0	0	6	256	3	1	265	10	0	3	3	13	4	151	1	0	0	0	0	0	156	4	440	444	4	440	444	
Total	20	1	0	0	21	860	9	1	860	25	4	18	12	47	16	513	6	0	0	0	0	0	535	13	1483	1496	13	1483	1496	
08:00 AM	4	0	0	0	4	191	1	0	196	6	0	3	2	9	5	149	7	0	0	0	0	0	161	2	370	372	2	370	372	
08:15 AM	8	0	0	0	8	182	5	0	195	11	8	5	2	24	8	152	5	0	0	0	0	0	165	2	392	394	2	392	394	
Grand Total	37	1	2	2	40	27	1465	18	1510	48	12	27	17	87	33	957	19	0	0	0	0	0	1009	20	2646	2666	20	2646	2666	
Approch %	92.5	2.5	5			1.8	97	1.2	57.1	55.2	13.8	31		3.3	3.3	94.8	1.9						38.1	0.8	99.2					
Total %	1.4	0	0.1			1.5	55.4	0.7	57.1	1.8	0.5	1		3.3	1.2	36.2	0.7						38.1	0.8	99.2					
Passenger Vehicles	37	1	1	1	40	26	1393	17	1437	44	12	27	100	100	30	908	17	0	0	0	0	0	955	0	0	2532	0	0	95	
% Passenger Vehicles	100	100	50	50	95.2	96.3	95.1	94.4	100	91.7	100	100	100	96.2	90.9	94.9	89.5	0	0	0	0	0	94.6	0	0	95	0	0	95	
Large 2 Axle Vehicles	0	0	0	0	0	0	52	1	53	4	0	0	0	4	3	34	2	0	0	0	0	0	39	0	0	96	0	0	96	
% Large 2 Axle Vehicles	0	0	0	0	0	0	3.5	5.6	3.5	8.3	0	0	0	3.8	9.1	3.6	10.5	0	0	0	0	0	3.9	0	0	3.6	0	0	3.6	
3 Axle Vehicles	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	5	0	0	5		
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0	0.1	0	0	0	0	0	0.1	0	0	0.2	0	0	0.2		
4+ Axle Trucks	0	0	1		2	1	16	0	17	0	0	0	0	0	0	14	0	0	0	0	0	14	0	0	33	0	0	33		
% 4+ Axle Trucks	0	0	50	50	4.8	3.7	1.1	0	1.1	0	0	0	0	0	0	1.5	0	0	0	0	0	1.4	0	0	1.2	0	0	1.2		

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
07:30 AM	6	1	0	0	7	3	244	2	249	2	249	7	1	4	2	151	3	0	0	0	0	0	156	3	156	424	3	156	424	
07:45 AM	6	0	0	0	6	6	256	3	265	10	6	3	0	3	4	151	1	0	0	0	0	0	156	1	156	440	1	156	440	
08:00 AM	4	0	0	0	4	4	191	1	196	6	4	6	0	3	5	149	7	0	0	0	0	0	161	7	161	370	7	161	370	
08:15 AM	8	0	0	0	8	8	182	5	195	11	8	11	8	5	8	152	5	0	0	0	0	0	165	5	165	392	5	165	392	
Total Volume	24	1	0	0	25	21	873	11	905	34	9	15	15	15	19	603	16	0	0	0	0	0	638	16	638	1626	16	638	1626	
% App. Total	96	4	0	0	100	2.3	96.5	1.2	95.1	58.6	15.5	25.9	25.9	25.9	3	94.5	2.5	0	0	0	0	0	94.5	2.5	94.5	924	2.5	94.5	924	
PHF	.750	.250	.000	.000	.781	.656	.853	.550	.854	.773	.281	.750	.750	.750	.594	.992	.571	.967	.924	.924	.571	.967	.924	.571	.967	.924	.571	.967	.924	

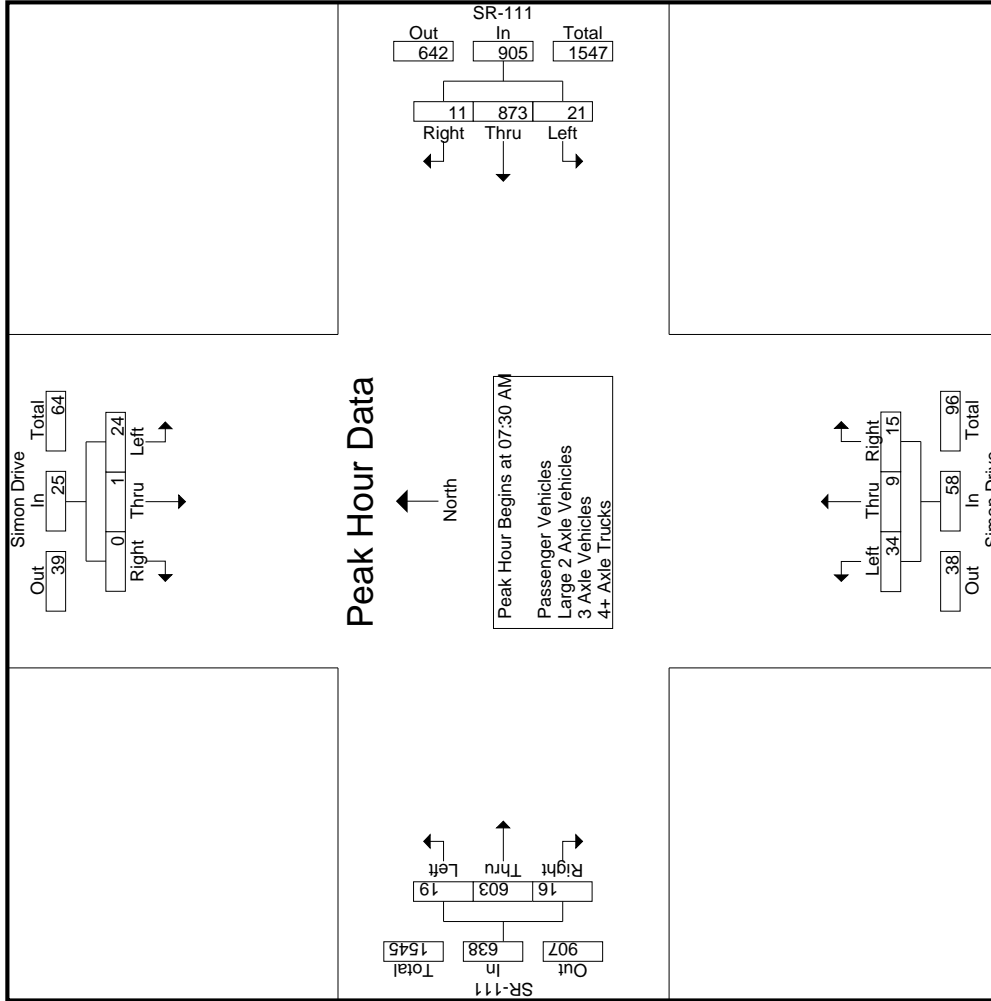
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM



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

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

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



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

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

File Name : LQASI1111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	6	1	0	7	1	221	3	225	7	1	4	12	2	151	3	156
+15 mins.	6	0	0	6	3	244	2	249	10	0	3	13	4	151	1	156
+30 mins.	4	0	0	4	<b>6</b>	<b>256</b>	3	<b>265</b>	6	0	3	9	5	149	7	161
+45 mins.	<b>8</b>	0	0	<b>8</b>	4	191	1	196	<b>11</b>	<b>8</b>	<b>5</b>	<b>24</b>	<b>8</b>	<b>152</b>	<b>5</b>	<b>165</b>
Total Volume	24	1	0	25	14	912	9	935	34	9	15	58	19	603	16	638
% App. Total	96	4	0	25	1.5	97.5	1	98.2	58.6	15.5	25.9	3	3	94.5	2.5	96.8
PHF	.750	.250	.000	.781	.583	.891	.750	.882	.773	.281	.750	.604	.594	.992	.571	.967

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

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

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

Groups Printed- Passenger Vehicles

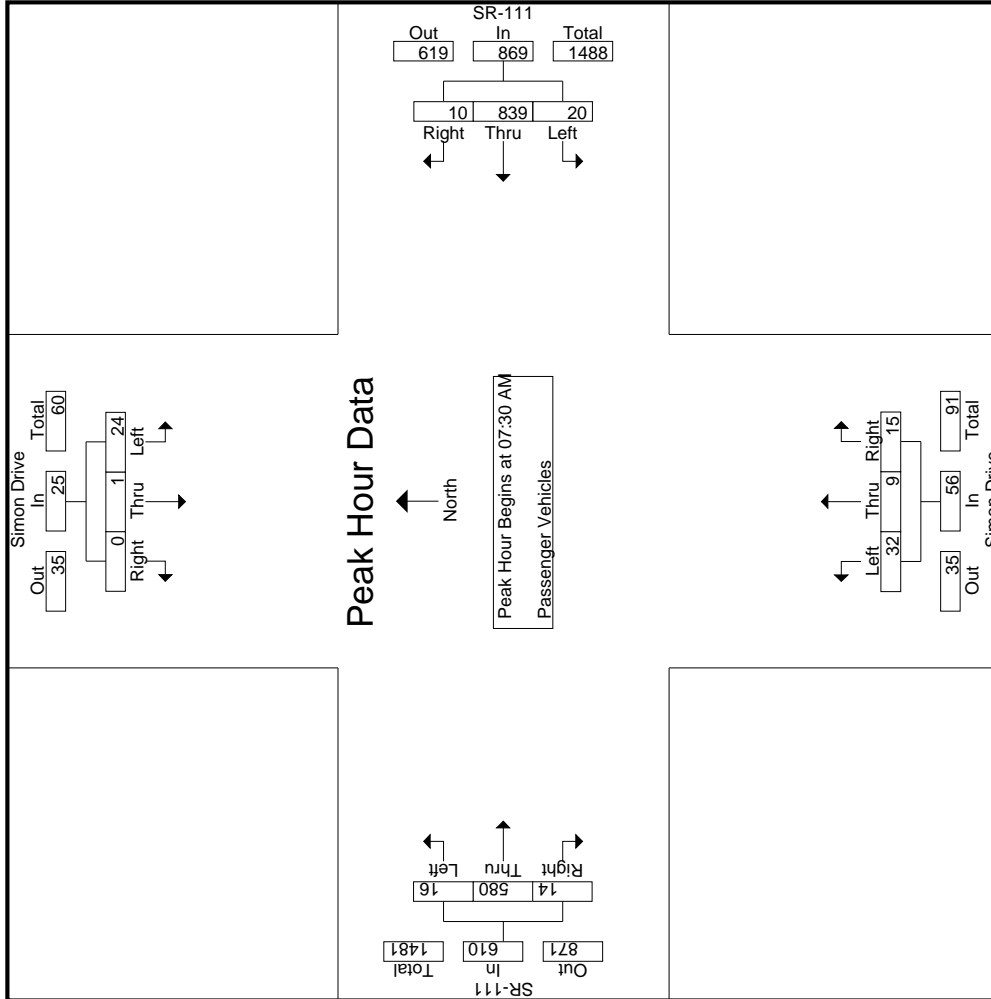
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	06:30 AM	2	0	1	1	3	3	85	1	0	89	3	0	0	0	3	55	0	0	57	1	152	153	
06:45 AM	3	0	0	0	3	1	128	2	0	131	2	0	1	1	3	2	79	1	82	1	219	220		
Total	5	0	1	1	6	4	213	3	0	220	5	0	1	1	6	4	134	1	139	2	371	373		
07:00 AM	3	0	0	0	3	1	132	1	0	134	0	1	5	2	6	5	86	2	93	2	236	238		
07:15 AM	5	0	0	0	5	1	209	3	0	213	7	2	6	4	15	5	108	0	113	4	346	350		
07:30 AM	6	1	0	0	7	3	237	2	0	242	6	1	4	3	11	1	144	3	148	3	408	411		
07:45 AM	6	0	0	0	6	6	247	3	1	256	10	0	3	3	13	4	146	1	151	4	426	430		
Total	20	1	0	0	21	11	825	9	1	845	23	4	18	12	45	15	484	6	505	13	1416	1429		
08:00 AM	4	0	0	0	4	4	180	0	0	184	6	0	3	2	9	4	144	5	153	2	350	352		
08:15 AM	8	0	0	0	8	7	175	5	0	187	10	8	5	2	23	7	146	5	158	2	376	378		
Grand Total	37	1	1	1	39	26	1393	17	1	1436	44	12	27	17	83	30	908	17	955	19	2513	2532		
Approch %	94.9	2.6	2.6			1.8	97	1.2		57.1	53	14.5	32.5		3.3	3.1	95.1	1.8	38	0.8	99.2			
Total %	1.5	0	0	0	1.6	1	55.4	0.7		57.1	1.8	0.5	1.1			1.2	36.1	0.7						

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:30 AM	6	1	0	0	7	3	237	2	0	184	242	6	1	4	11	1	144	3	148	3	408	408	
07:45 AM	6	0	0	0	6	6	247	3	0	256	10	10	0	3	13	4	146	1	151	1	426	426		
08:00 AM	4	0	0	0	4	4	180	0	0	184	184	6	0	3	9	4	144	5	153	5	350	350		
08:15 AM	8	0	0	0	8	7	175	5	0	187	187	10	8	5	23	7	146	5	158	5	376	376		
Total Volume	24	1	0	0	25	20	839	10	0	869	869	32	9	15	56	16	580	14	610	14	1560	1560		
% App. Total	96	4	0	0		2.3	96.5	1.2		57.1	57.1	16.1	26.8		2.6	95.1	2.3		2.3					
PHF	.750	.250	.000		.781	.714	.849	.500		.849	.800	.281	.750		.609	.571	.993	.700	.965		.915			

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

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

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



Counts Unlimited, Inc.  
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City of La Quinta  
 N/S: Simon Drive  
 E/W: SR-111  
 Weather: Clear

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

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

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

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

Groups Printed- Large 2 Axle Vehicles

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

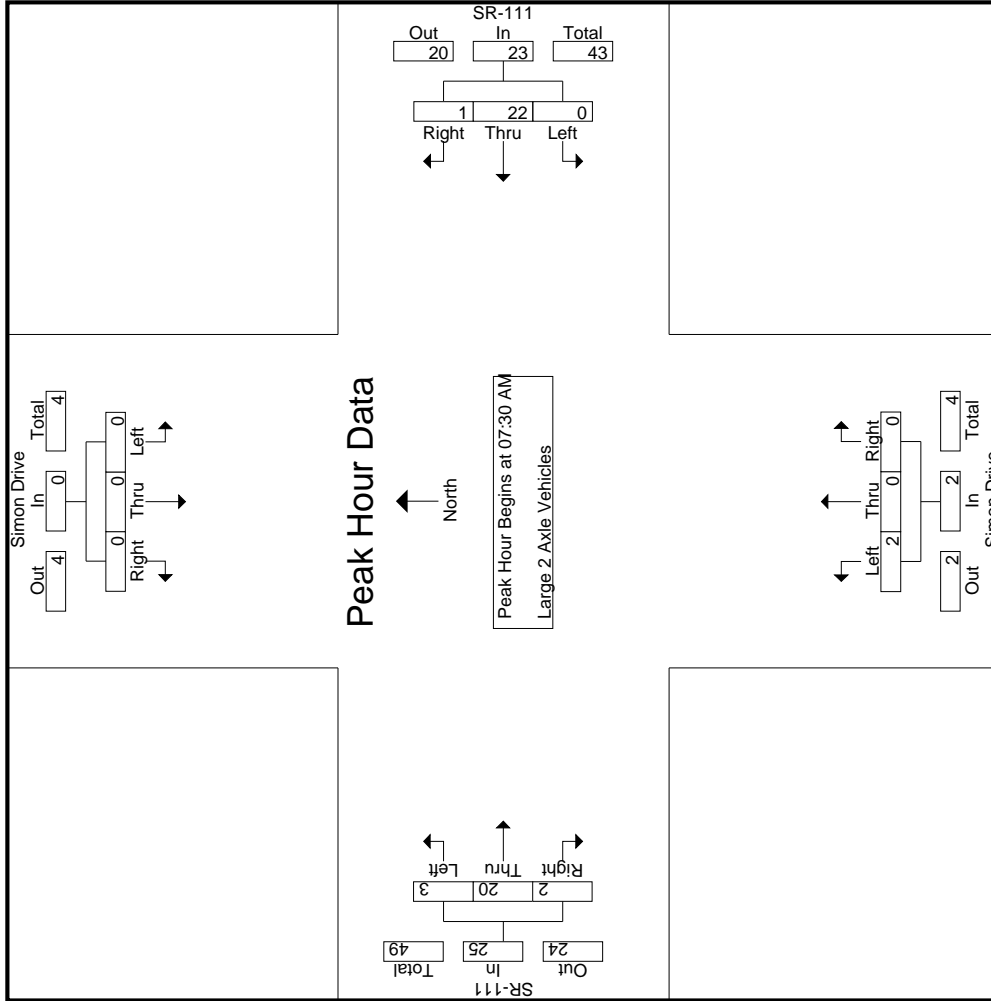
  

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0
Peak Hour for Entire Intersection Begins at 07:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0
07:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	5	2	0	7	0	0	0
07:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	6	0	0	7	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>
% App. Total	0	0	0	0	0	0	95.7	4.3	0	4.3	100	0	0	0	0	12	80	8	0	80	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.688	.250	.000	.639	.500	.000	.000	.000	.500	.750	.833	.250	.781	.735	.000	.735	.000

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

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

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



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 PO Box 1178  
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City of La Quinta  
 N/S: Simon Drive  
 E/W: SR-111  
 Weather: Clear

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

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



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

File Name : LQASI111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	06:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Approch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	0	80	0	0	0	80	0	0	0	0	0	0	0	0	20	0	0	0	20	0

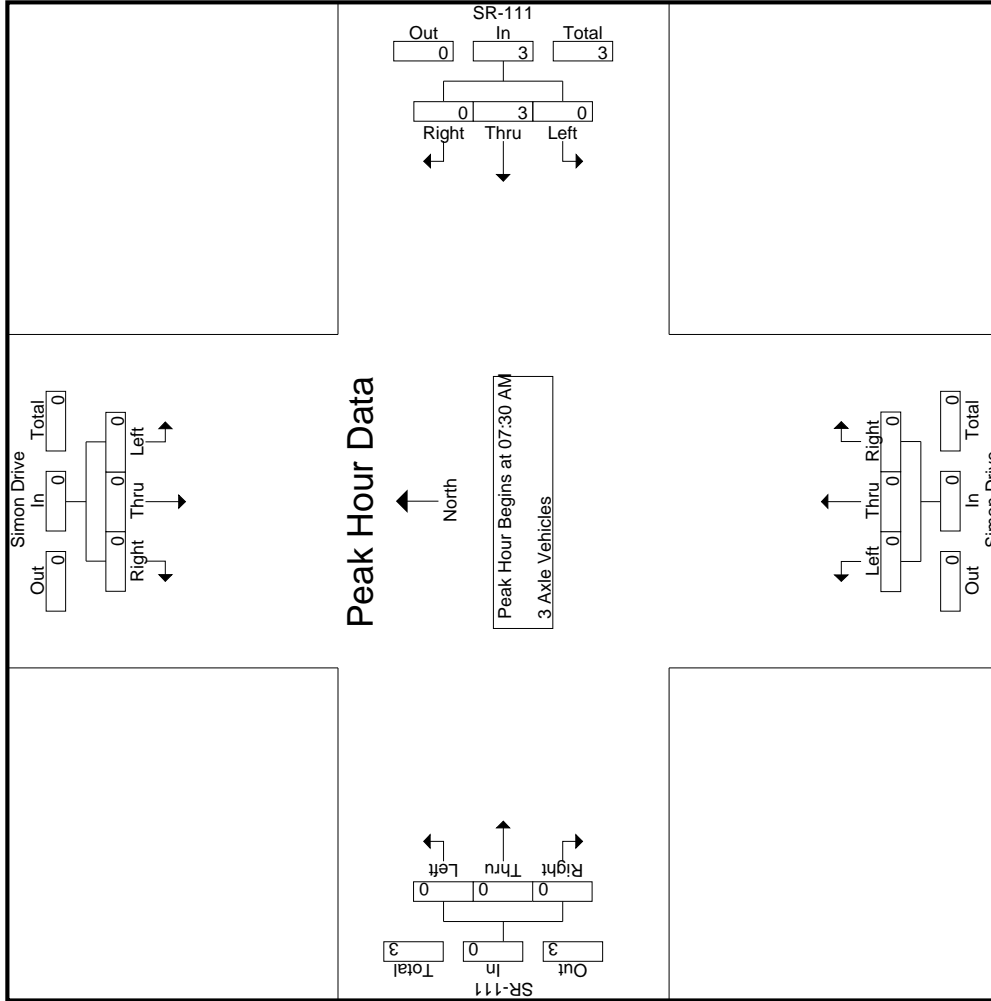
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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

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

File Name : LQASI1111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

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

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

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

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

Groups Printed- 4+ Axle Trucks

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	06:30 AM	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3	4
06:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Total	0	0	1	1	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	1	10	11	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	0	5	5	
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	0	5	5	
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	0	0	0	0	0	16	16	
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	
08:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4	
Grand Total	0	0	1	1	1	1	16	0	0	17	0	0	0	0	0	14	0	0	0	0	1	32	33	
Approch %	0	0	100		3.1	5.9	94.1	0	0	53.1	0	0	0	0	0	100	0	0	0	0	3	97		
Total %	0	0	3.1		3.1	3.1	50	0	0	53.1	0	0	0	0	0	43.8	0	0	0	0	3	97		

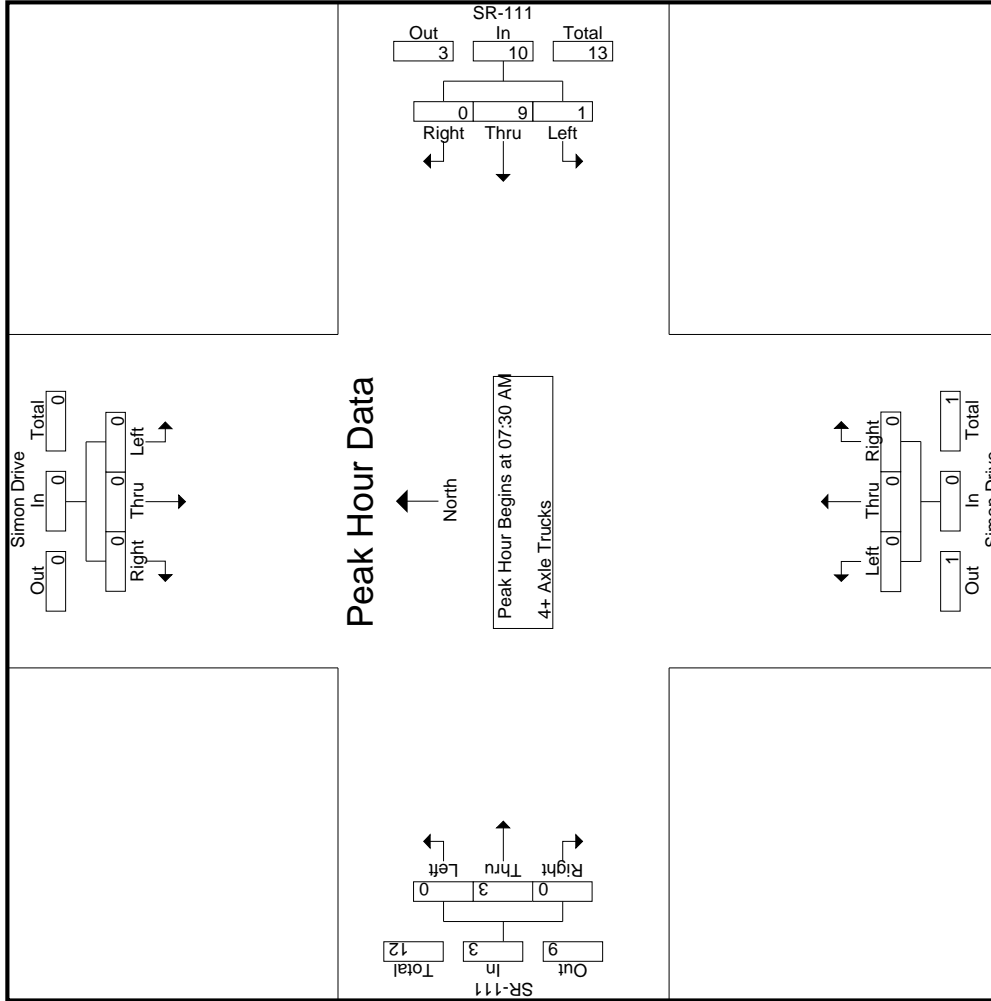
Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	0	2	5
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	3	0	0	0	0	3	13
% App. Total	0	0	0	0	0	10	90	0	0	100	0	0	0	0	0	100	0	0	0	0	0	375	.650
PHF	.000	.000	.000	.000	.000	.250	.750	.000	.000	.625	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.650	

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

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

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



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

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

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

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City of La Quinta  
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 Weather: Clear

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

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

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

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City of La Quinta  
 N/S: Simon Drive  
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 Weather: Clear

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

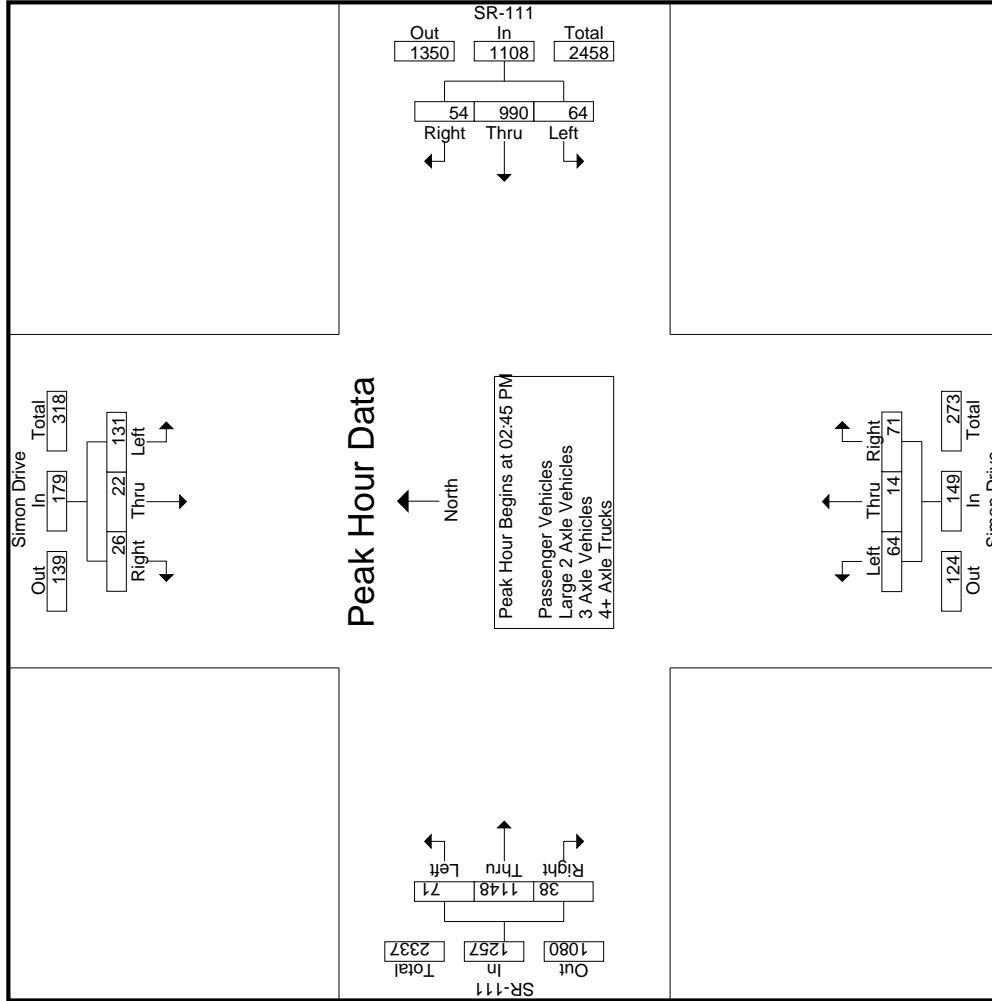
Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 02:45 PM																
02:45 PM	30	5	4	39	18	242	13	273	11	4	18	33	23	266	8	297
03:00 PM	25	6	6	37	17	250	12	279	15	6	14	35	20	283	8	311
03:15 PM	33	4	5	42	15	233	16	264	18	3	24	45	16	315	13	344
03:30 PM	43	7	11	61	14	265	13	292	20	1	15	36	12	284	9	305
Total Volume	131	22	26	179	64	990	54	1108	64	14	71	149	71	1148	38	1257
% App. Total	73.2	12.3	14.5	4.9	5.8	89.4	4.9	43	43	9.4	47.7	5.6	5.6	91.3	3	969
PHF	.762	.786	.591	.734	.889	.934	.844	.949	.800	.583	.740	.828	.772	.911	.731	.914



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City of La Quinta  
 N/S: Simon Drive  
 E/W: SR-111  
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File Name : LQASI111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3



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City of La Quinta  
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 E/W: SR-111  
 Weather: Clear

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

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

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 Weather: Clear

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

Groups Printed- Passenger Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
02:30 PM	33	8	2	2	43		18	235	14	1	267		20	3	3	0	26		14	284	16	0	314					
02:45 PM	30	5	4	3	39		18	240	13	1	271		11	4	18	17	33		23	263	8	0	294					
Total	63	13	6	5	82		36	475	27	2	538		31	7	21	17	59		37	547	24	0	608					
03:00 PM	25	6	6	6	37		17	243	12	4	272		15	5	14	11	34		20	277	7	0	304					
03:15 PM	32	4	5	4	41		15	228	16	0	259		18	3	24	18	45		16	309	13	0	338					
03:30 PM	43	7	11	7	61		14	260	13	4	287		19	1	15	12	35		12	278	9	2	299					
03:45 PM	33	6	6	4	45		21	232	7	1	260		17	1	19	18	37		10	269	7	0	286					
Total	133	23	28	21	184		67	963	48	9	1078		69	10	72	59	151		58	1133	36	2	1227					
04:00 PM	26	5	5	2	36		9	215	15	1	239		20	8	11	6	39		16	218	12	1	246					
04:15 PM	39	5	4	4	48		17	190	15	0	222		11	4	16	13	31		15	211	10	1	236					
04:30 PM	31	8	2	2	41		18	244	10	0	272		5	2	13	10	20		10	255	9	1	274					
04:45 PM	38	4	3	3	45		19	194	12	3	225		11	3	16	12	30		13	245	11	1	269					
Total	134	22	14	11	170		63	843	52	4	958		47	17	56	41	120		54	929	42	4	1025					
05:00 PM	27	3	1	1	31		12	244	15	2	271		12	2	27	23	41		18	269	10	0	297					
05:15 PM	22	2	2	0	26		9	205	10	0	224		10	2	18	14	30		12	313	10	0	335					
Grand Total	379	63	51	38	493		187	2730	152	17	3069		169	38	194	154	401		179	3191	122	6	3492					
Approach %	76.9	12.8	10.3				6.1	89	5		42.1	9.5	48.4				5.1	91.4	3.5				2.4	42.8	1.6		46.8	
Total %	5.1	0.8	0.7		6.6		2.5	36.6	2		41.2	2.3	0.5	2.6	5.4		2.4	42.8	1.6				2.8	97.2				

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
02:45 PM	30	5	4	3	39		18	240	13	1	271		11	4	18	17	33		23	263	8	0	294					
03:00 PM	25	6	6	6	37		17	243	12	4	272		15	5	14	11	34		20	277	7	0	304					
03:15 PM	32	4	5	4	41		15	228	16	0	259		18	3	24	18	45		16	309	13	0	338					
03:30 PM	43	7	11	7	61		14	260	13	4	287		19	1	15	12	35		12	278	9	2	299					
03:45 PM	33	6	6	4	45		21	232	7	1	260		17	1	19	18	37		10	269	7	0	286					
Total	130	22	14	11	170		63	843	52	4	958		47	17	56	41	120		54	929	42	4	1025					
05:00 PM	27	3	1	1	31		12	244	15	2	271		12	2	27	23	41		18	269	10	0	297					
05:15 PM	22	2	2	0	26		9	205	10	0	224		10	2	18	14	30		12	313	10	0	335					
Grand Total	379	63	51	38	493		187	2730	152	17	3069		169	38	194	154	401		179	3191	122	6	3492					
Approach %	76.9	12.8	10.3				6.1	89	5		42.1	9.5	48.4				5.1	91.4	3.5				2.4	42.8	1.6		46.8	
Total %	5.1	0.8	0.7		6.6		2.5	36.6	2		41.2	2.3	0.5	2.6	5.4		2.4	42.8	1.6				2.8	97.2				

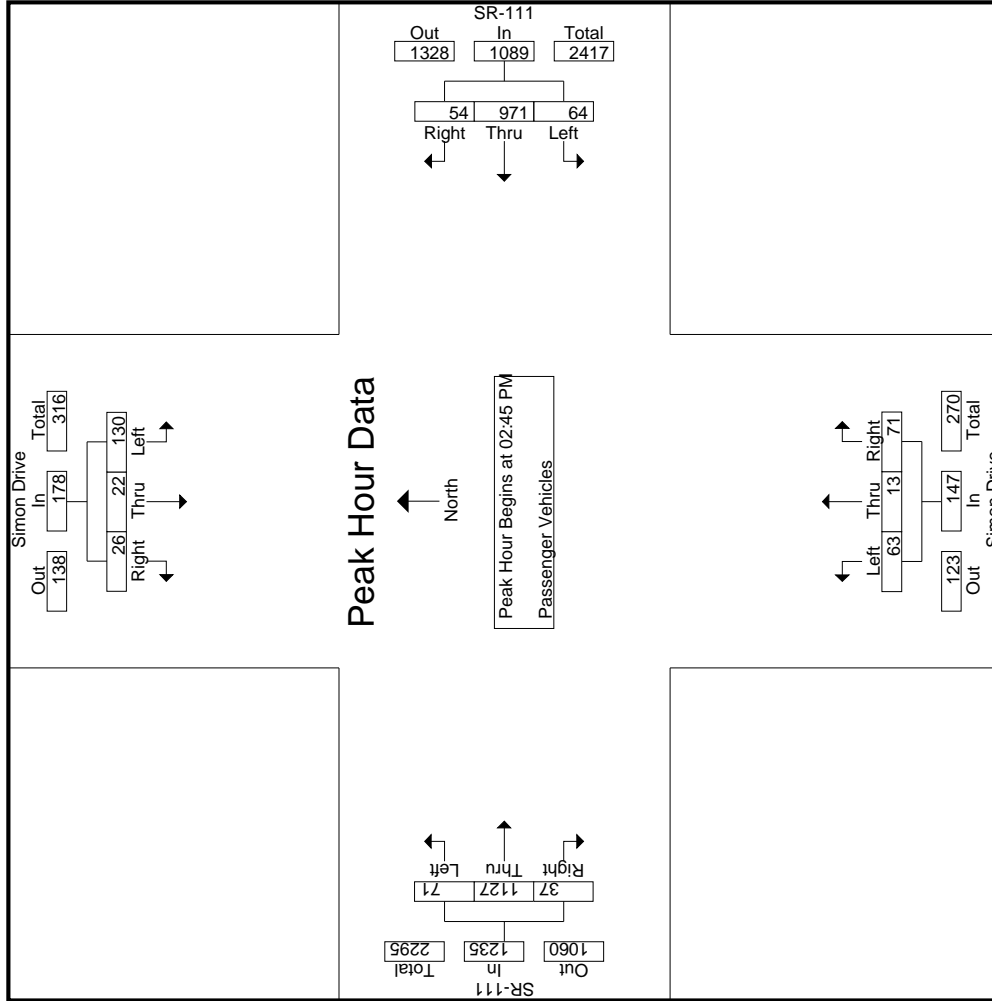
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
02:45 PM	30	5	4	3	39	18	240	13	1	271	11	4	18	17	33	23	263	8	0	294					
03:00 PM	25	6	6	6	37	17	243	12	4	272	15	5	14	11	34	20	277	7	0	304					
03:15 PM	32	4	5	4	41	15	228	16	0	259	18	3	24	18	45	16	309	13	0	338					
03:30 PM	43	7	11	7	61	14	260	13	4	287	19	1	15	12	35	12	278	9	2	299					
Total Volume	130	22	14	11	178	64	971	54	9	1089	63	13	71	59	147	71	1127	37	2	1235					
% App. Total	73	12.4	8.4	7.6	14.6	5.9	89.2	5	6.6	48.3	42.9	8.8	48.3	5.7	91.3	3	91.3	3	0.3	1235					
PHF	.756	.786	.591	.730	.730	.889	.934	.844	.949	.817	.829	.650	.740	.772	.912	.712	.913	.913	.712	.913					

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

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

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



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

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

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	30	5	4	39	18	240	13	271	11	4	18	33	23	263	8	294
+15 mins.	25	6	6	37	17	243	12	272	15	5	14	34	20	277	7	304
+30 mins.	32	4	5	41	15	228	16	259	18	3	24	45	16	309	13	338
+45 mins.	43	7	11	61	14	260	13	287	19	1	15	35	12	278	9	299
Total Volume	130	22	26	178	64	971	54	1089	63	13	71	147	71	1127	37	1235
% App. Total	73	12.4	14.6	730	5.9	89.2	5	949	42.9	8.8	48.3	81.7	5.7	91.3	3	913
PHF	.756	.786	.591	.730	.889	.934	.844	.949	.829	.650	.740	.817	.772	.912	.712	.913

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

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

Groups Printed- Large 2 Axle Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound												
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	
02:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	8
02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
Total	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	1	0	6	0	0	6	0	0	0	0	0	12	
03:00 PM	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	14	
03:15 PM	1	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	11		
03:30 PM	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	12		
03:45 PM	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	12		
Total	1	0	0	0	0	1	1	21	0	0	0	22	1	1	0	0	0	2	0	0	24	0	0	24	0	0	0	0	49		
04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	10		
04:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5		
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3		
04:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4		
Total	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	22		
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4		
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4		
Grand Total	1	0	0	0	0	1	1	38	0	0	0	39	1	1	1	0	0	3	0	0	48	0	0	48	0	0	0	0	91		
Approach %	100	0	0	0	0	0	2.6	97.4	0	0	0	33.3	33.3	33.3	33.3	0	0	3.3	0	0	52.7	0	0	52.7	0	0	0	100			
Total %	1.1	0	0	0	0	1.1	1.1	41.8	0	0	0	42.9	1.1	1.1	1.1	0	0	3.3	0	0	51.6	0	0	51.6	0	0	0	100			

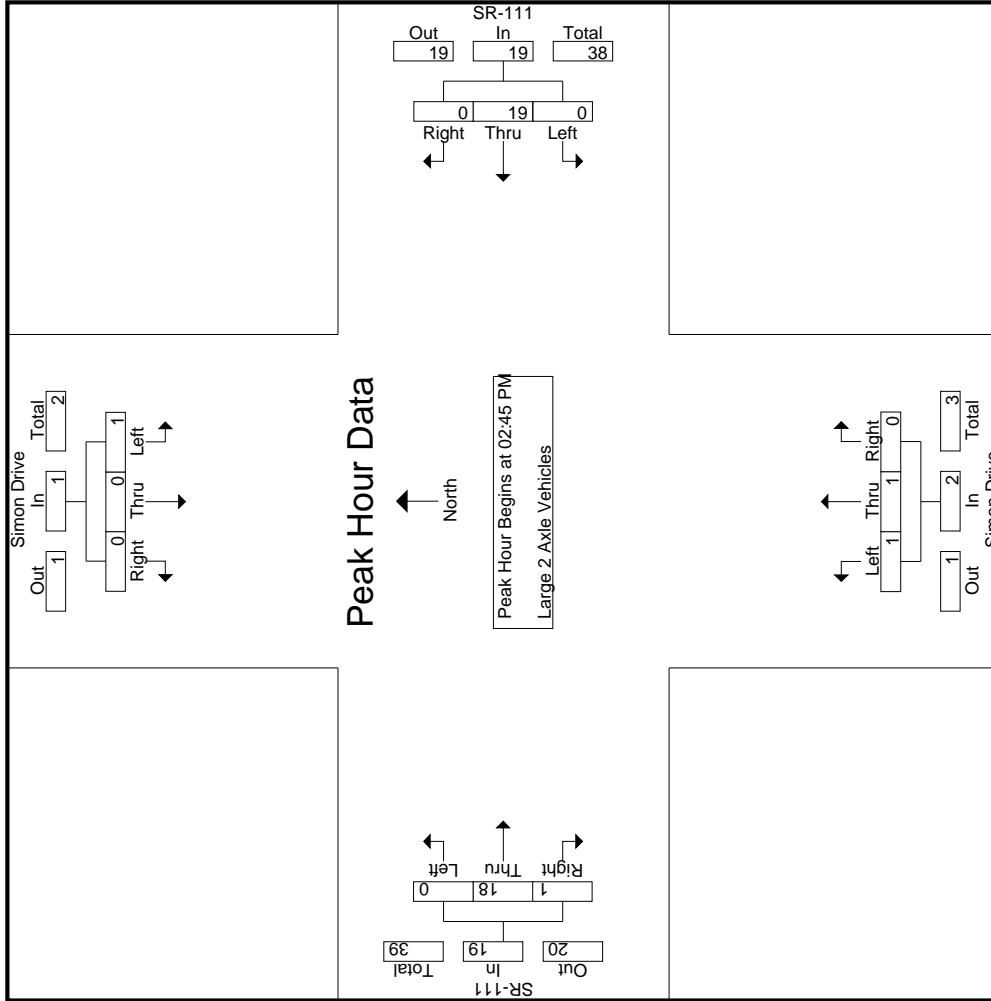
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total
02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
03:00 PM	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	
03:15 PM	1	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	11	
03:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	12	
03:45 PM	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	12	
Total Volume	1	0	0	0	0	1	0	19	0	0	0	19	1	1	0	0	0	0	0	0	18	1	19	0	0	0	0	19		
% App. Total	100	0	0	0	0	100	0	100	0	0	0	50	50	0	0	0	0	0	0	0	94.7	5.3	94.7	0	0	0	0	5.3		
PHF	.250	.000	.000	.000	.000	.250	.679	.000	.679	.250	.000	.250	.000	.500	.000	.250	.750	.250	.000	.750	.250	.750	.000	.750	.000	.750	.000	.750		

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

Counts Unlimited, Inc.  
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 Corona, CA 92878  
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City of La Quinta  
 N/S: Simon Drive  
 E/W: SR-111  
 Weather: Clear

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



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

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

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	02:45 PM			02:45 PM			02:45 PM			02:45 PM			
+0 mins.	0	0	0	2	0	0	2	0	0	0	2	0	2
+15 mins.	0	0	0	7	0	0	7	0	0	1	5	1	6
+30 mins.	1	0	0	5	0	0	5	0	0	0	5	0	5
+45 mins.	0	0	0	5	0	0	5	1	0	0	6	0	6
Total Volume	1	0	0	19	0	0	19	1	0	0	18	1	19
% App. Total	100	0	0	100	0	0	100	50	50	0	94.7	5.3	
PHF	.250	.000	.000	.679	.000	.000	.679	.250	.250	.000	.750	.250	.792



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

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

Groups Printed- 3 Axle Vehicles

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	0	0	66.7	0	0	66.7	0	0	0	0	0	0	0	0	0	33.3	0	0	33.3	0

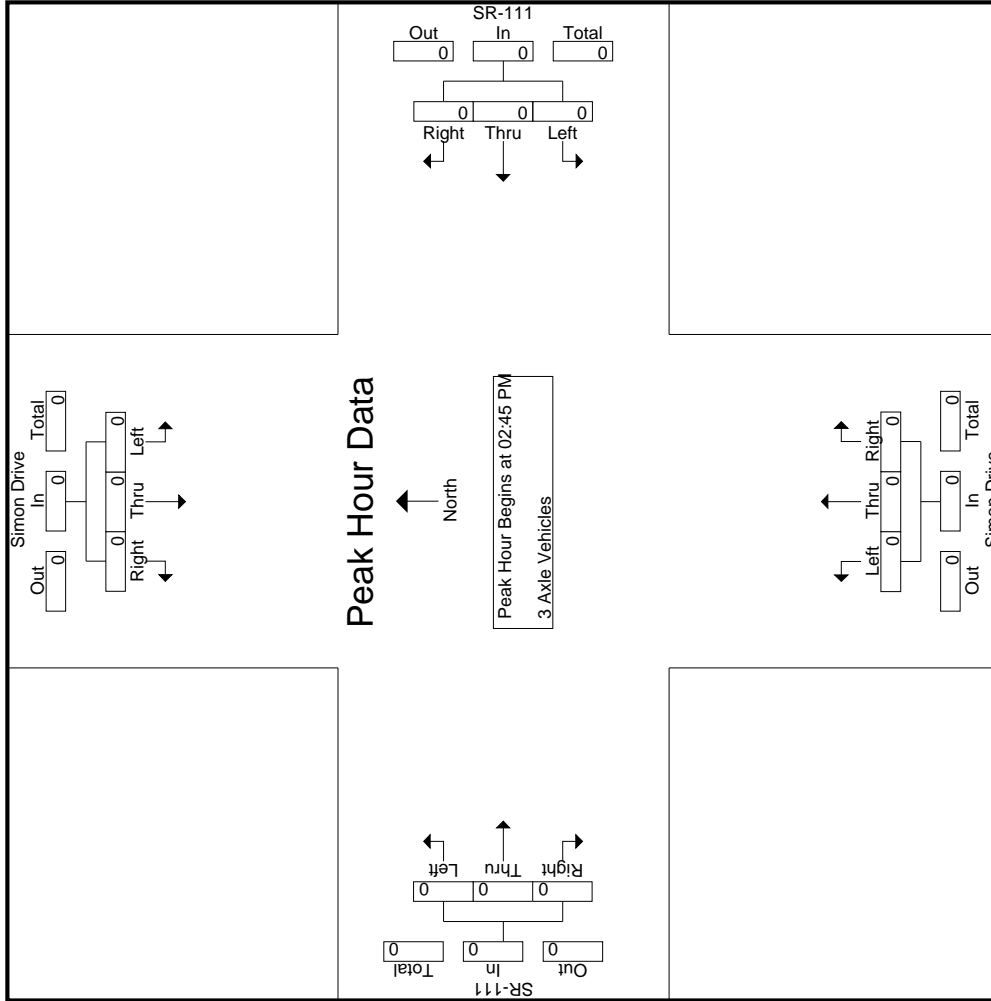
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

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



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

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

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

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

Groups Printed- 4+ Axle Trucks

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total					
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	4	4
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	0	8	0	0	10	10
Approach %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	80	0	0	0	80	0	0	100	100	100

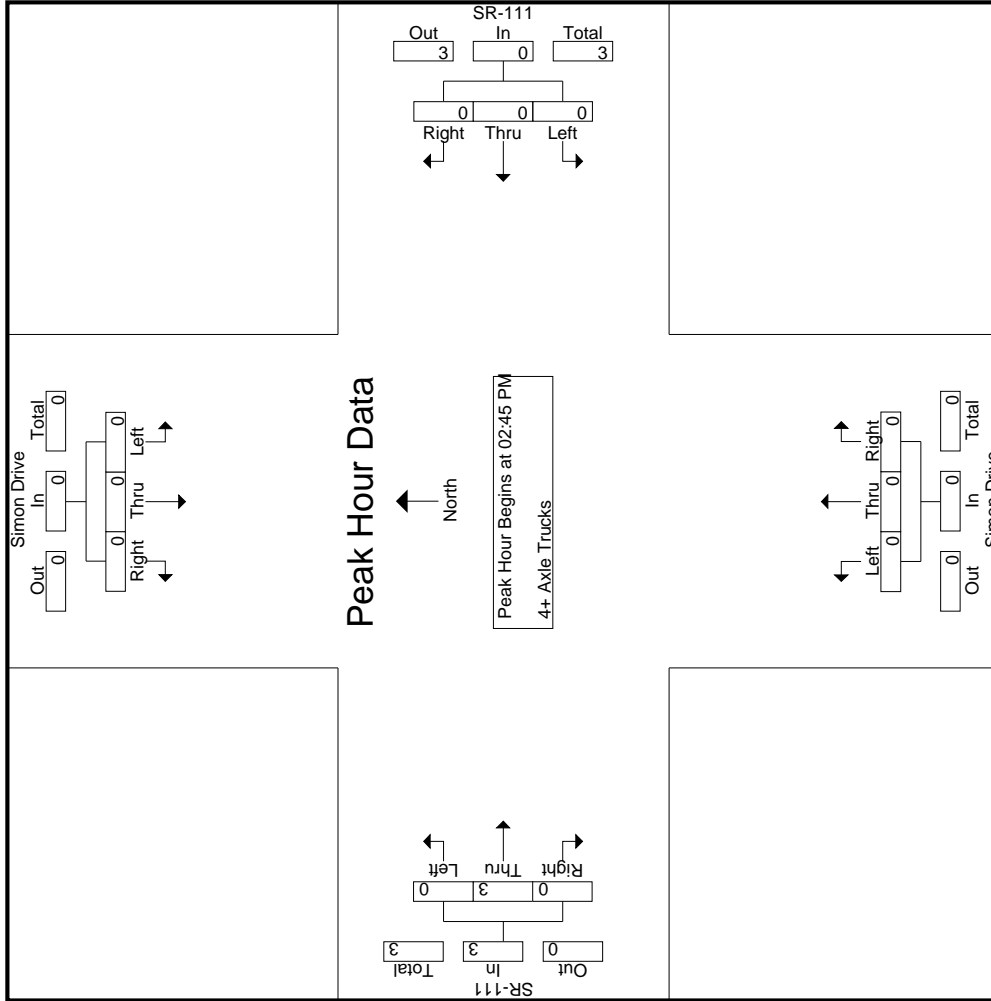
Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total					
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	3	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.750	.750	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

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

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



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 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

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

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

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000

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 PO Box 1178  
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 (951) 268-6268

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

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

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

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
11:00 AM	27	11	5	4	43		22	244	18	2	284		17	7	2	0	26		18	250	14	2	282		8	635	643			
11:15 AM	28	6	2	1	36		18	292	13	2	323		19	5	20	18	44		21	250	15	0	286		21	689	710			
11:30 AM	27	10	4	4	41		22	265	16	4	303		23	5	21	18	49		18	257	14	0	289		26	682	708			
11:45 AM	30	2	4	3	36		30	254	14	5	298		20	5	16	16	41		20	271	16	1	307		25	682	707			
Total	112	29	15	12	156		92	1055	61	13	1208		79	22	59	52	160		77	1028	59	3	1164		80	2688	2768			
12:00 PM	38	4	4	3	46		19	251	12	0	282		14	4	27	23	45		31	266	15	0	312		26	685	711			
12:15 PM	28	7	4	2	39		15	272	18	1	305		27	10	24	17	61		17	285	9	1	311		21	716	737			
12:30 PM	43	6	5	4	54		17	265	17	2	299		13	7	29	25	49		29	294	9	0	332		31	734	765			
12:45 PM	42	6	8	5	56		15	240	28	6	283		22	5	18	15	45		34	267	6	0	307		26	691	717			
Total	151	23	21	14	195		66	1028	75	9	1169		76	26	98	80	200		111	1112	39	1	1262		104	2826	2930			
Grand Total	263	52	36	26	351		158	2083	136	22	2377		155	48	157	132	360		188	2140	98	4	2426		184	5514	5698			
Approach %	74.9	14.8	10.3				6.6	87.6	5.7				43.1	13.3	43.6				7.7	88.2	4				3.2	96.8				
Total %	4.8	0.9	0.7		6.4		2.9	37.8	2.5		43.1		2.8	0.9	2.8		6.5		3.4	38.8	1.8		44							
Passenger Vehicles	262	52	33		373		158	2056	134		2369		154	48	156		490		187	2120	96		2406		0	0	0		0	5638
% Passenger Vehicles	99.6	100	91.7	100	98.9		100	98.7	98.5	95.5	98.7		99.4	100	99.4	100	99.6		99.5	99.1	98	75	99		0	0	0		0	98.9
Large 2 Axle Vehicles	1	0	3		4		0	22	2		25		1	0	1		2		1	17	1		19		0	0	0		0	50
% Large 2 Axle Vehicles	0.4	0	8.3	0	1.1		0	1.1	1.5	4.5	1		0.6	0	0.6	0	0.4		0.5	0.8	1	0	0.8		0	0	0		0	0.9
3 Axle Vehicles	0	0	0		0		0	1	0		1		0	0	0		0		0	1	0		1		0	0	0		0	2
% 3 Axle Vehicles	0	0	0		0		0	0	0	0	0		0	0	0		0		0	0	0		0		0	0	0		0	0
4+ Axle Trucks	0	0	0		0		0	4	0		4		0	0	0		0		0	2	1		4		0	0	0		0	8
% 4+ Axle Trucks	0	0	0		0		0	0.2	0	0	0.2		0	0	0		0		0	0.1	1	25	0.2		0	0	0		0	0.1

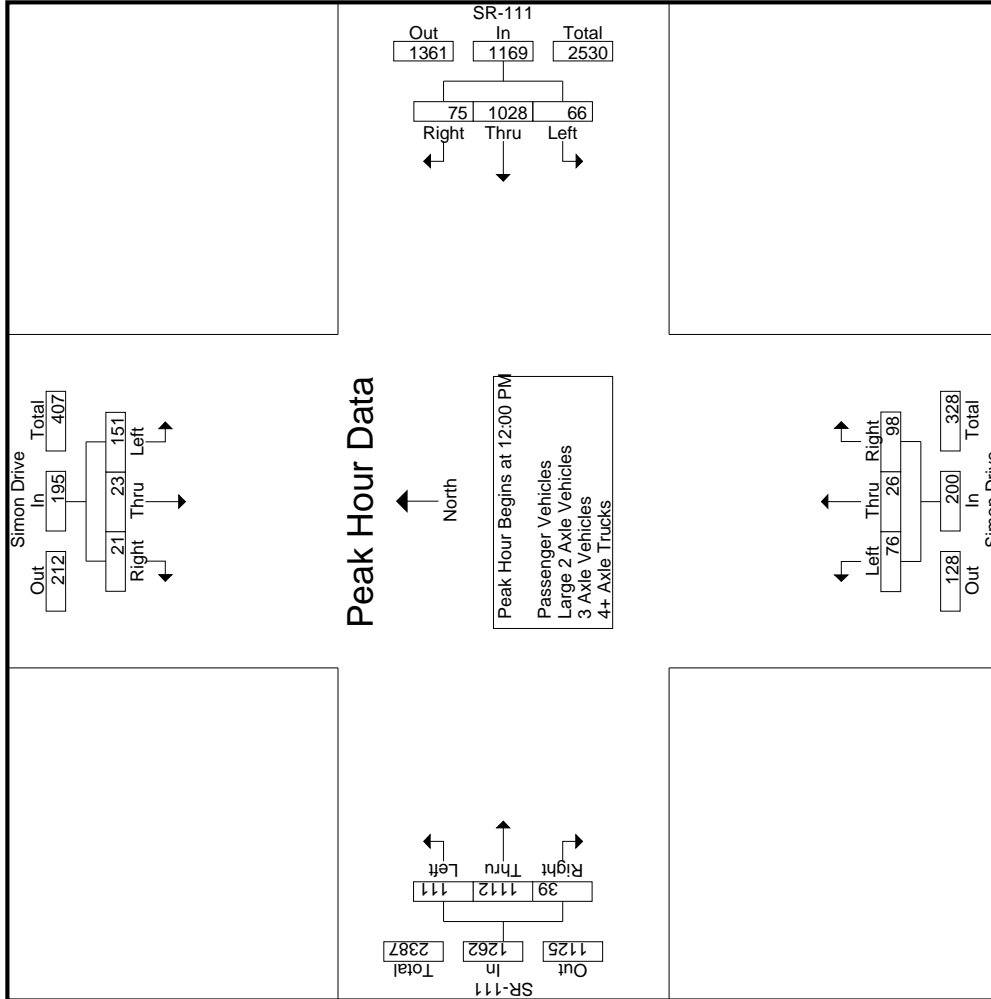
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
12:00 PM	38	4	4		46		19	251	12		282		14	4	27		45		31	266	15		312		26	685	711			
12:15 PM	28	7	4		39		15	272	18		305		27	10	24		61		17	285	9		311		21	716	737			
12:30 PM	43	6	5		54		17	265	17		299		13	7	29		49		29	294	9		332		31	734	765			
12:45 PM	42	6	8		56		15	240	28		283		22	5	18		45		34	267	6		307		26	691	717			
Total Volume	151	23	21		195		66	1028	75		1169		76	26	98		200		111	1112	39		1262		104	2826	2930			
% App. Total	77.4	11.8	10.8				5.6	87.9	6.4		6.4		38	13	49		88.1		8.8	88.1	3.1		3.1		3.1	96.3				
PHF	.878	.821	.656		.871		.868	.945	.670		.958		.704	.650	.845		.820		.816	.946	.650		.950		.963					

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

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

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

File Name : LQAS111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2





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

File Name : LQASI11SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				11:00 AM				12:00 PM				11:45 AM			
+0 mins.	38	4	4	46	22	244	18	284	14	4	27	45	20	271	16	307
+15 mins.	28	7	4	39	18	292	13	323	27	10	24	61	31	266	15	312
+30 mins.	43	6	5	54	22	265	16	303	13	7	29	49	17	285	9	311
+45 mins.	42	6	8	56	30	254	14	298	22	5	18	45	29	294	9	332
Total Volume	151	23	21	195	92	1055	61	1208	76	26	98	200	97	1116	49	1262
% App. Total	77.4	11.8	10.8	7.6	87.3	87.3	5	38	13	49	49	7.7	88.4	3.9	3.9	950
PHF	.878	.821	.656	.871	.767	.903	.847	.935	.704	.650	.845	.820	.782	.949	.766	.950

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City of La Quinta  
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 Weather: Clear

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Passenger Vehicles

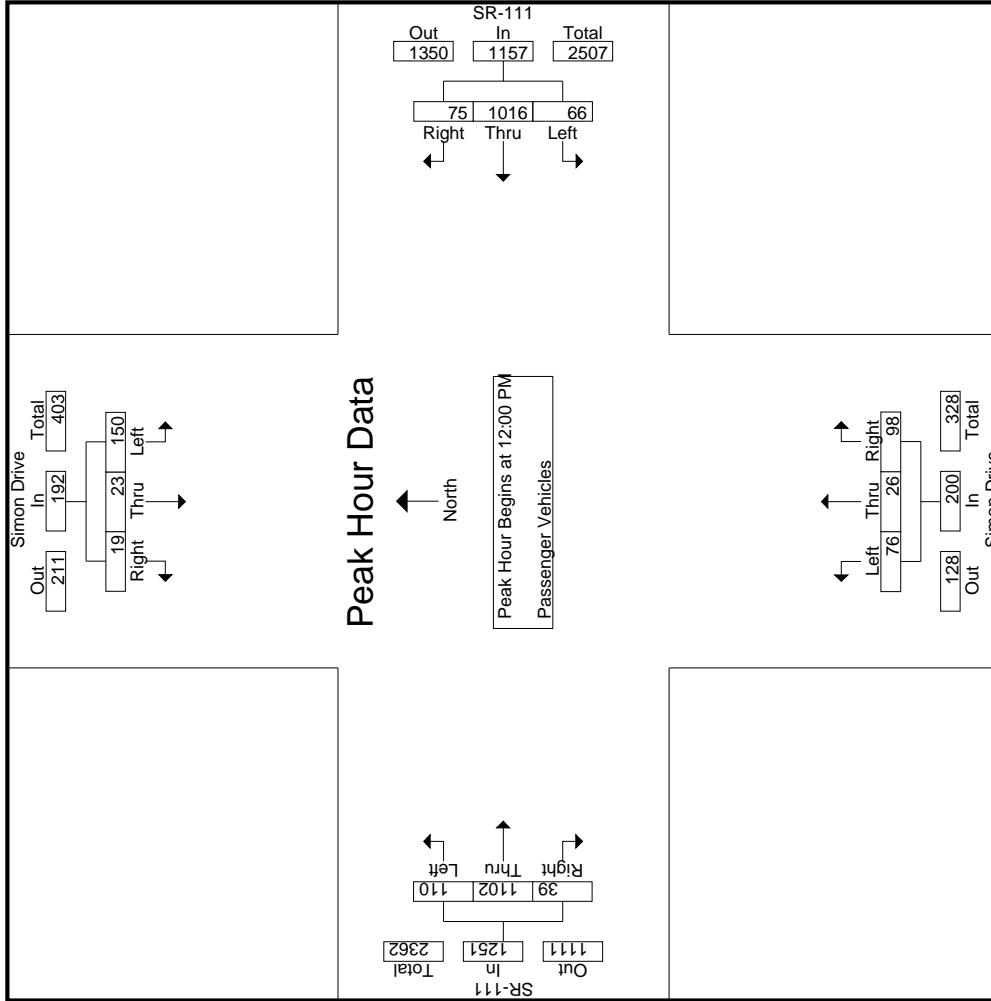
Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound						
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
	11:00 AM	27	11	5	4	43	280	22	241	17	2	280	280	17	7	1	0	25	279	18	249	12	1	279	634
11:15 AM	28	6	1	1	35	317	18	286	13	2	317	317	18	5	20	18	43	285	21	249	15	0	285	701	
11:30 AM	27	10	4	4	41	301	22	264	15	3	301	301	23	5	21	18	49	284	18	252	14	0	284	700	
11:45 AM	30	2	4	3	36	293	30	249	14	5	293	293	20	5	16	16	41	304	20	268	16	1	304	699	
Total	112	29	14	12	155	1191	92	1040	59	12	1191	1191	78	22	58	52	158	1152	77	1018	57	2	1152	2734	
12:00 PM	38	4	4	3	46	280	19	249	12	0	280	280	14	4	27	23	45	310	31	264	15	0	310	707	
12:15 PM	28	7	2	2	37	300	15	267	18	1	300	300	27	10	24	17	61	306	17	280	9	1	306	725	
12:30 PM	42	6	5	4	53	298	17	264	17	2	298	298	13	7	29	25	49	329	28	292	9	0	329	760	
12:45 PM	42	6	8	5	56	279	15	236	28	6	279	279	22	5	18	15	45	306	34	266	6	0	306	712	
Total	150	23	19	14	192	1157	66	1016	75	9	1157	1157	76	26	98	80	200	1251	110	1102	39	1	1251	2904	
Grand Total	262	52	33	26	347	2348	154	48	156	132	358	358	187	2120	96	3	2403	5638	182	5456					
Approach %	75.5	15	9.5		6.4	43	6.7	87.6	5.7	43	43.6	6.6	7.8	88.2	4	44	96.8								
Total %	4.8	1	0.6				2.9	37.7	2.5		2.9		3.4	38.9	1.8										

Start Time	Simon Drive Southbound						SR-111 Westbound						Simon Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	12:00 PM	38	4	4	2	46	280	19	249	12	0	280	280	14	4	27	23	45	310	31	264	15	0	310
12:15 PM	28	7	2	2	37	300	15	267	18	1	300	300	27	10	24	17	61	306	17	280	9	1	306	725
12:30 PM	42	6	5	4	53	298	17	264	17	2	298	298	13	7	29	25	49	329	28	292	9	0	329	760
12:45 PM	42	6	8	5	56	279	15	236	28	6	279	279	22	5	18	15	45	306	34	266	6	0	306	712
Total Volume	150	23	19	14	192	1157	66	1016	75	9	1157	1157	76	26	98	80	200	1251	110	1102	39	1	1251	2904
% App. Total	78.1	12	9.9		6.4	43	6.7	87.8	6.5	43	43.6	6.6	7.8	88.1	3.1	44	96.8							
PHF	.893	.821	.594		.857	.670	.868	.951	.670	.964	.820	.845	.809	.943	.650	.951	.960							

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

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

File Name : LQAS111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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 PO Box 1178  
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 (951) 268-6268

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

File Name : LQASI11SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	12:00 PM			12:00 PM			12:00 PM			12:00 PM			12:00 PM		
+0 mins.	38	4	4	19	249	12	280	14	4	27	31	264	15	310	
+15 mins.	28	7	2	15	267	18	300	27	10	24	17	280	9	306	
+30 mins.	42	6	5	17	264	17	298	13	7	29	28	292	9	329	
+45 mins.	42	6	8	15	236	28	279	22	5	18	34	266	6	306	
Total Volume	150	23	19	66	1016	75	1157	76	26	98	110	1102	39	1251	
% App. Total	78.1	12	9.9	5.7	87.8	6.5	96.4	38	13	49	8.8	88.1	3.1	1251	
PHF	.893	.821	.594	.868	.951	.670	.964	.704	.650	.845	.809	.943	.650	.951	

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City of La Quinta  
 N/S: Simon Drive  
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 Weather: Clear

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	1	1	0	2	0	7	7
11:15 AM	0	0	1	0	1	0	5	0	0	5	1	0	0	0	1	0	1	0	1	0	0	8	8
11:30 AM	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	4	0	4	1	1	6	7
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	0	0	2	0	0	6	6
Total	0	0	1	0	1	0	13	2	1	15	1	0	1	0	2	0	8	1	0	9	1	27	28
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
12:15 PM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	4	0	0	11	11
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	3	0	0	5	5
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	3	3
Total	1	0	2	0	3	0	9	0	0	9	0	0	0	0	0	1	9	0	10	0	0	22	22
Grand Total	1	0	3	0	4	0	22	2	1	24	1	0	1	0	2	1	17	1	0	19	1	49	50
Approch %	25	0	75		8.2	0	91.7	8.3		49	50	0	50		4.1	5.3	89.5	5.3		38.8	2	98	
Total %	2	0	6.1			0	44.9	4.1			2	0	2			2	34.7	2			2		

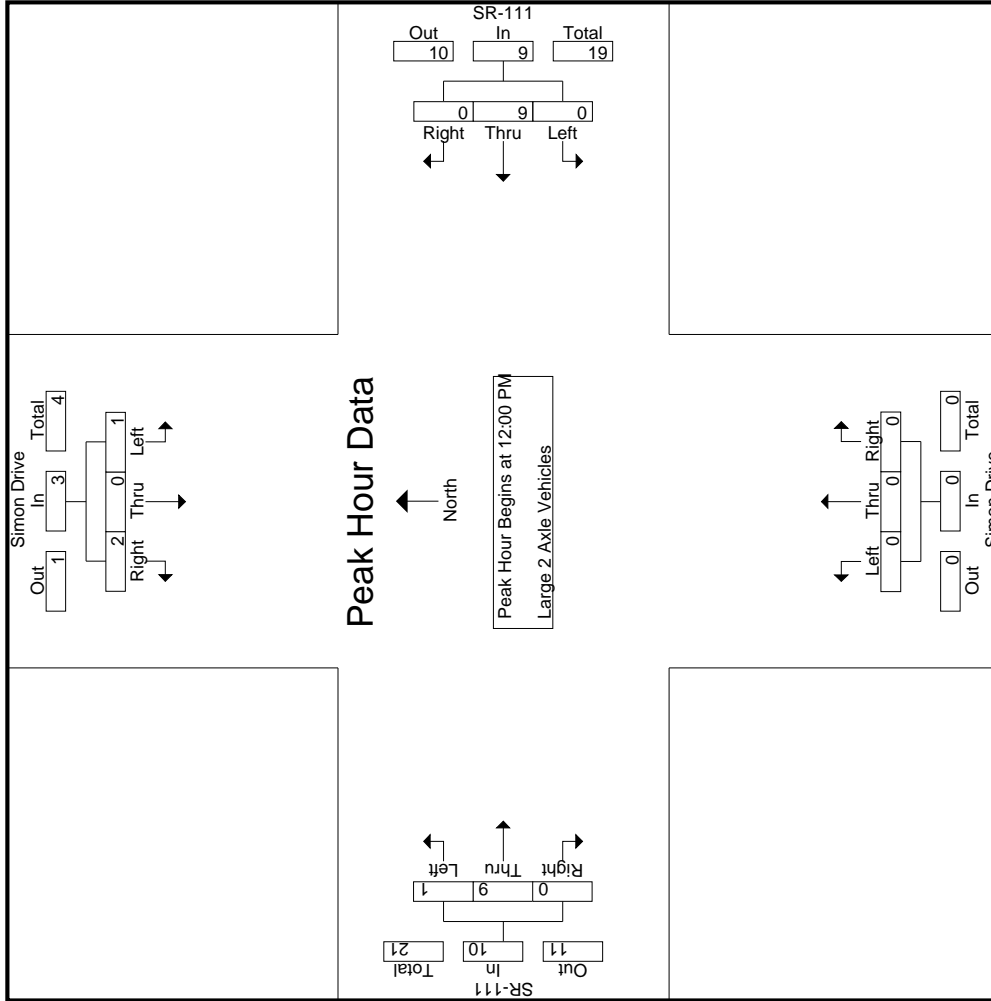
Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
12:15 PM	0	0	2	0	2	0	5	0	5	5	0	0	0	0	0	0	4	0	4	0	0	4	11	
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	3	0	0	5	5	
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	1	3	
Total Volume	1	0	2		3	0	9	0	9	9	0	0	0	0	0	1	9	0	10	0	0	10	22	
% App. Total	33.3	0	66.7		66.7	0	100	0	100	100	0	0	0	0	0	10	90	0	10	0	0	10	22	
PHF	.250	.000	.250		.375	.000	.450	.000	.450	.000	.450	.000	.000	.000	.000	.250	.563	.000	.625	.000	.625	.500		

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

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

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

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	Simon Drive Southbound			SR-111 Westbound			Simon Drive Northbound			SR-111 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM				12:00 PM				12:00 PM					
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	2	
+15 mins.	0	0	2	2	5	0	0	5	0	0	0	0	4	
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	3	
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	1	
Total Volume	1	0	2	3	9	0	0	9	0	0	0	1	10	
% App. Total	33.3	0	66.7		100	0	0	100	0	0	0	10	90	
PHF	.250	.000	.250	.375	.000	.000	.000	.450	.000	.000	.000	.250	.563	.625

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

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

File Name : LQAS111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2
Approch %	0	0	0	0	0	0	100	0	0	50	0	0	0	0	0	0	100	0	0	50	0	0	100
Total %	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	100

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

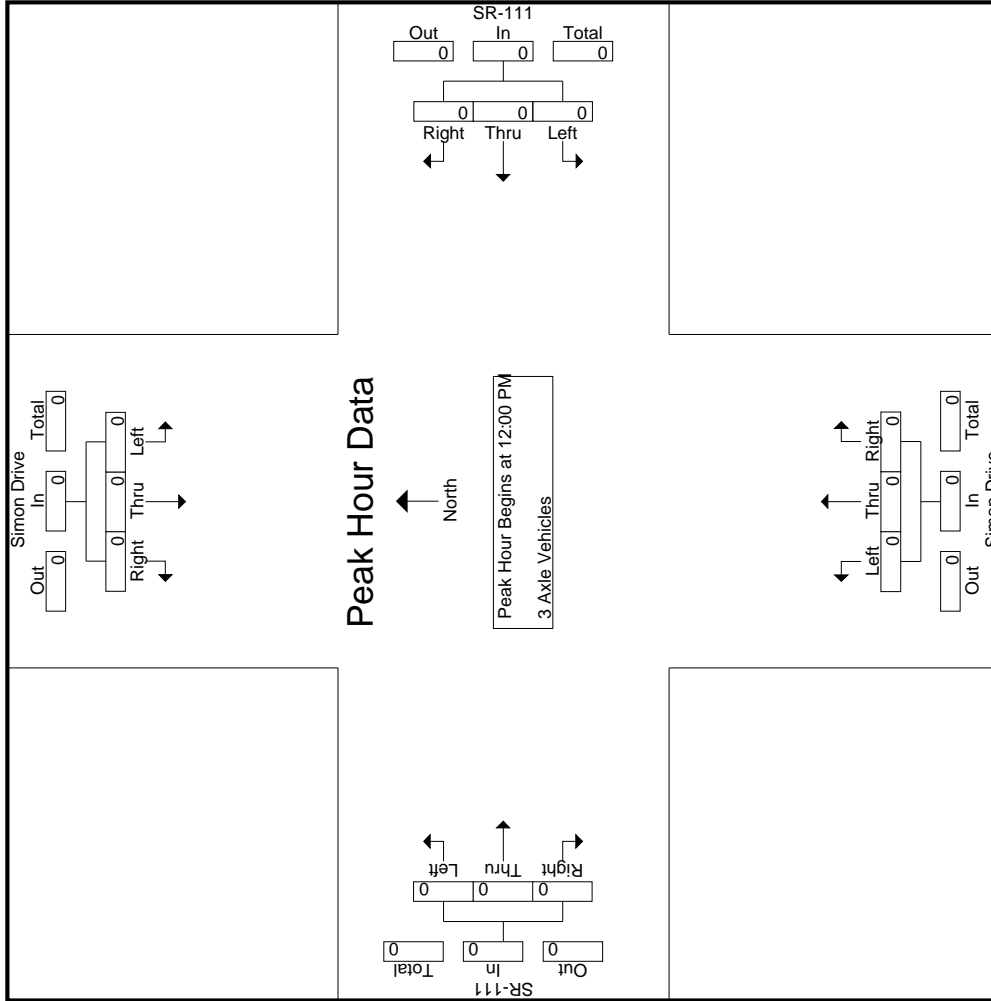
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM



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 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

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

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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 (951) 268-6268

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

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

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 PO Box 1178  
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City of La Quinta  
 N/S: Simon Drive  
 E/W: SR-111  
 Weather: Clear

File Name : LQAS111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- 4+ Axle Trucks

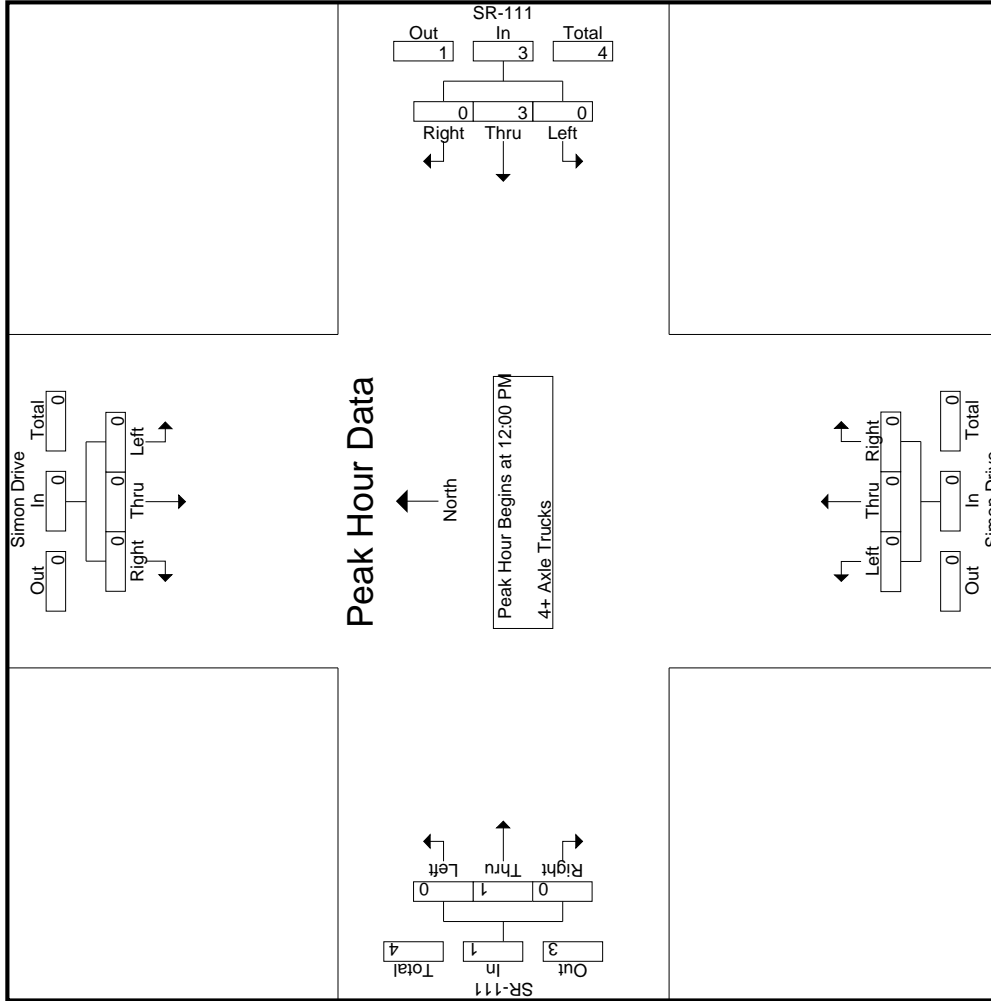
Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound					Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	0	1	1	1	3	4
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	4	4
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	1	3	0	1	1	1	7	8
Approach %	0	0	0	0	0	0	100	0	0	57.1	0	0	0	0	0	0	66.7	33.3	42.9	42.9	0	12.5	87.5	12.5	87.5	87.5
Total %	0	0	0	0	0	0	57.1	0	0	57.1	0	0	0	0	0	0	28.6	14.3	42.9	42.9	0	12.5	87.5	12.5	87.5	87.5

Start Time	Simon Drive Southbound					SR-111 Westbound					Simon Drive Northbound					SR-111 Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.500	.250	.500	.500

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

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

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

File Name : LQASI111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	Simon Drive Southbound				SR-111 Westbound				Simon Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

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



Date: 5/7/2014  
 File: LQASI111

WEEKDAY

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	2	2
3:00 PM	0	0	0	0	0
3:15 PM	0	0	3	2	5
3:30 PM	0	0	2	0	2
3:45 PM	0	0	1	1	2
4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	0	5	6	6	17

SATURDAY

Date: 5/10/2014

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

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



Date: 5/7/2014  
 File: LQAS111

WEEKDAY

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	1	0	0	1
6:45 AM	0	1	0	0	1
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	4	0	0	4

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	1	1	2
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	0	1
4:00 PM	0	1	0	2	3
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	2	1	5	8

SATURDAY

Date: 5/10/2014

	North Leg Simon Drive	East Leg SR-111	South Leg Simon Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	2	2	0	4
11:30 AM	0	0	0	1	1
11:45 AM	0	1	0	1	2
12:00 PM	1	0	0	0	1
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	1	3	2	2	8

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

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

Start Time	La Quinta Center Drive Southbound						La Quinta Center Drive Northbound						SR-111 Eastbound						SR-111 Westbound													
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR			
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total		
06:30 AM	0	5	4	112	3	0	119	1	1	1	1	1	1	2	47	0	0	49	5	174	179	5	174	179	10	253	263	15	427	442		
06:45 AM	1	3	8	120	6	0	129	2	3	4	2	9	2	7	94	2	0	103	10	253	263	10	253	263	15	427	442	15	427	442		
Total	1	3	13	232	9	0	248	2	3	5	3	10	2	9	141	2	0	152	15	427	442	15	427	442	15	427	442	15	427	442		
07:00 AM	0	0	9	135	5	0	149	0	0	3	0	3	0	3	92	4	0	99	9	260	269	9	260	269	9	260	269	9	260	269		
07:15 AM	0	4	15	247	12	0	267	1	3	3	0	7	7	7	109	2	0	118	11	411	422	11	411	422	11	411	422	11	411	422		
07:30 AM	4	2	12	233	12	2	256	1	7	2	0	10	12	12	143	2	0	157	11	441	452	11	441	452	11	441	452	11	441	452		
07:45 AM	0	3	21	247	10	0	273	2	3	6	3	11	6	6	136	7	0	149	20	457	477	20	457	477	20	457	477	20	457	477		
Total	4	9	57	862	39	2	945	4	13	14	3	31	28	28	480	15	0	523	51	1569	1620	51	1569	1620	51	1569	1620	51	1569	1620		
08:00 AM	5	3	12	197	11	2	223	5	6	2	2	13	11	11	144	7	0	162	15	418	433	15	418	433	15	418	433	15	418	433		
08:15 AM	5	4	12	177	16	0	204	4	6	6	4	16	12	12	136	9	0	157	12	398	410	12	398	410	12	398	410	12	398	410		
Grand Total	15	19	94	1468	75	4	1620	15	28	27	12	70	60	60	901	33	0	994	93	2812	2905	93	2812	2905	93	2812	2905	93	2812	2905		
Approch %	11.7	14.8	73.4	90.6	4.6		57.6	21.4	40	38.6		2.5	6	90.6	3.3		35.3	3.2	96.8													
Total %	0.5	0.7	3.3	52.2	2.7		24.2	8.5	16.4	8.3		1.1	1.1	16.4	0.7		14.2	1.1	26.8													
Passenger Vehicles	13	19	93	1383	74		1536	11	28	26		76	58	868	30		956	0	0	2769												
% Passenger Vehicles	86.7	100	98.9	98.7	100		94.6	73.3	100	96.3		91.7	92.7	96.7	96.3		96.2	0	0	95.3												
Large 2 Axle Vehicles	2	0	0	34	0		35	1	0	0		1	2	14	1		17	0	0	55												
% Large 2 Axle Vehicles	13.3	0	0	2.3	0		2.2	6.7	0	0		1.2	3.3	1.6	3		1.7	0	0	1.9												
3 Axle Vehicles	0	0	0	24	0		24	0	0	0		0	0	5	0		5	0	0	29												
% 3 Axle Vehicles	0	0	0	1.6	0		1.5	0	0	0		0	0	0.6	0		0.5	0	0	1												
4+ Axle Trucks	0	0	1	27	1		29	3	0	1		5	0	14	2		16	0	0	52												
% 4+ Axle Trucks	0	0	1.1	1.8	1.3		1.8	20	0	3.7		6.1	0	1.6	6.1		1.6	0	0	1.8												

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound													
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR			
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total		
07:15 AM	0	4	15	19	8		247	12	267	1	3	3	7	7	109	2		118	2	411												
07:30 AM	4	2	12	18	11		233	12	256	1	7	2	10	12	143	2		157	2	441												
07:45 AM	0	3	21	24	16		247	10	273	2	3	6	11	6	136	7		149	7	457												
08:00 AM	5	3	12	20	15		197	11	223	5	6	2	13	11	144	7		162	7	418												
Total Volume	9	12	60	81	50		924	45	1019	9	19	13	41	36	532	18		586	18	1727												
% App. Total	11.1	14.8	74.1	74.1	4.9		90.7	4.4	93.8	22	46.3	31.7	6.1	90.8	3.1		90.4	3.1	945													
PHF	.450	.750	.714	.844	.781		.938	.938	.933	.450	.679	.542	.788	.750	.643		.904	.643	.945													

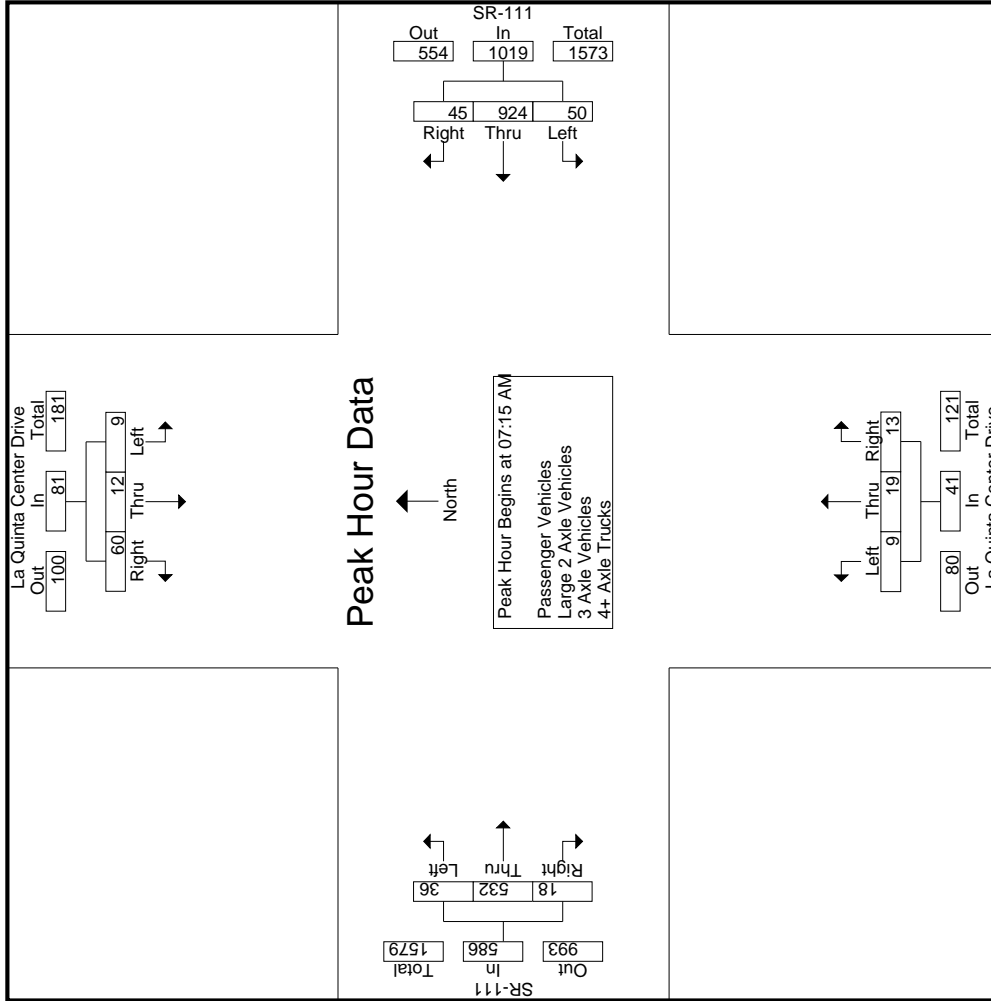
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



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

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM			07:15 AM			07:30 AM			07:30 AM					
+0 mins.	4	2	12	8	247	12	267	1	7	2	10	12	143	2	157
+15 mins.	0	3	21	11	233	12	256	2	3	6	11	6	136	7	149
+30 mins.	5	3	12	16	247	10	273	5	6	2	13	11	144	7	162
+45 mins.	5	4	12	15	197	11	223	4	6	6	16	12	136	9	157
Total Volume	14	12	57	50	924	45	1019	12	22	16	50	41	559	25	625
% App. Total	16.9	14.5	68.7	4.9	90.7	4.4		24	44	32	6.6	89.4		4	
PHF	.700	.750	.679	.781	.935	.938	.933	.600	.786	.667	.781	.854	.970	.694	.965

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Passenger Vehicles

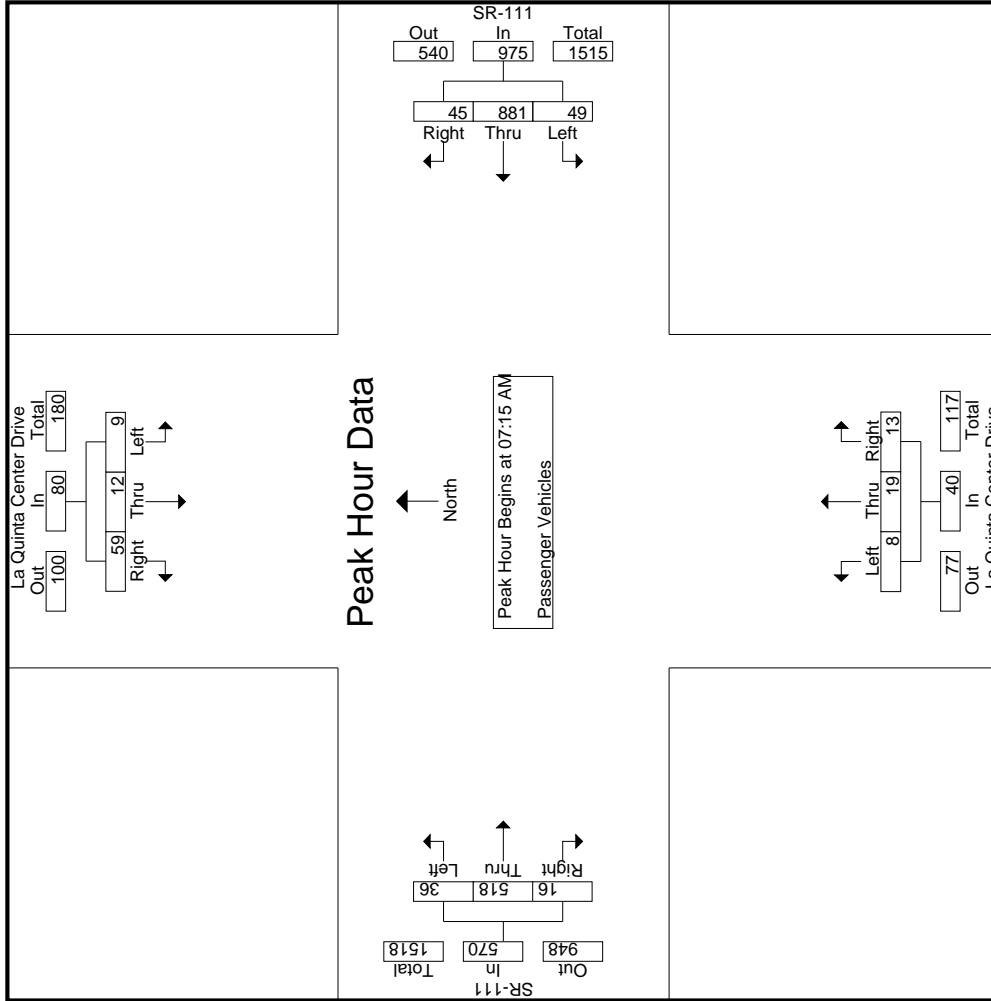
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																													
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total							
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total						
06:30 AM	0	0	5	4	4	5	3	98	3	0	0	104	0	0	1	1	1	1	1	46	0	0	0	47	1	7	87	2	0	96	1	157	5	157	0	162	5	157	10	235	0	245	15	392	15	392	0	407
06:45 AM	0	3	8	8	11	16	6	209	9	0	0	224	1	3	4	2	8	9	8	133	2	0	0	143	7	87	2	0	0	96	10	235	10	235	0	245	15	392	15	392	0	407						
Total	0	3	13	12	16	16	6	209	9	0	0	224	1	3	5	3	9	9	8	133	2	0	0	143	7	87	2	0	0	96	10	235	10	235	0	245	15	392	15	392	0	407						
07:00 AM	0	0	9	9	9	9	9	123	5	0	0	137	0	0	3	0	3	3	3	86	4	0	0	93	3	86	4	0	0	93	9	242	9	242	0	251	9	242	9	242	0	251						
07:15 AM	0	4	14	10	18	18	8	237	12	0	0	257	1	3	3	0	7	7	7	106	1	0	0	114	7	106	1	0	0	114	11	396	11	396	0	406	11	396	11	396	0	406						
07:30 AM	4	2	12	9	18	18	10	225	12	2	0	247	1	7	2	0	10	10	12	138	2	0	0	152	12	138	2	0	0	152	11	427	11	427	0	438	11	427	11	427	0	438						
07:45 AM	0	3	21	17	24	24	16	236	10	0	0	262	2	3	6	3	11	11	6	133	6	0	0	145	6	133	6	0	0	145	20	442	20	442	0	462	20	442	20	442	0	462						
Total	4	9	56	45	69	69	43	821	39	2	0	903	4	13	14	3	31	31	28	463	13	0	0	504	28	463	13	0	0	504	50	1507	50	1507	0	1557	50	1507	50	1507	0	1557						
08:00 AM	5	3	12	11	11	20	15	183	11	2	0	209	4	6	2	2	12	12	11	141	7	0	0	159	11	141	7	0	0	159	15	400	15	400	0	415	15	400	15	400	0	415						
08:15 AM	4	4	12	8	20	20	11	170	15	0	0	196	2	6	5	3	13	13	11	131	8	0	0	150	11	131	8	0	0	150	11	379	11	379	0	390	11	379	11	379	0	390						
Grand Total	13	19	93	76	125	125	75	1383	74	4	0	1532	11	28	26	11	65	65	58	868	30	0	0	956	58	868	30	0	0	956	91	2678	91	2678	0	2769	91	2678	91	2678	0	2769						
Approch %	10.4	15.2	74.4				4.9	90.3	4.8				16.9	43.1	40				6.1	90.8	3.1				6.1	90.8	3.1				3.3	96.7	3.3	96.7			3.3	96.7	3.3	96.7								
Total %	0.5	0.7	3.5				2.8	51.6	2.8				57.2	0.4	1				2.2	32.4	1.1				2.2	32.4	1.1				3.3	96.7	3.3	96.7			3.3	96.7	3.3	96.7								

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																												
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		App. Total												
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total											
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	4	14	14	18	8	237	12	0	0	257	1	3	3	0	7	7	3	7	0	0	0	106	1	106	1	0	0	114	1	114	1	0	0	114	1	114	1	0	0	114					
Peak Hour for Entire Intersection Begins at 07:15 AM	0	4	2	12	12	18	10	225	12	0	0	247	1	7	2	2	10	10	7	10	0	0	0	138	2	138	2	0	0	152	2	152	2	0	0	152	2	152	2	0	0	152					
07:15 AM	0	0	3	21	24	24	16	236	10	0	0	262	2	3	6	3	11	11	6	11	6	0	0	145	6	145	6	0	0	145	6	145	6	0	0	145	6	145	6	0	0	145					
07:30 AM	5	3	12	12	20	20	15	183	11	0	0	209	4	6	2	2	12	12	4	12	2	0	0	141	4	141	7	0	0	159	7	159	7	0	0	159	7	159	7	0	0	159					
07:45 AM	9	12	59	45	80	80	49	881	45	0	0	975	8	19	13	13	40	40	8	40	13	0	0	518	16	518	16	0	0	570	16	570	16	0	0	570	16	570	16	0	0	570					
08:00 AM	11.2	15	73.8				5	90.4	4.6				20	47.5	32.5				6.3	90.9	2.8				6.3	90.9	2.8				2.8		2.8				2.8		2.8								
Total Volume	.450	.750	.702			.833	.766	.929	.938			.930	.500	.679	.542			.833	.750	.918	.571			.896	.750	.918	.571			.896	.750	.918	.571			.896											
% App. Total																																															
PHF																																															

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

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	14	18	8	237	12	257	1	3	3	7	7	106	1	114
+15 mins.	4	2	12	18	10	225	12	247	1	7	2	10	12	138	2	152
+30 mins.	0	3	21	24	16	236	10	262	2	3	6	11	6	133	6	145
+45 mins.	5	3	12	20	15	183	11	209	4	6	2	12	11	141	7	159
Total Volume	9	12	59	80	49	881	45	975	8	19	13	40	36	518	16	570
% App. Total	11.2	15	73.8	83.3	5	90.4	4.6	930	20	47.5	32.5	40	6.3	90.9	2.8	896
PHF	.450	.750	.702	.833	.766	.929	.938	.930	.500	.679	.542	.833	.750	.918	.571	.896

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
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City of La Quinta  
 N/S: La Quinta Center Drive  
 E/W: SR-111  
 Weather: Clear

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

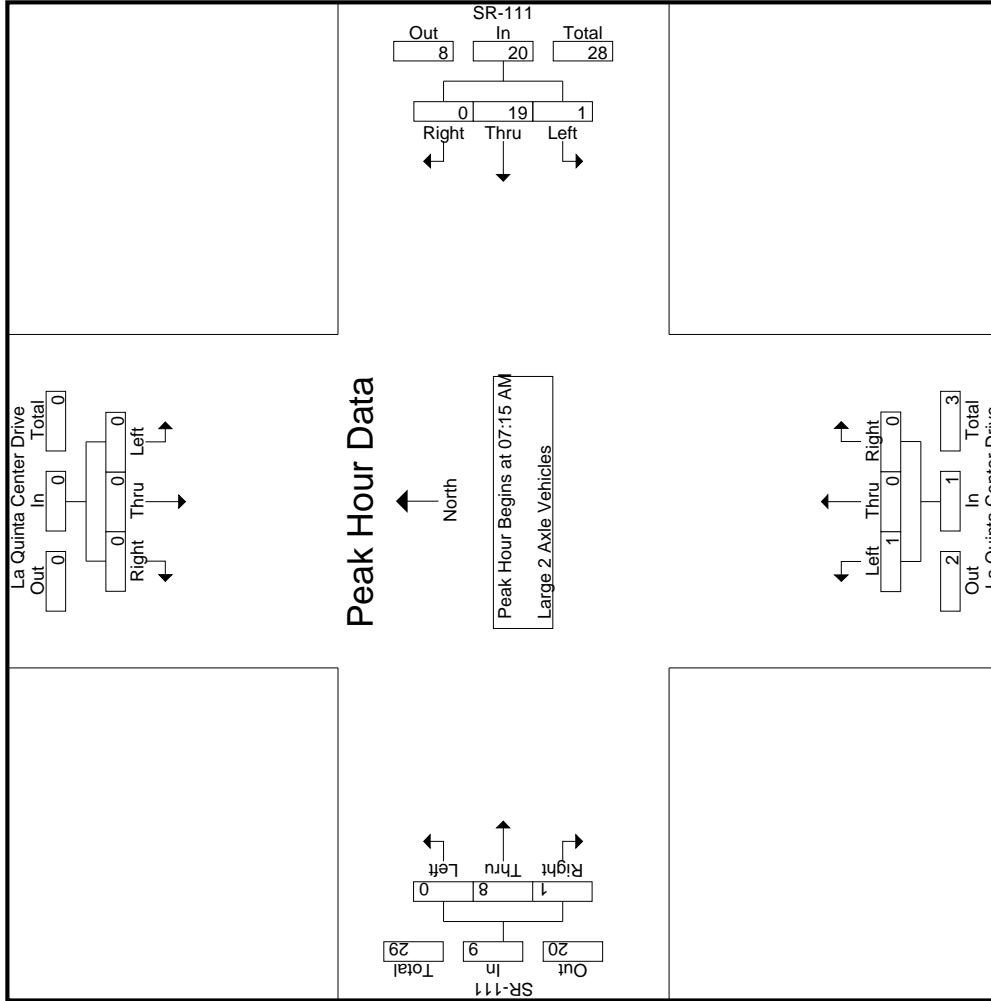
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound															
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Thru		Left		Right		RTOR		Thru		Left		Right		RTOR	
	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total		
06:30 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7	7
06:45 AM	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	6	
Total	1	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	13	13		
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	
07:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	8	8		
07:30 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	9	9		
07:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	6	6		
Total	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	9	0	0	0	0	26	26			
08:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7	7		
08:15 AM	1	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	9	9			
Grand Total	2	0	0	0	2	1	34	0	0	0	0	1	2	14	1	0	17	0	0	0	0	0	11.8	82.4	5.9	30.9	0	0	55	55				
Approch %	100	0	0	0	2.9	97.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	3.6	0	0	0	1.8	61.8	0	63.6	1.8	0	0	0	1.8	0	0	0	30.9	0	0	0	0	0	3.6	25.5	1.8	100	0	0	100	0	0	0	100	

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																	
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Left		Right		RTOR		Thru		Left		Right		RTOR		Thru		Left		Right		RTOR	
	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total	App. Total	Exclu. Total	Inclu. Total	Int. Total				
07:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	1	19	0	20	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% App. Total	0	0	0	0	5	95	0	95	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHF	.000	.000	.000	.000	.250	.792	.000	.833	.250	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.250	.000	.250	.500	.250	.563	.833	.833	.833	.833	.833				

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

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	1	0	1	0	0	1
Total Volume	0	0	0	0	1	19	0	20	1	0	0	1	0	8	1	9	
% App. Total	0	0	0	0	5	95	0	100	100	0	0	0	0	88.9	11.1		
PHF	.000	.000	.000	.000	.250	.792	.000	.833	.250	.000	.000	.250	.000	.500	.250	.563	



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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																	
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
06:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4			
06:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	7			
07:00 AM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3									
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
Total	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	0	1	0	0	0	1	0	0	14									
08:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4									
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4									
Grand Total	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	0	0	5	0	0	0	5	0	0	29									
Approch %	0	0	0	0	0	0	0	100	0	0	0	82.8	0	0	0	0	0	0	0	100	0	0	0	17.2	0	0	100									
Total %	0	0	0	0	0	0	0	82.8	0	0	0	82.8	0	0	0	0	0	0	0	17.2	0	0	0	17.2	0	0	100									

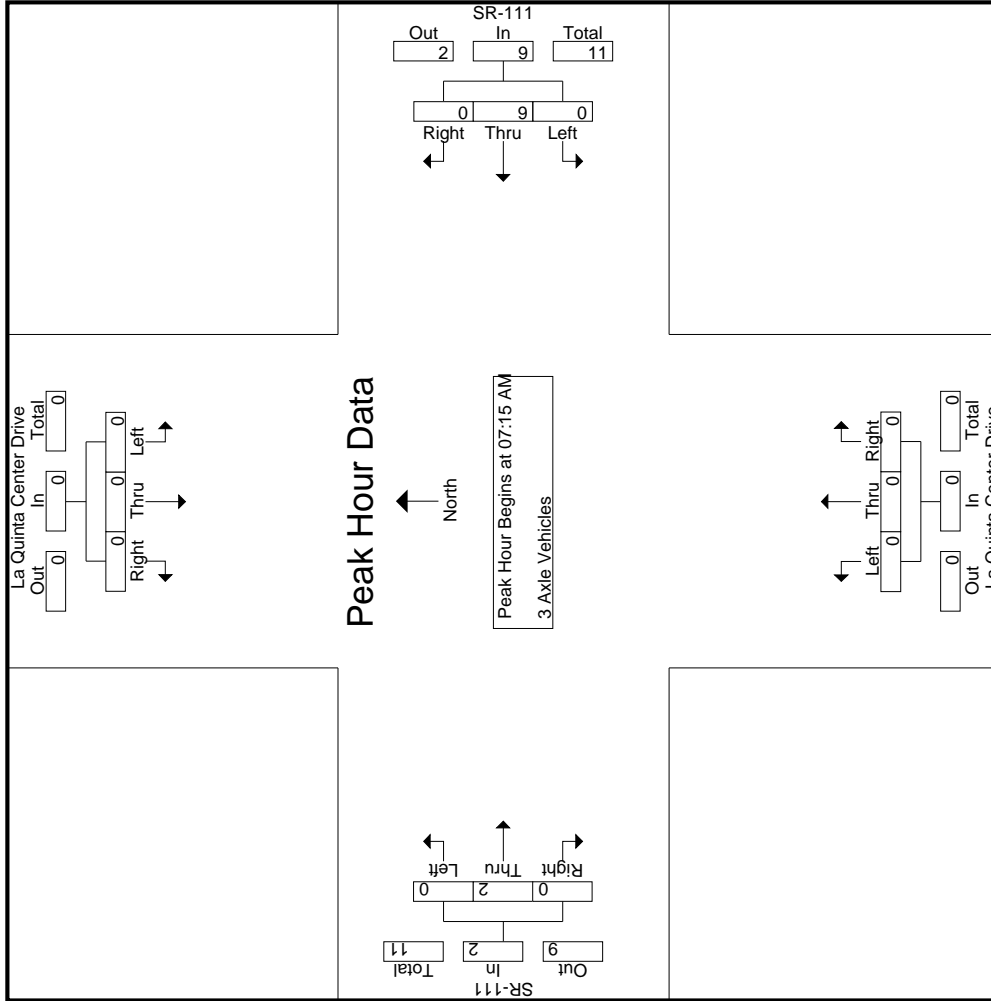
  

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																	
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Left		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour for Entire Intersection Begins at 07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1									
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
08:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1									
Total Volume	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2									
% App. Total	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	100	0	0	100									
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.500	.000	.000	.688							

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	0	3	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	9	0	0	9	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.500	.000	.500

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File Name : LQALQ111AM  
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 Page No : 1

Groups Printed- 4+ Axle Trucks

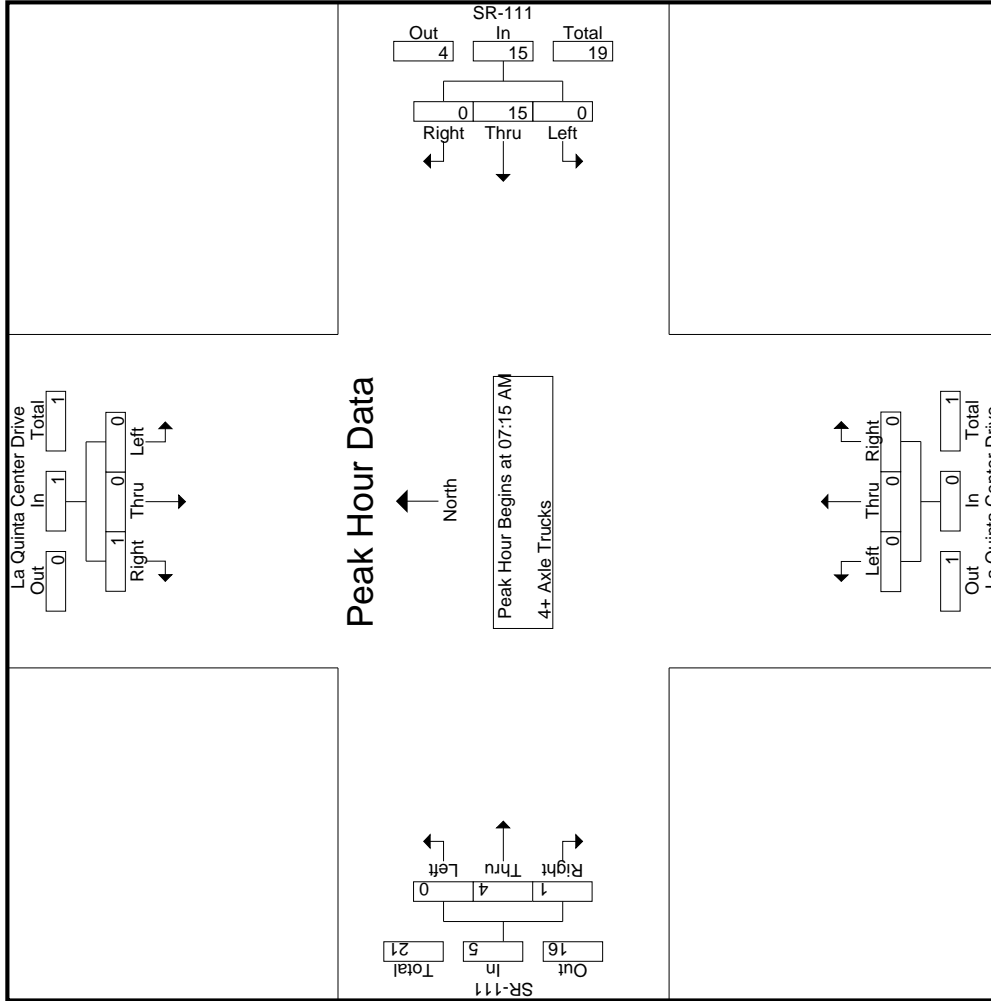
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound															
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru
06:30 AM	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 AM	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9	
Total	0	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
07:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
07:15 AM	0	0	1	1	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	
07:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
07:45 AM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
Total	0	0	1	1	1	1	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23	
08:00 AM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
08:15 AM	0	0	0	0	0	0	0	1	1	0	2	2	0	1	1	1	3	0	0	1	0	0	1	0	1	0	1	0	1	0	0	6	7	
Grand Total	0	0	1	1	1	1	1	27	1	0	29	3	0	1	1	4	0	0	14	2	0	16	0	0	0	0	0	0	0	0	0	50	52	
Approch %	0	0	100				3.4	93.1	3.4		58	75	0	25		8	0	87.5	12.5			32	0	0	0	0	0	0	0	0	3.8	96.2		
Total %	0	0	2				2	54	2		2	6	0	2		2	0	28	4			4	0	0	0	0	0	0	0	0	96.2			

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound														
	Left		Right		RTOR		Thru		Right		RTOR		Thru		Right		RTOR		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Int. Total		
	Left	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	
07:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
% App. Total	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	80	20														
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.750	

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

File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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City of La Quinta  
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File Name : LQALQ111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	2
+45 mins.	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	15	0	0	0	0	4	1	5
% App. Total	0	0	100	.250	0	0	0	0	100	0	0	0	0	80	20	.625
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.625	.000	.000	.000	.000	1.000	.250	.625

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City of La Quinta  
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 E/W: SR-111  
 Weather: Clear

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

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

Start Time	La Quinta Center Drive Southbound						La Quinta Center Drive Northbound						SR-111 Eastbound						Exclu. Total	Inclu. Total	Int. Total		
	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total					
																						Westbound	Westbound
02:30 PM	4	6	11	10	21	29	246	16	0	291	19	4	17	4	40	6	323	11	0	340	14	692	706
02:45 PM	12	4	18	16	34	25	261	22	3	308	15	5	18	4	38	9	296	10	1	315	24	695	719
Total	16	10	29	26	55	54	507	38	3	599	34	9	35	8	78	15	619	21	1	655	38	1387	1425
03:00 PM	7	9	14	13	30	30	246	16	0	292	26	10	17	4	53	13	300	17	1	330	18	705	723
03:15 PM	14	9	12	6	35	30	235	18	0	283	19	6	21	7	46	9	331	25	0	365	13	729	742
03:30 PM	12	4	10	7	26	47	267	20	0	334	15	5	20	0	40	13	311	18	0	342	7	742	749
03:45 PM	13	5	10	1	28	16	244	16	0	276	20	8	18	0	46	6	300	13	0	319	1	669	670
Total	46	27	46	27	119	123	992	70	0	1185	80	29	76	11	185	41	1242	73	1	1356	39	2845	2884
04:00 PM	12	3	11	6	26	31	208	16	0	255	15	8	19	1	42	9	244	13	0	266	7	589	596
04:15 PM	8	8	14	2	30	28	208	10	0	246	13	3	19	0	35	8	256	14	0	278	2	589	591
04:30 PM	12	8	13	9	33	26	240	15	2	281	15	8	18	4	41	9	262	16	1	287	16	642	658
04:45 PM	15	8	13	8	36	19	213	15	2	247	12	2	23	20	37	10	255	21	6	286	36	606	642
Total	47	27	51	25	125	104	869	56	4	1029	55	21	79	25	155	36	1017	64	7	1117	61	2426	2487
05:00 PM	10	6	6	4	22	19	251	5	3	275	24	8	16	8	48	13	293	15	3	321	18	666	684
05:15 PM	10	6	6	3	22	24	202	13	3	239	19	9	20	12	48	27	301	23	0	351	18	660	678
Grand Total	129	76	138	85	343	324	2821	182	13	3327	212	76	226	64	514	132	3472	196	12	3800	174	7984	8158
Approach %	37.6	22.2	40.2			9.7	84.8	5.5			41.2	14.8	44		6.4	3.5	91.4	5.2		47.6	2.1	97.9	
Total %	1.6	1	1.7		4.3	4.1	35.3	2.3		41.7	2.7	1	2.8		6.4	1.7	43.5	2.5		47.6	2.1	97.9	
Passenger Vehicles	129	76	138		428	324	2784	182		3303	212	75	225		575	132	3410	196		3750	0	0	8056
% Passenger Vehicles	100	100	100		100	100	98.7	100		98.9	100	98.7	99.6		98.4	100	98.2	100		98.4	0	0	98.7
Large 2 Axle Vehicles	0	0	0		0	0	26	0		26	0	1	1		3	0	38	0		38	0	0	67
% Large 2 Axle Vehicles	0	0	0		0	0	0.9	0		0.8	0	1.3	0.4		0.5	0	1.1	0		1	0	0	0.8
3 Axle Vehicles	0	0	0		0	0	6	0		6	0	0	0		0	0	11	0		11	0	0	17
% 3 Axle Vehicles	0	0	0		0	0	0.2	0		0.2	0	0	0		0	0	0.3	0		0.3	0	0	0.2
4+ Axle Trucks	0	0	0		0	0	5	0		5	0	0	0		0	0	13	0		13	0	0	18
% 4+ Axle Trucks	0	0	0		0	0	0.2	0		0.1	0	0	0		0	0	0.4	0		0.3	0	0	0.2

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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2

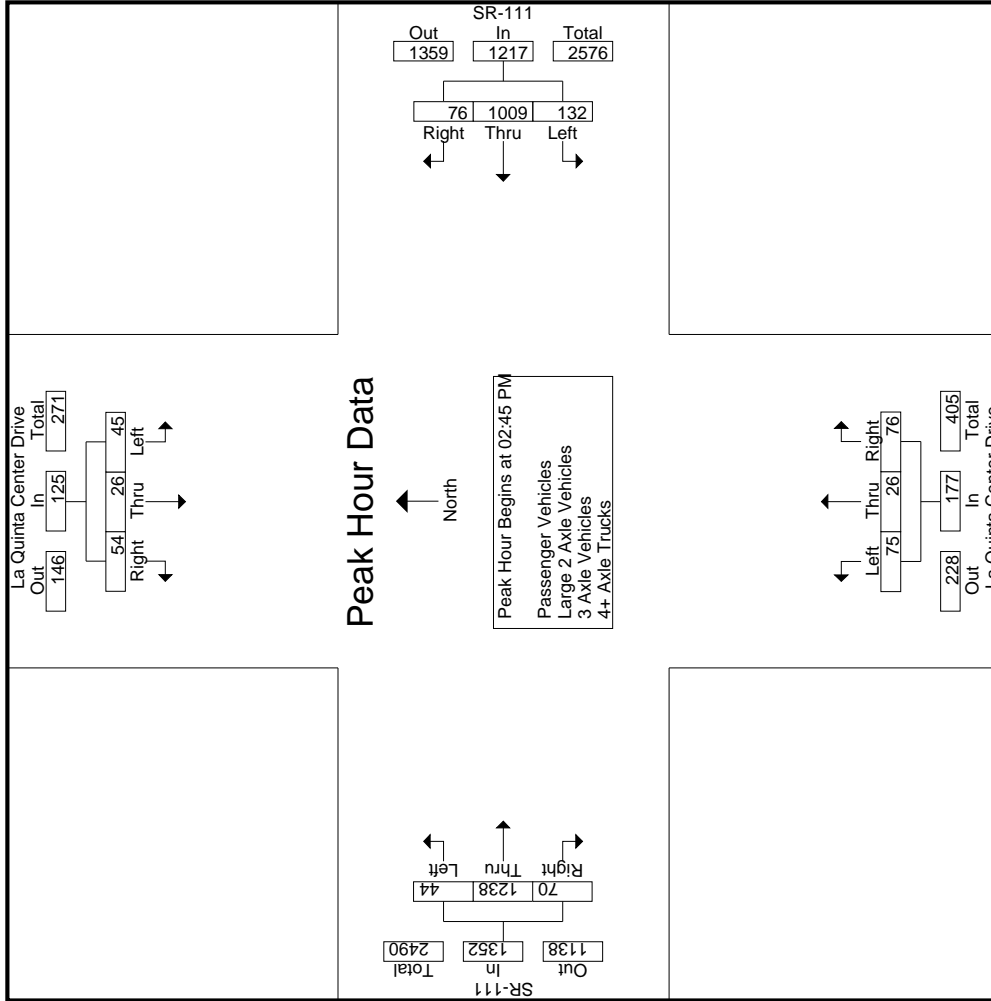
Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 02:45 PM																
02:45 PM	12	4	18	34	25	261	22	308	15	5	18	38	9	296	10	315
03:00 PM	7	9	14	30	30	246	16	292	26	10	17	53	13	300	17	330
03:15 PM	14	9	12	35	30	235	18	283	19	6	21	46	9	331	25	365
03:30 PM	12	4	10	26	47	267	20	334	15	5	20	40	13	311	18	342
Total Volume	45	26	54	125	132	1009	76	1217	75	26	76	177	44	1238	70	1352
% App. Total	36	20.8	43.2	10.8	10.8	82.9	6.2	42.4	42.4	14.7	42.9	3.3	3.3	91.6	5.2	96.7
PHF	.804	.722	.750	.893	.702	.945	.864	.911	.721	.650	.905	.835	.846	.935	.700	.926



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City of La Quinta  
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File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 4

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				03:00 PM				03:00 PM			
+0 mins.	12	4	18	34	25	261	22	308	26	10	17	53	13	300	17	330
+15 mins.	7	9	14	30	30	246	16	292	19	6	21	46	9	331	25	365
+30 mins.	14	9	12	35	30	235	18	283	15	5	20	40	13	311	18	342
+45 mins.	12	4	10	26	47	267	20	334	20	8	18	46	6	300	13	319
Total Volume	45	26	54	125	132	1009	76	1217	80	29	76	185	41	1242	73	1356
% App. Total	36	20.8	43.2	89.3	10.8	82.9	6.2	91.1	43.2	15.7	41.1	3	3	91.6	5.4	92.9
PHF	.804	.722	.750	.893	.702	.945	.864	.911	.769	.725	.905	.873	.788	.938	.730	.929

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

File Name : LQALQ111PM  
Site Code : 05114190  
Start Date : 5/7/2014  
Page No : 1

Groups Printed- Passenger Vehicles

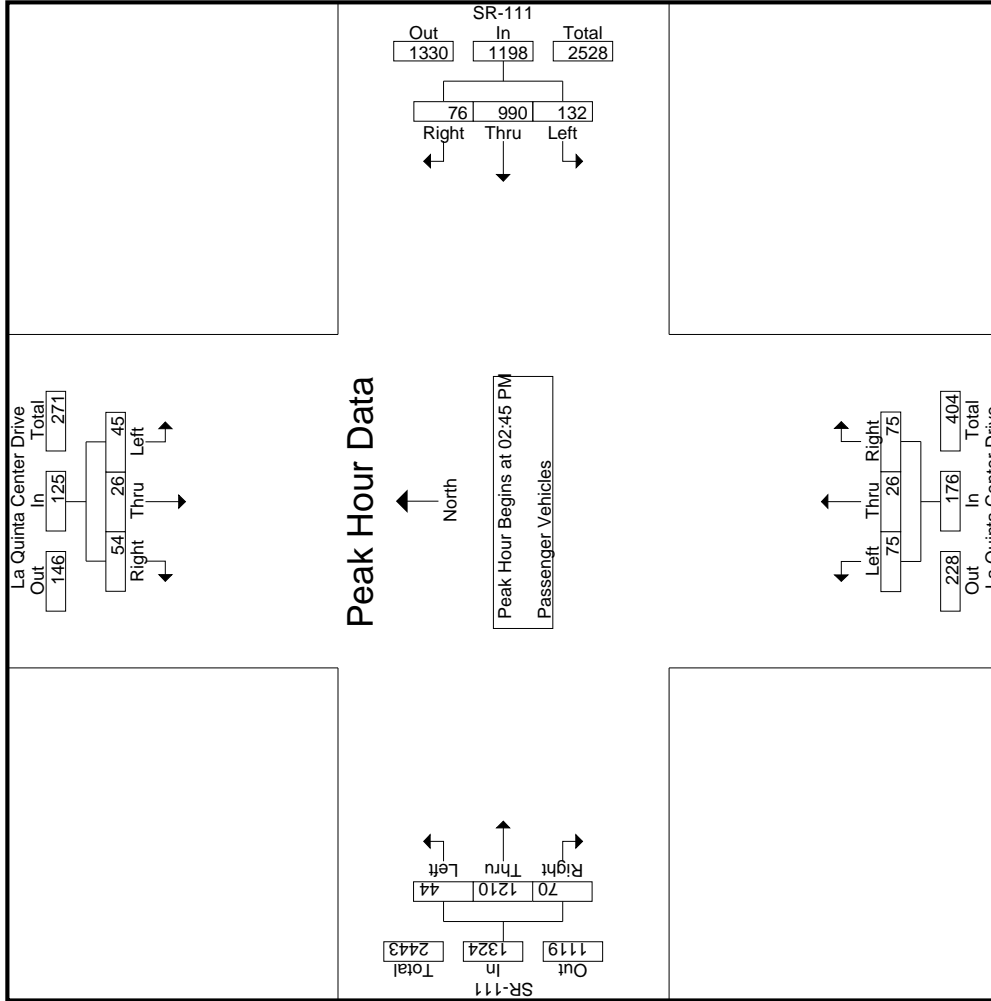
Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	4	6	11	10	21	29	242	16	0	287	19	4	17	4	40	6	317	11	0	334	14	682	696
02:45 PM	12	4	18	16	34	25	259	22	3	306	15	5	18	4	38	9	293	10	1	312	24	690	714
<b>Total</b>	<b>16</b>	<b>10</b>	<b>29</b>	<b>26</b>	<b>55</b>	<b>54</b>	<b>501</b>	<b>38</b>	<b>3</b>	<b>593</b>	<b>34</b>	<b>9</b>	<b>35</b>	<b>8</b>	<b>78</b>	<b>15</b>	<b>610</b>	<b>21</b>	<b>1</b>	<b>646</b>	<b>38</b>	<b>1372</b>	<b>1410</b>
03:00 PM	7	9	14	13	30	30	238	16	0	284	26	10	17	4	53	13	294	17	1	324	18	691	709
03:15 PM	14	9	12	6	35	30	230	18	0	278	19	6	20	6	45	9	321	25	0	355	12	713	725
03:30 PM	12	4	10	7	26	47	263	20	0	330	15	5	20	0	40	13	302	18	0	333	7	729	736
03:45 PM	13	5	10	1	28	16	242	16	0	274	20	7	18	0	45	6	294	13	0	313	1	660	661
<b>Total</b>	<b>46</b>	<b>27</b>	<b>46</b>	<b>27</b>	<b>119</b>	<b>123</b>	<b>973</b>	<b>70</b>	<b>0</b>	<b>1166</b>	<b>80</b>	<b>28</b>	<b>75</b>	<b>10</b>	<b>183</b>	<b>41</b>	<b>1211</b>	<b>73</b>	<b>1</b>	<b>1325</b>	<b>38</b>	<b>2793</b>	<b>2831</b>
04:00 PM	12	3	11	6	26	31	207	16	0	254	15	8	19	1	42	9	235	13	0	257	7	579	586
04:15 PM	8	8	14	2	30	28	203	10	0	241	13	3	19	0	35	8	253	14	0	275	2	581	583
04:30 PM	12	8	13	9	33	26	238	15	2	279	15	8	18	4	41	9	259	16	1	284	16	637	653
04:45 PM	15	8	13	8	36	19	213	15	2	247	12	2	23	20	37	10	253	21	6	284	36	604	640
<b>Total</b>	<b>47</b>	<b>27</b>	<b>51</b>	<b>25</b>	<b>125</b>	<b>104</b>	<b>861</b>	<b>56</b>	<b>4</b>	<b>1021</b>	<b>55</b>	<b>21</b>	<b>79</b>	<b>25</b>	<b>155</b>	<b>36</b>	<b>1000</b>	<b>64</b>	<b>7</b>	<b>1100</b>	<b>61</b>	<b>2401</b>	<b>2462</b>
05:00 PM	10	6	6	4	22	19	248	5	3	272	24	8	16	8	48	13	290	15	3	318	18	660	678
05:15 PM	10	6	6	3	22	24	201	13	3	238	19	9	20	12	48	27	299	23	0	349	18	657	675
<b>Grand Total</b>	<b>129</b>	<b>76</b>	<b>138</b>	<b>85</b>	<b>343</b>	<b>324</b>	<b>2784</b>	<b>182</b>	<b>13</b>	<b>3290</b>	<b>212</b>	<b>75</b>	<b>225</b>	<b>63</b>	<b>512</b>	<b>132</b>	<b>3410</b>	<b>196</b>	<b>12</b>	<b>3738</b>	<b>173</b>	<b>7883</b>	<b>8056</b>
Approch %	37.6	22.2	40.2			9.8	84.6	5.5		41.4	14.6	43.9		6.5	3.5	91.2	5.2		47.4	2.1	97.9		
Total %	1.6	1	1.8		4.4	4.1	35.3	2.3		41.7	2.7	1	2.9		1.7	43.3	2.5						

Start Time	La Quinta Center Drive Southbound					SR-111 Westbound					La Quinta Center Drive Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 02:45 PM																								
02:45 PM	12	4	18		34	25	259	22		306	15	5	18		38	9	293	10		312			690	
03:00 PM	7	9	14		30	30	238	16		284	26	10	17		53	13	294	17		324			691	
03:15 PM	14	9	12		35	30	230	18		278	19	6	20		45	9	321	25		355			713	
03:30 PM	12	4	10		26	47	263	20		330	15	5	20		40	13	302	18		333			729	
<b>Total Volume</b>	<b>45</b>	<b>26</b>	<b>54</b>		<b>125</b>	<b>132</b>	<b>990</b>	<b>76</b>		<b>1198</b>	<b>75</b>	<b>26</b>	<b>75</b>		<b>176</b>	<b>44</b>	<b>1210</b>	<b>70</b>		<b>1324</b>			<b>2823</b>	
% App. Total	36	20.8	43.2		6.3	11	82.6	6.3		42.6	42.6	14.8	42.6		5.3	3.3	91.4	5.3						
PHF	.804	.722	.750		.893	.702	.941	.864		.908	.721	.650	.938		.830	.846	.942	.700		.932				.968

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

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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	12	4	18	34	25	259	22	306	15	5	18	38	9	293	10	312
+15 mins.	7	9	14	30	30	238	16	284	26	10	17	53	13	294	17	324
+30 mins.	14	9	12	35	30	230	18	278	19	6	20	45	9	321	25	355
+45 mins.	12	4	10	26	47	263	20	330	15	5	20	40	13	302	18	333
Total Volume	45	26	54	125	132	990	76	1198	75	26	75	176	44	1210	70	1324
% App. Total	36	20.8	43.2	11	82.6	6.3	11	42.6	14.8	42.6	5.3	3.3	91.4	5.3	3.3	93.2
PHF	.804	.722	.750	.893	.702	.941	.864	.908	.721	.650	.938	.830	.846	.942	.700	.932

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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
	Left	Thru	Right	Thru	Right	RTOR	Left	Thru	Right	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
02:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	5
02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	7
03:00 PM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	8
03:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	6	1	1	12
03:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	6	0	0	10
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	6	0	0	7
Total	0	0	0	0	0	0	0	14	0	0	1	0	1	1	1	2	0	0	0	0	0	0	0	20	0	0	0	20	0	0	20	1	36	37	
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	5	0	0	6
04:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	5
04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	10	0	16	16
05:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	3	0	0	5
05:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	2
Grand Total	0	0	0	0	0	0	0	26	0	0	26	0	1	1	1	2	0	0	0	0	0	0	0	38	0	0	0	38	0	0	38	1	66	67	
Approch %	0	0	0	0	0	0	0	100	0	0	100	0	50	50	50	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	100	0	1.5	98.5	
Total %	0	0	0	0	0	0	0	39.4	0	0	39.4	0	1.5	1.5	1.5	3	0	0	0	0	0	0	0	57.6	0	0	0	57.6	0	0	57.6	1.5	98.5		

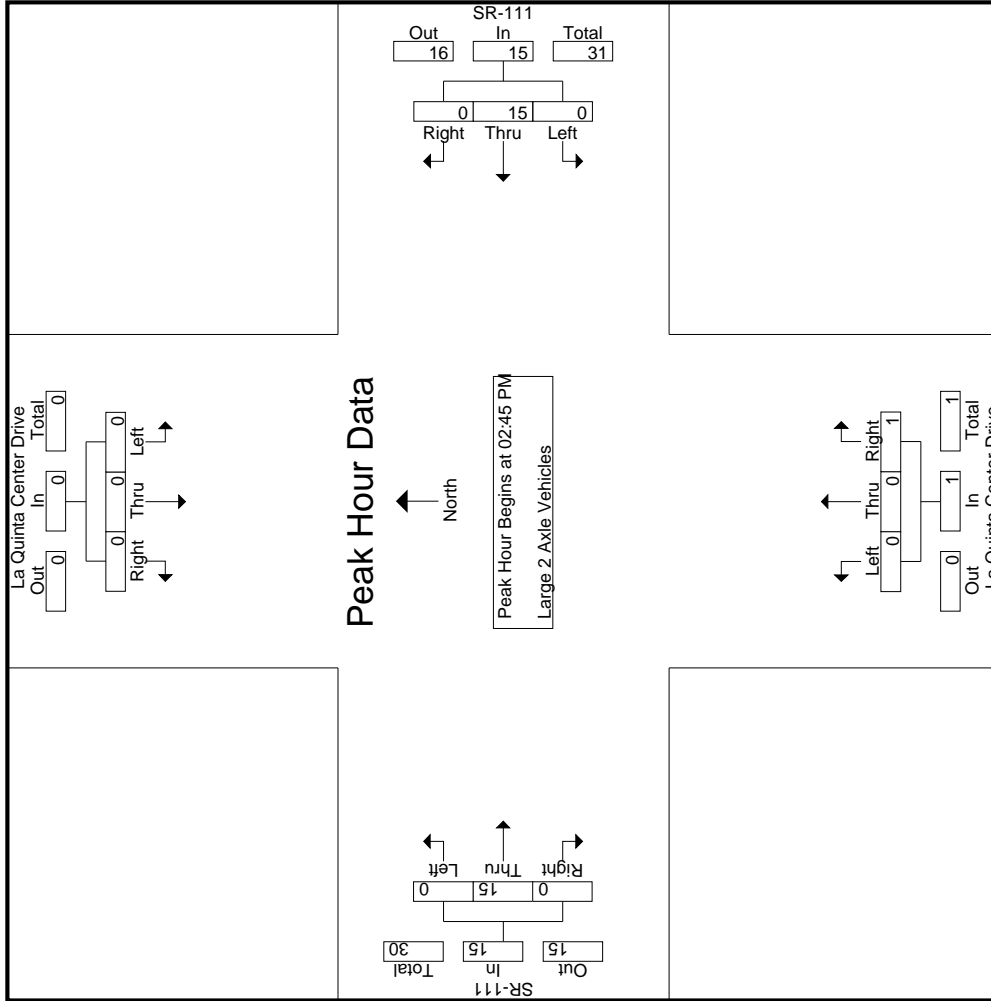
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound																
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Right		RTOR		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
	Left	Thru	Right	Thru	Right	RTOR	Left	Thru	Right	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1
03:00 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2
03:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	6	0	0	11
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	0	15	0	15	31
% App. Total	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.000	.705				

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	02:45 PM				02:45 PM				02:45 PM				02:45 PM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	6	0	0	6	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	0	4	0	0	4	0	0	1	0	0	6	0	0	6
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0	0	6	0	0	6
Total Volume	0	0	0	0	15	0	0	15	0	0	1	0	0	15	0	0	15
% App. Total	0	0	0	0	100	0	0	100	0	0	100	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.250	.000	.000	.625	.000	.000	.625



Counts Unlimited, Inc.  
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File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

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

Groups Printed- 3 Axle Vehicles

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound												
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
	02:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	4	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	4	0	0	0	0	0	5	5	
03:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	4	4	
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	2	2	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	4	4	4	0	0	0	0	0	7	7	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	5	5	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	11	11	11	0	0	0	0	0	17	17	
Approach %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	100	0	64.7	0	0	0	0	0	100	100	
Total %	0	0	0	0	0	35.3	0	0	0	35.3	0	0	0	0	64.7	0	64.7	0	0	0	0	0	100	100	

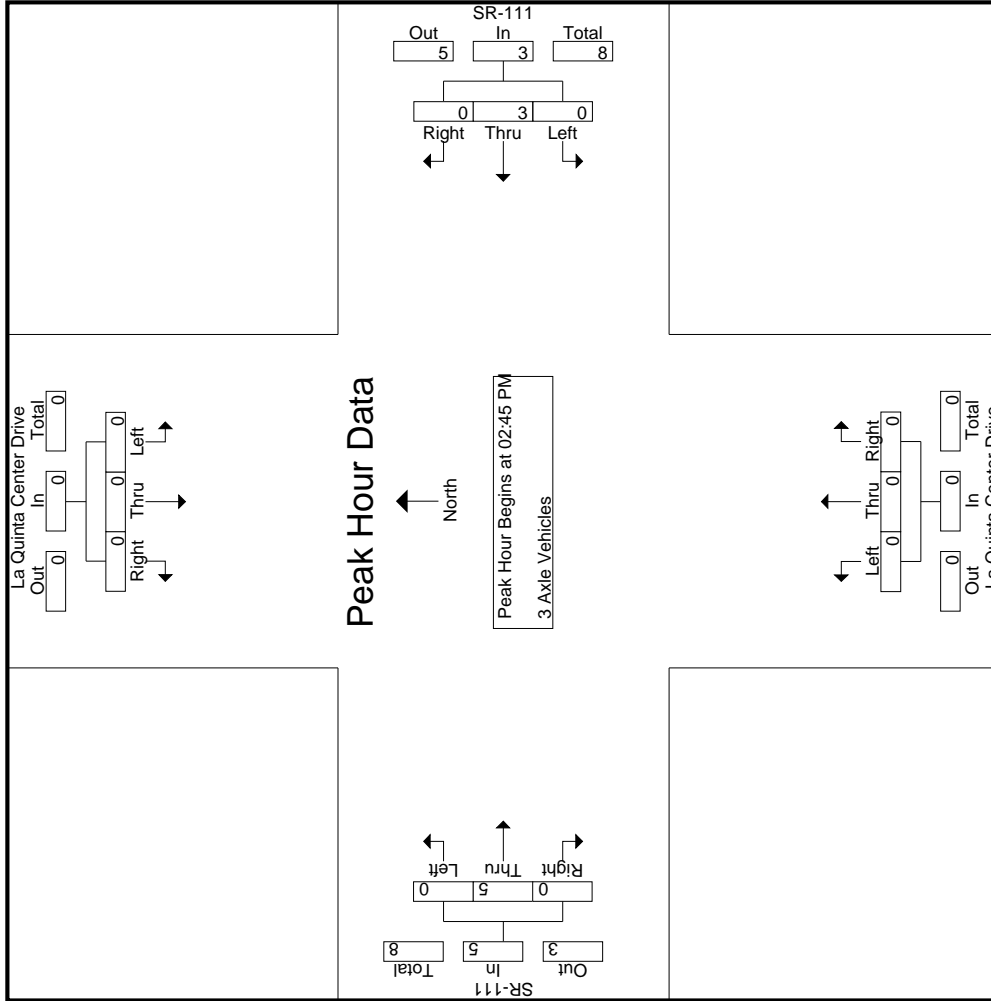
Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound												
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Total Volume	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	0	5	8	
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	100	0	0	0	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.625	.500	

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM													
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	2	0	0	0	0	0	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total Volume	0	0	0	0	3	0	0	0	0	0	0	0	5	5
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.625	.625

Counts Unlimited, Inc.  
 PO Box 1178  
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File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

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

Groups Printed- 4+ Axle Trucks

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound						
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	27.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

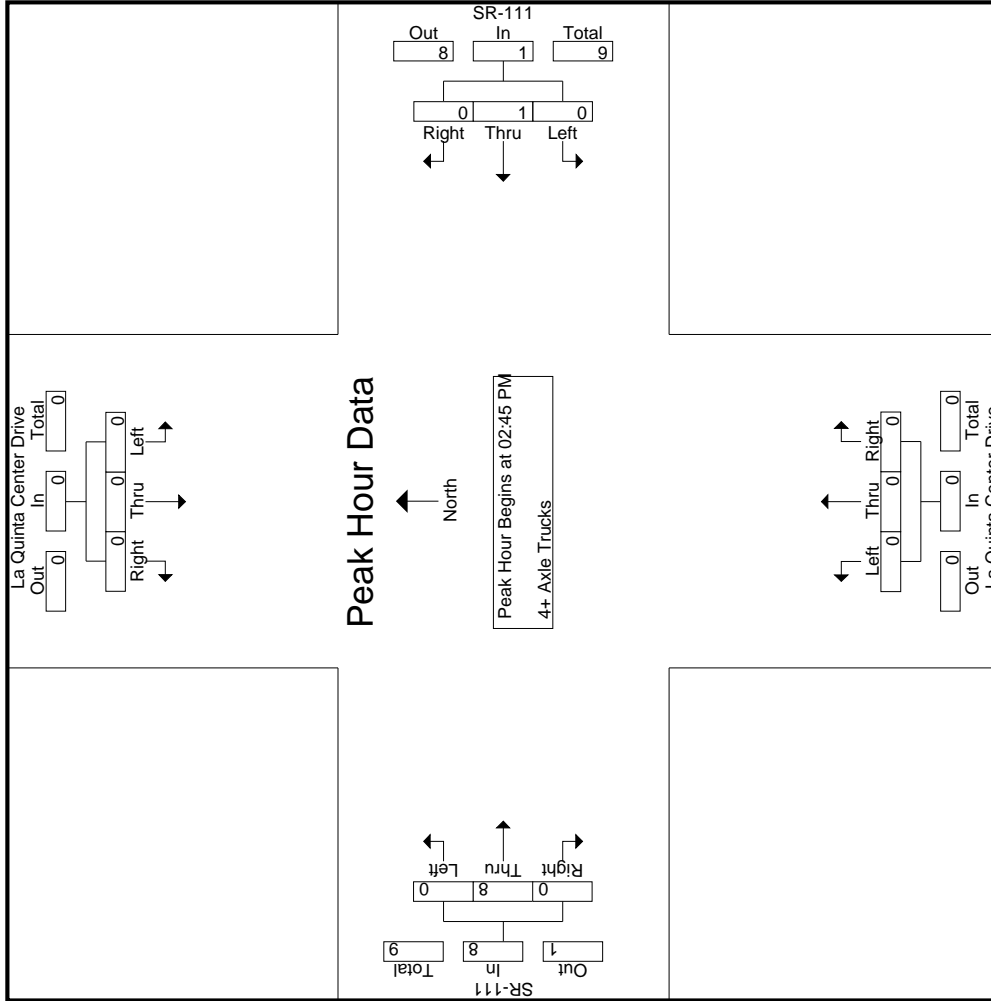
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound						
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.563

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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 PO Box 1178  
 Corona, CA 92878  
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City of La Quinta  
 N/S: La Quinta Center Drive  
 E/W: SR-111  
 Weather: Clear

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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 (951) 268-6268

File Name : LQALQ111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	02:45 PM				02:45 PM				02:45 PM			
+0 mins.	0	0	0	0	1	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	0	0	0	0	8	0	8
% App. Total	0	0	0	0	100	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.500	.000	.500

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

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

Start Time	La Quinta Center Drive Southbound						La Quinta Center Drive Northbound						SR-111 Eastbound						Int. Total	
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total			Int. Total
	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Exclu. Total			
11:00 AM	14	5	14	4	33	313	49	247	17	1	0	45	13	247	27	1	287	6	678	684
11:15 AM	9	8	16	1	33	342	46	270	26	2	38	86	7	253	26	8	286	20	747	767
11:30 AM	8	6	15	3	29	345	41	283	21	4	31	71	15	263	30	6	308	19	753	772
11:45 AM	11	6	15	4	32	282	39	230	13	1	21	57	18	275	18	0	311	7	682	689
Total	42	25	60	12	127	1282	175	1030	77	8	107	259	53	1038	101	15	1192	52	2860	2912
12:00 PM	14	8	19	8	41	320	46	249	25	3	34	78	14	290	21	1	325	18	764	782
12:15 PM	11	11	19	2	41	320	38	256	26	0	31	78	23	297	27	0	347	6	786	792
12:30 PM	15	10	21	9	46	328	38	256	34	5	26	64	17	312	28	5	357	20	795	815
12:45 PM	15	11	15	7	41	328	43	253	32	2	27	65	13	295	28	0	336	12	770	782
Total	55	40	74	26	169	1296	165	1014	117	10	118	285	67	1194	104	6	1365	56	3115	3171
Grand Total	97	65	134	38	296	2578	340	2044	194	18	225	544	120	2232	205	21	2557	108	5975	6083
Approach %	32.8	22	45.3				13.2	79.3	7.5		41.4		4.7	87.3	8					
Total %	1.6	1.1	2.2		5	43.1	5.7	34.2	3.2		3.8	9.1	2	37.4	3.4		42.8	1.8	98.2	
Passenger Vehicles	97	65	134		334	2570	339	2019	194		225	572	120	2209	204		2554	0	0	6030
% Passenger Vehicles	100	100	100		100	100	99.7	98.8	100		100	99.5	100	99	99.5		99.1	0	0	99.1
Large 2 Axle Vehicles	0	0	0		0	16	0	16	0		0	2	0	14	1		15	0	0	33
% Large 2 Axle Vehicles	0	0	0		0	0.6	0	0.8	0		0.3	0.3	0	0.6	0.5		0.6	0	0	0.5
3 Axle Vehicles	0	0	0		0	4	0	4	0		1	1	0	6	0		6	0	0	11
% 3 Axle Vehicles	0	0	0		0	0.2	0	0.2	0		0.2	0.2	0	0.3	0		0.2	0	0	0.2
4+ Axle Trucks	0	0	0		0	6	1	5	0		0	0	0	3	0		3	0	0	9
% 4+ Axle Trucks	0	0	0		0	0.2	0.3	0.2	0		0	0	0	0.1	0		0.1	0	0	0.1

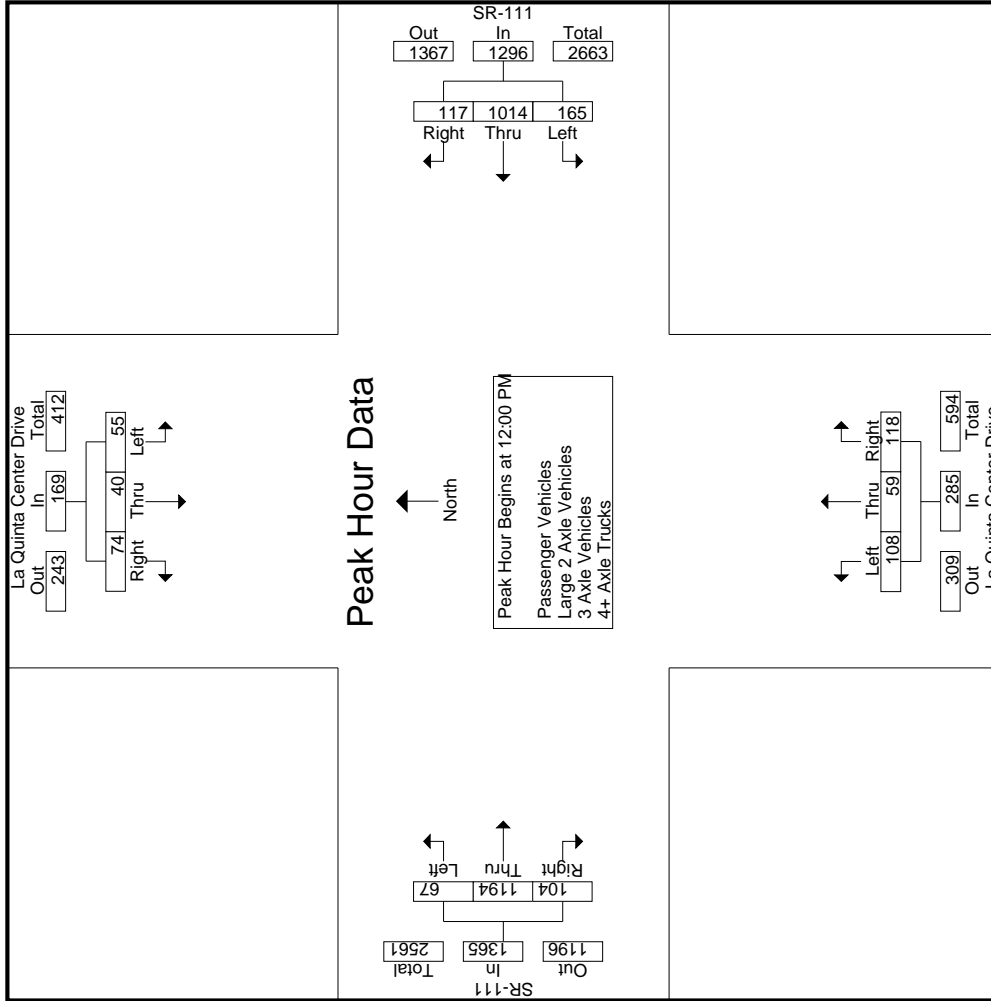
Start Time	La Quinta Center Drive Southbound						La Quinta Center Drive Northbound						SR-111 Eastbound						Int. Total	
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total			Int. Total
	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Exclu. Total			
12:00 PM	14	8	19	8	41	320	46	249	25	3	34	78	14	290	21	1	325	18	764	782
12:15 PM	11	11	19	2	41	320	38	256	26	0	31	78	23	297	27	0	347	6	786	792
12:30 PM	15	10	21	9	46	328	38	256	34	5	26	64	17	312	28	5	357	20	795	815
12:45 PM	15	11	15	7	41	328	43	253	32	2	27	65	13	295	28	0	336	12	770	782
Total Volume	55	40	74	26	169	1296	165	1014	117	10	118	285	67	1194	104	6	1365	56	3115	3171
% App. Total	32.5	23.7	43.8				12.7	78.2	9		20.7	41.4	4.9	87.5	7.6					
PHF	.917	.909	.881		.918	.988	.897	.990	.860		.738	.868	.913	.728	.957		.929	.956		.980

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

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

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2





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 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				11:15 AM				12:00 PM			
+0 mins.	14	8	19	41	249	25	25	320	37	11	38	86	14	290	21	325
+15 mins.	11	11	19	41	256	26	26	320	30	10	31	71	23	297	27	347
+30 mins.	15	10	21	46	256	34	34	328	26	10	21	57	17	312	28	357
+45 mins.	15	11	15	41	253	32	32	328	24	20	34	78	13	295	28	336
Total Volume	55	40	74	169	1014	117	117	1296	117	51	124	292	67	1194	104	1365
% App. Total	32.5	23.7	43.8	12.7	78.2	9	9	988	40.1	17.5	42.5	849	4.9	87.5	7.6	956
PHF	.917	.909	.881	.918	.897	.990	.860	.988	.791	.638	.816	.849	.728	.957	.929	.956

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound													
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total	
	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.		
11:00 AM	14	5	14	4	33	49	243	17	1	309	23	5	17	0	45	13	245	27	1	285	6	672	678	20	739	759	20	739	759			
11:15 AM	9	8	16	1	33	45	265	26	2	336	36	11	38	9	85	7	252	26	8	285	19	747	766	19	747	766	19	747	766			
11:30 AM	8	6	15	3	29	41	281	21	4	343	30	10	31	6	71	15	260	29	6	304	7	676	683	7	676	683	7	676	683			
11:45 AM	11	6	15	4	32	39	228	13	1	280	26	10	21	2	57	18	271	18	0	307	7	676	683	7	676	683	7	676	683			
Total	42	25	60	12	127	174	1017	77	8	1268	115	36	107	17	258	53	1028	100	15	1181	52	2834	2886	52	2834	2886	52	2834	2886			
12:00 PM	14	8	19	8	41	46	246	25	3	317	24	20	34	6	78	14	287	21	1	322	18	758	776	18	758	776	18	758	776			
12:15 PM	11	11	19	2	41	38	253	26	0	317	32	14	31	4	77	23	291	27	0	341	6	776	782	6	776	782	6	776	782			
12:30 PM	15	10	21	9	46	38	252	34	5	324	27	11	26	1	64	17	309	28	5	354	20	788	808	20	788	808	20	788	808			
12:45 PM	15	11	15	7	41	43	251	32	2	326	24	13	27	3	64	13	294	28	0	335	12	766	778	12	766	778	12	766	778			
Total	55	40	74	26	169	165	1002	117	10	1284	107	58	118	14	283	67	1181	104	6	1352	56	3088	3144	56	3088	3144	56	3088	3144			
Grand Total	97	65	134	38	296	339	2019	194	18	2552	222	94	225	31	541	120	2209	204	21	2533	108	5922	6030	108	5922	6030	108	5922	6030			
Approach %	32.8	22	45.3		5	13.3	79.1	7.6		43.1	41	17.4	41.6		9.1	4.7	87.2	8.1		42.8	1.8	98.2		1.8	98.2		1.8	98.2				
Total %	1.6	1.1	2.3		5	5.7	34.1	3.3		43.1	3.7	1.6	3.8		9.1	2	37.3	3.4		42.8	1.8	98.2		1.8	98.2		1.8	98.2				

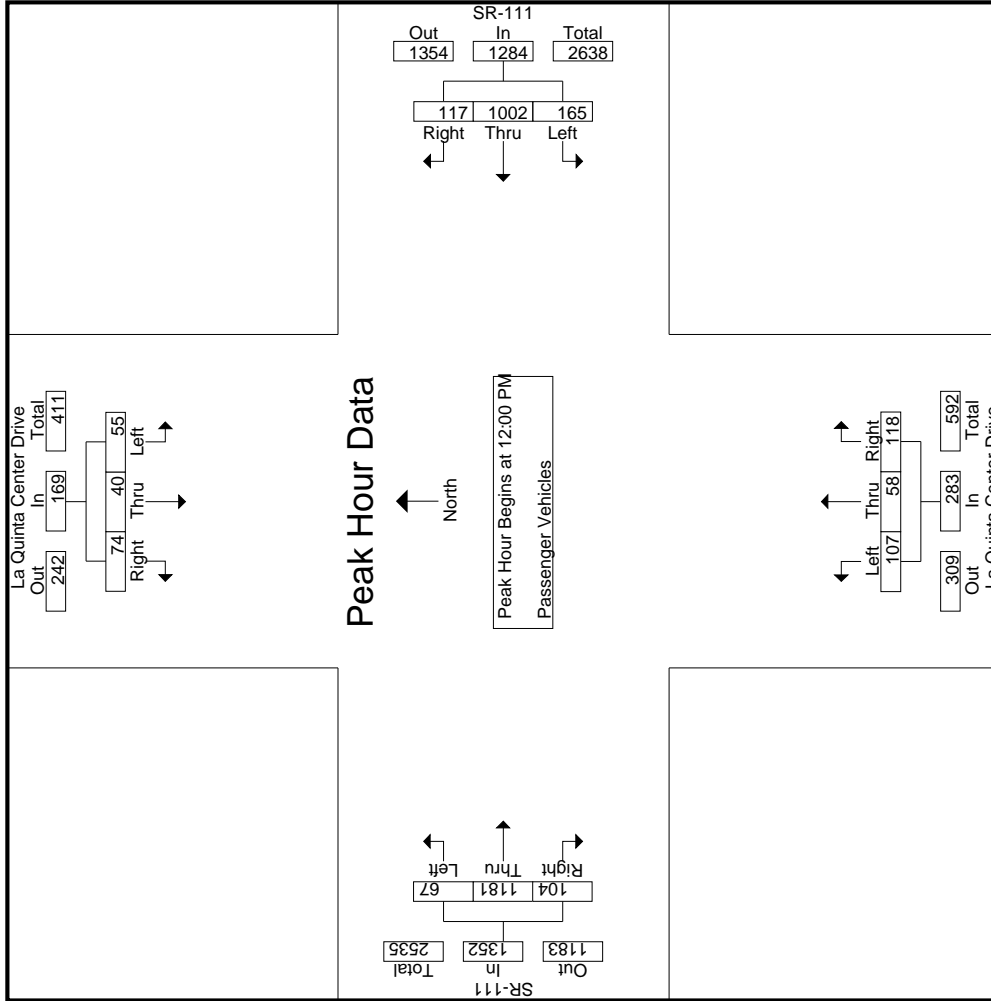
  

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound													
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total	
	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.		
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1	14	8	19	8	41	41	19	41	46	246	25	317	24	20	34	24	20	34	20	34	24	20	34	24	20	34	24	20	34	24	20	34
12:00 PM	14	8	19	8	41	41	19	41	46	246	25	317	24	20	34	24	20	34	20	34	24	20	34	24	20	34	24	20	34	24	20	34
12:15 PM	11	11	19	11	38	38	253	26	2	336	36	11	38	9	85	7	252	26	8	285	19	747	766	19	747	766	19	747	766	19	747	766
12:30 PM	15	10	21	9	46	46	252	34	5	324	30	10	31	6	71	15	260	29	6	304	7	676	683	7	676	683	7	676	683	7	676	683
12:45 PM	15	11	15	7	41	43	251	32	2	326	24	13	27	3	64	13	294	28	0	335	12	766	778	12	766	778	12	766	778	12	766	778
Total Volume	55	40	74	26	169	165	1002	117	10	1284	107	58	118	14	283	67	1181	104	6	1352	56	3088	3144	56	3088	3144	56	3088	3144	56	3088	3144
% App. Total	32.5	23.7	43.8		5	13.3	79.1	7.6		43.1	41	17.4	41.6		9.1	4.7	87.2	8.1		42.8	1.8	98.2		1.8	98.2		1.8	98.2		1.8	98.2	
PHF	.917	.909	.881		5	5.7	34.1	3.3		43.1	3.7	1.6	3.8		9.1	2	37.3	3.4		42.8	1.8	98.2		1.8	98.2		1.8	98.2		1.8	98.2	

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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City of La Quinta  
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 Weather: Clear

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

Start Time	La Quinta Center Drive Southbound				SR-111 Westbound				La Quinta Center Drive Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	14	8	19	41	246	25	25	317	24	20	34	78	14	287	21	322
+15 mins.	11	11	19	41	253	26	26	317	32	14	31	77	23	291	27	341
+30 mins.	15	10	21	46	252	34	34	324	27	11	26	64	17	309	28	354
+45 mins.	15	11	15	41	251	32	32	326	24	13	27	64	13	294	28	335
Total Volume	55	40	74	169	1002	117	117	1284	107	58	118	283	67	1181	104	1352
% App. Total	32.5	23.7	43.8	12.9	78	9.1	9.1	98.5	37.8	20.5	41.7	28.3	5	87.4	7.7	95.5
PHF	.917	.909	.881	.918	.897	.860	.860	.985	.836	.725	.868	.907	.728	.956	.929	.955

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

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

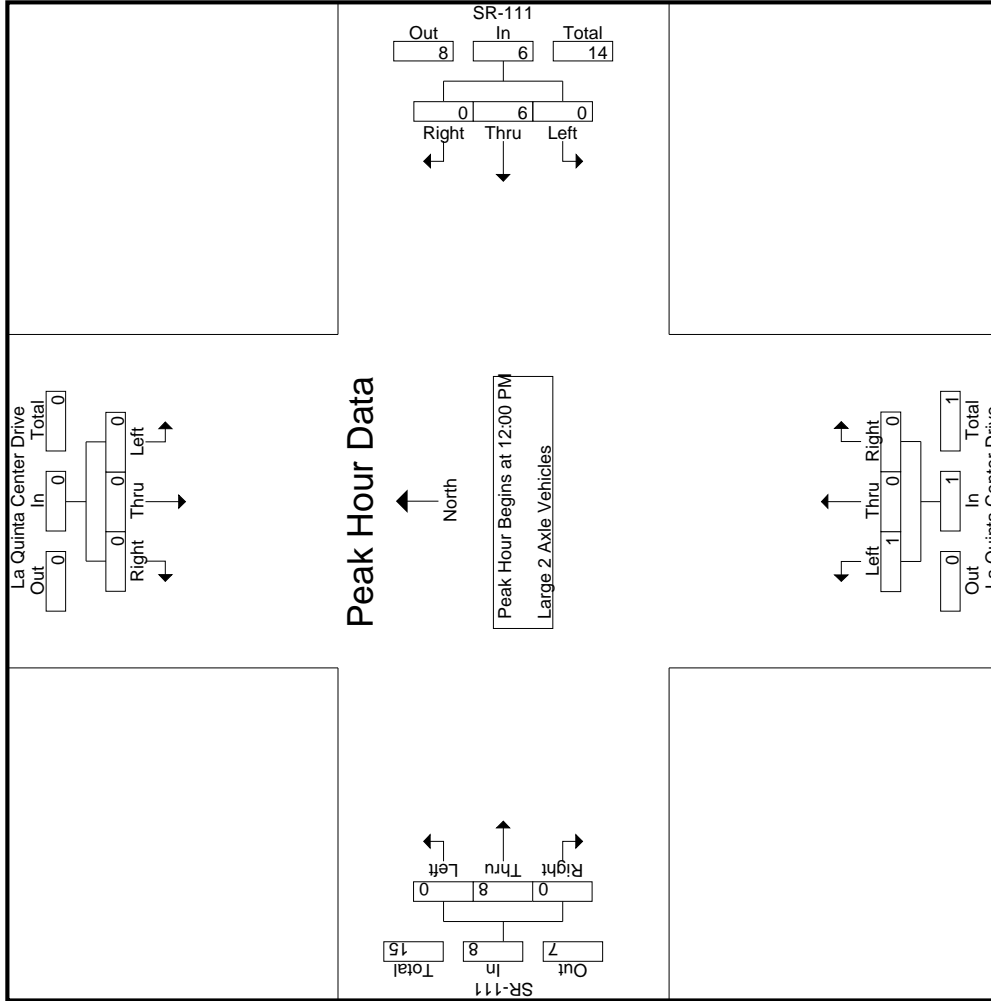
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4	4	4	
11:15 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	7	7	
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	1	0	0	5	5		
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	2	2		
Total	0	0	0	0	0	0	0	10	0	0	0	0	10	1	0	0	0	6	1	0	0	0	6	1	0	0	18	18		
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	0	0	0	0	4	0	0	0	8	8		
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	3	3			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	1		
Total	0	0	0	0	0	0	0	6	0	0	0	0	6	1	0	0	0	8	0	0	0	8	0	0	0	15	15			
Grand Total	0	0	0	0	0	0	0	16	0	0	0	0	16	2	0	0	0	14	1	0	0	15	0	0	0	33	33			
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	93.3	6.7	0	0	45.5	0	0	0	100	100			
Total %	0	0	0	0	0	0	0	48.5	0	0	0	0	48.5	6.1	0	0	0	42.4	3	0	0	45.5	0	0	0	100	100			

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound											
	Left		Right		RTOR		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	4	0	0	0	4	0	0	0	0	8	8		
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	3	3			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	1		
Total	0	0	0	0	0	0	0	6	0	0	0	0	6	1	0	0	0	8	0	0	0	8	0	0	0	15	15			
Grand Total	0	0	0	0	0	0	0	16	0	0	0	0	16	2	0	0	0	14	1	0	0	15	0	0	0	33	33			
Approch %	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	93.3	6.7	0	0	45.5	0	0	0	100	100			
Total %	0	0	0	0	0	0	0	48.5	0	0	0	0	48.5	6.1	0	0	0	42.4	3	0	0	45.5	0	0	0	100	100			

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM				12:00 PM				12:00 PM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0	2
+15 mins.	0	0	0	0	3	0	0	0	0	0	0	1	4
+30 mins.	0	0	0	0	2	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	6	0	0	0	0	0	0	1	8
% App. Total	0	0	0	0	100	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.500	.000	.000	.000	.250	.000	.000	.250	.500
													.500

Counts Unlimited, Inc.  
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 (951) 268-6268

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0		0	1	0	0	1	1	0	0	0	0	0	0	0	3	0	0	3	3	0	4	4
12:00 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
12:15 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0		0	2	0	0	2	0	0	0	0	0	0	2	0	2	0	0	2	0	0	4	4
12:45 PM	0	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0		0	3	0	0	3	3	0	1	0	0	1	3	0	3	0	0	3	3	0	7	7
Grand Total	0	0	0	0	0		0	4	0	0	4	4	0	1	0	0	1	6	0	6	0	0	6	6	0	11	11
Approch %	0	0	0	0	0		0	100	0	0	36.4	36.4	0	100	0	0	9.1	9.1	0	100	0	0	54.5	54.5	0	100	100
Total %	0	0	0	0	0		0	36.4	0	0	36.4	36.4	0	9.1	0	0	9.1	9.1	0	54.5	0	0	54.5	54.5	0	100	100

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total
12:00 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000		.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.375	.000	.000	.375	.000	.000	.375	.438

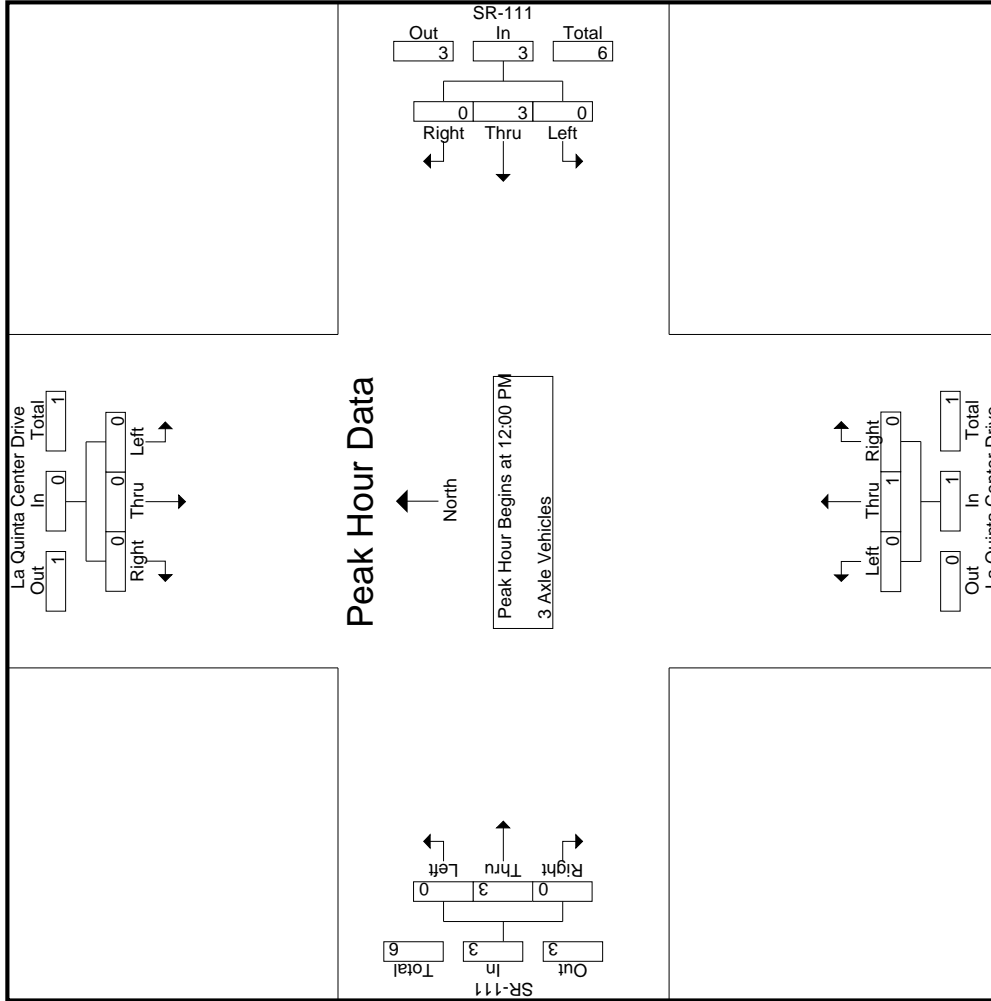
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM



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 Corona, CA 92878  
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City of La Quinta  
 N/S: La Quinta Center Drive  
 E/W: SR-111  
 Weather: Clear

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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 Corona, CA 92878  
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File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM				12:00 PM				12:00 PM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	1	0	0	3	0	3
% App. Total	0	0	0	0	100	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.375	.000	.375

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- 4+ Axle Trucks

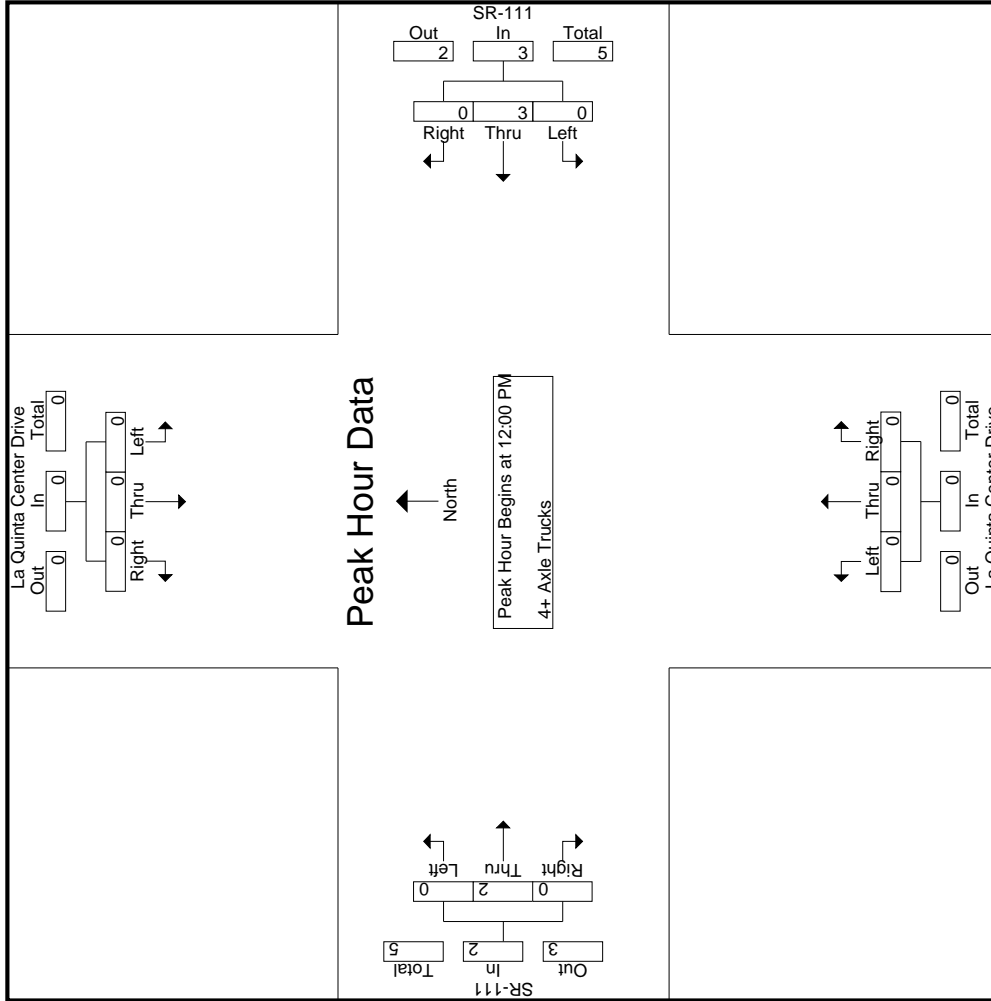
Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
Grand Total	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	3	0	0	3	9
Approach %	0	0	0	0	0	0	16.7	83.3	0	0	66.7	0	0	0	0	0	0	0	0	100	0	0	33.3	0
Total %	0	0	0	0	0	0	11.1	55.6	0	0	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	0

Start Time	La Quinta Center Drive Southbound						SR-111 Westbound						La Quinta Center Drive Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.625	

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

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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

File Name : LQALQ111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	La Quinta Center Drive Southbound			SR-111 Westbound			La Quinta Center Drive Northbound			SR-111 Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

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



Date: 5/7/2014  
 File: LQALQ111

WEEKDAY

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	1	3
8:00 AM	2	2	0	0	4
8:15 AM	1	1	0	0	2
TOTAL VOLUMES:	6	3	0	1	10

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	4	0	1	0	5
3:00 PM	2	0	0	0	2
3:15 PM	4	0	0	0	4
3:30 PM	1	0	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	11	0	1	1	13

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	1	0	1
11:15 AM	0	0	0	0	0
11:30 AM	0	1	0	0	1
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	1	1
12:30 PM	0	0	0	0	0
12:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	1	1	1	4

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



Date: 5/7/2014  
 File: LQALQ111

WEEKDAY

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

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	1	0	1
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1
3:30 PM	1	0	1	0	2
3:45 PM	0	1	0	0	1
4:00 PM	0	3	0	0	3
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
TOTAL VOLUMES:	1	4	2	2	9

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg SR-111	South Leg La Quinta Center Drive	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	1	0	0	1
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	1	1
11:45 AM	0	2	0	1	3
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	2	5

City of La Quinta  
 N/S: La Quinta Center Dr / Caleo Bay Dr  
 E/W: 47th Avenue  
 Weather: Clear

File Name : LQALQ47AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Total Volume

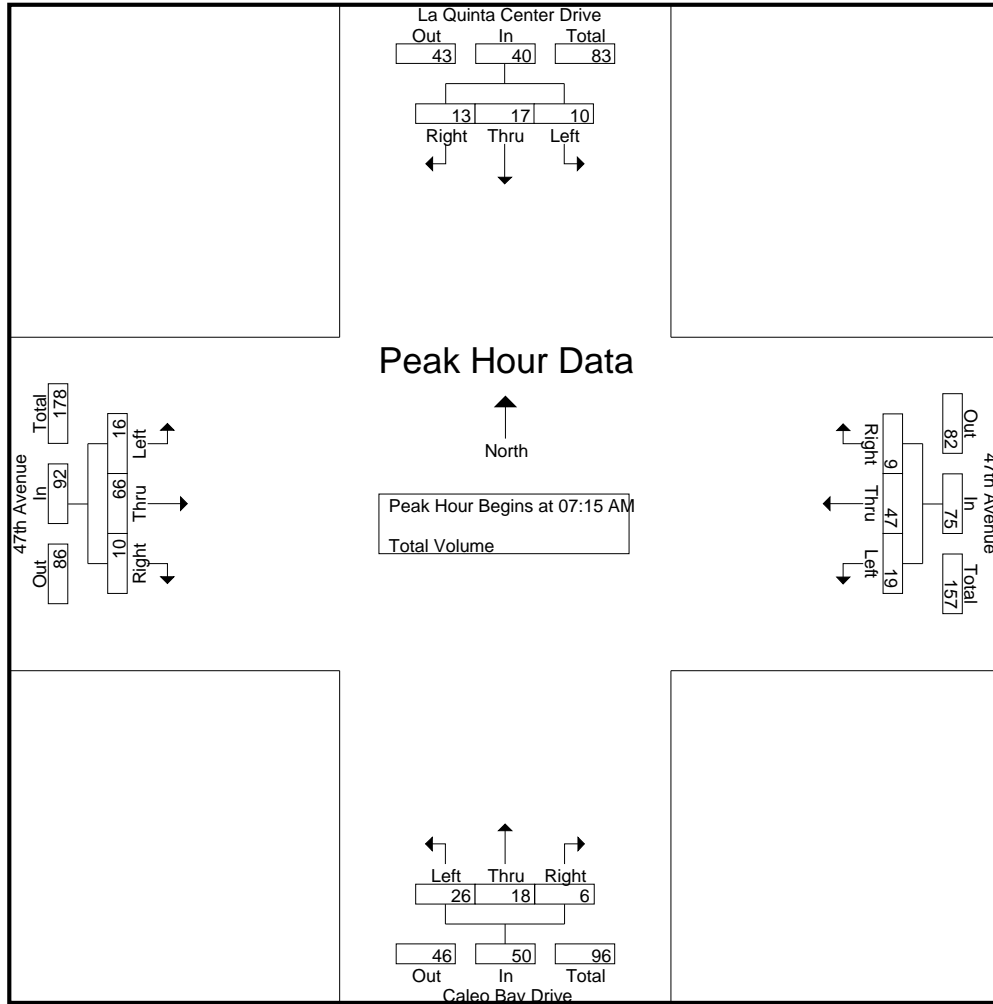
Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	0	1	2	1	2	0	3	0	2	1	3	3	3	1	7	15
06:45 AM	0	2	2	4	3	4	1	8	1	3	1	5	4	7	2	13	30
Total	1	2	3	6	4	6	1	11	1	5	2	8	7	10	3	20	45
07:00 AM	0	1	1	2	3	6	1	10	8	0	0	8	0	7	0	7	27
07:15 AM	2	2	6	10	3	12	1	16	2	3	0	5	2	30	1	33	64
07:30 AM	5	2	1	8	1	9	1	11	8	1	2	11	6	13	1	20	50
07:45 AM	2	4	4	10	6	17	4	27	10	7	2	19	5	13	2	20	76
Total	9	9	12	30	13	44	7	64	28	11	4	43	13	63	4	80	217
08:00 AM	1	9	2	12	9	9	3	21	6	7	2	15	3	10	6	19	67
08:15 AM	2	7	3	12	10	12	0	22	5	4	0	9	6	10	4	20	63
Grand Total	13	27	20	60	36	71	11	118	40	27	8	75	29	93	17	139	392
Apprch %	21.7	45	33.3		30.5	60.2	9.3		53.3	36	10.7		20.9	66.9	12.2		
Total %	3.3	6.9	5.1	15.3	9.2	18.1	2.8	30.1	10.2	6.9	2	19.1	7.4	23.7	4.3	35.5	

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	2	6	10	3	12	1	16	2	3	0	5	2	30	1	33	64
07:30 AM	5	2	1	8	1	9	1	11	8	1	2	11	6	13	1	20	50
07:45 AM	2	4	4	10	6	17	4	27	10	7	2	19	5	13	2	20	76
08:00 AM	1	9	2	12	9	9	3	21	6	7	2	15	3	10	6	19	67
Total Volume	10	17	13	40	19	47	9	75	26	18	6	50	16	66	10	92	257
% App. Total	25	42.5	32.5		25.3	62.7	12		52	36	12		17.4	71.7	10.9		
PHF	.500	.472	.542	.833	.528	.691	.563	.694	.650	.643	.750	.658	.667	.550	.417	.697	.845



City of La Quinta  
 N/S: La Quinta Center Dr / Caleo Bay Dr  
 E/W: 47th Avenue  
 Weather: Clear

File Name : LQALQ47AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	5	2	1	8	1	9	1	11	8	1	2	11	2	30	1	33
+15 mins.	2	4	4	10	6	17	4	27	10	7	2	19	6	13	1	20
+30 mins.	1	9	2	12	9	9	3	21	6	7	2	15	5	13	2	20
+45 mins.	2	7	3	12	10	12	0	22	5	4	0	9	3	10	6	19
Total Volume	10	22	10	42	26	47	8	81	29	19	6	54	16	66	10	92
% App. Total	23.8	52.4	23.8		32.1	58	9.9		53.7	35.2	11.1		17.4	71.7	10.9	
PHF	.500	.611	.625	.875	.650	.691	.500	.750	.725	.679	.750	.711	.667	.550	.417	.697

City of La Quinta  
 N/S: La Quinta Center Dr / Caleo Bay Dr  
 E/W: 47th Avenue  
 Weather: Clear

File Name : LQALQ47PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

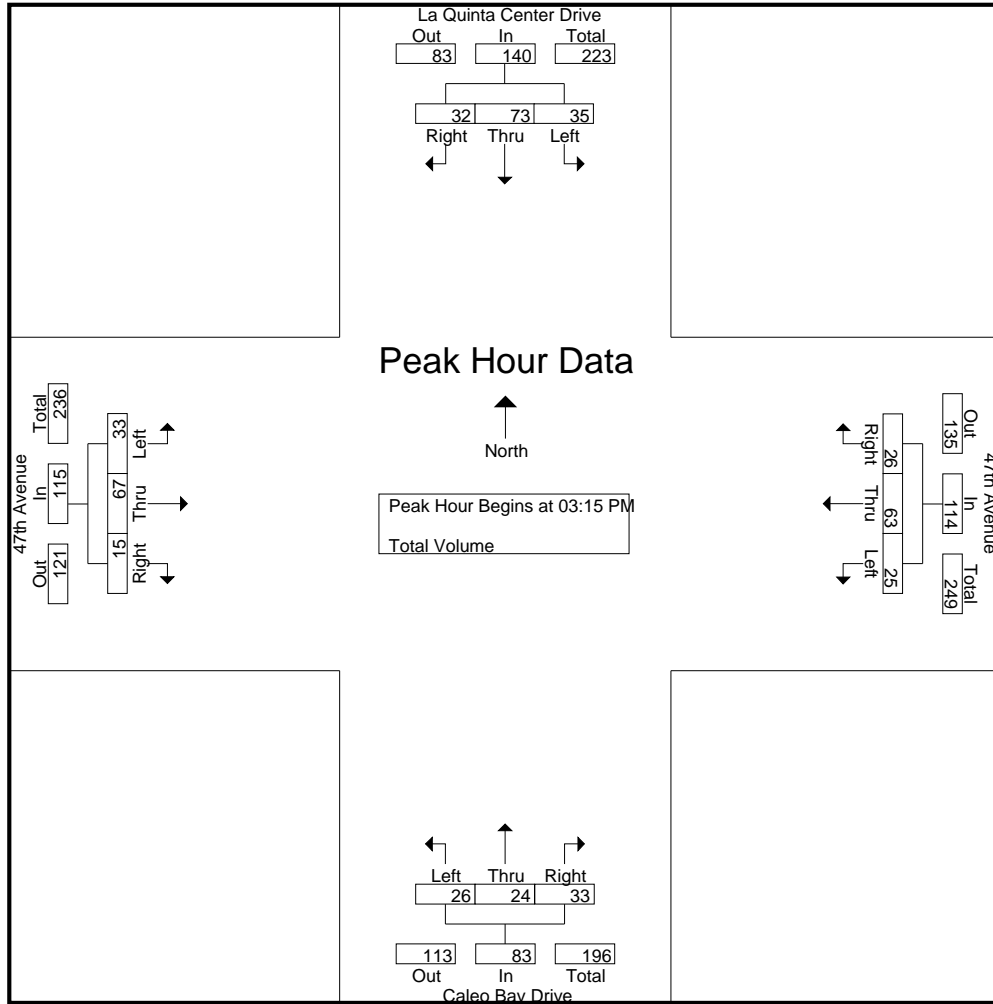
Groups Printed- Total Volume

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	8	11	9	28	3	14	2	19	6	7	5	18	4	16	2	22	87
02:45 PM	8	14	6	28	5	17	6	28	4	5	7	16	13	20	2	35	107
Total	16	25	15	56	8	31	8	47	10	12	12	34	17	36	4	57	194
03:00 PM	7	22	11	40	4	10	4	18	4	4	5	13	2	19	7	28	99
03:15 PM	6	22	8	36	8	10	4	22	7	3	10	20	10	19	4	33	111
03:30 PM	8	20	10	38	7	16	7	30	9	7	11	27	7	11	5	23	118
03:45 PM	13	14	9	36	5	13	5	23	7	6	8	21	6	17	3	26	106
Total	34	78	38	150	24	49	20	93	27	20	34	81	25	66	19	110	434
04:00 PM	8	17	5	30	5	24	10	39	3	8	4	15	10	20	3	33	117
04:15 PM	9	15	2	26	3	10	4	17	6	6	6	18	4	9	4	17	78
04:30 PM	10	15	8	33	2	17	4	23	9	7	5	21	8	10	1	19	96
04:45 PM	13	16	10	39	2	8	7	17	3	9	13	25	6	20	1	27	108
Total	40	63	25	128	12	59	25	96	21	30	28	79	28	59	9	96	399
05:00 PM	8	16	6	30	4	23	5	32	6	12	3	21	10	14	2	26	109
05:15 PM	11	13	7	31	10	9	1	20	5	5	7	17	7	16	4	27	95
Grand Total	109	195	91	395	58	171	59	288	69	79	84	232	87	191	38	316	1231
Apprch %	27.6	49.4	23		20.1	59.4	20.5		29.7	34.1	36.2		27.5	60.4	12		
Total %	8.9	15.8	7.4	32.1	4.7	13.9	4.8	23.4	5.6	6.4	6.8	18.8	7.1	15.5	3.1	25.7	

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	6	<b>22</b>	8	36	<b>8</b>	10	4	22	7	3	10	20	<b>10</b>	19	4	<b>33</b>	111
03:30 PM	8	20	<b>10</b>	<b>38</b>	7	16	7	30	<b>9</b>	7	<b>11</b>	<b>27</b>	7	11	<b>5</b>	23	<b>118</b>
03:45 PM	<b>13</b>	14	9	36	5	13	5	23	7	6	8	21	6	17	3	26	106
04:00 PM	8	17	5	30	5	<b>24</b>	<b>10</b>	<b>39</b>	3	<b>8</b>	4	15	10	<b>20</b>	3	33	117
Total Volume	35	73	32	140	25	63	26	114	26	24	33	83	33	67	15	115	452
% App. Total	25	52.1	22.9		21.9	55.3	22.8		31.3	28.9	39.8		28.7	58.3	13		
PHF	.673	.830	.800	.921	.781	.656	.650	.731	.722	.750	.750	.769	.825	.838	.750	.871	.958

City of La Quinta  
 N/S: La Quinta Center Dr / Caleo Bay Dr  
 E/W: 47th Avenue  
 Weather: Clear

File Name : LQALQ47PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

	03:00 PM				03:15 PM				03:15 PM				02:45 PM			
+0 mins.	7	22	11	40	8	10	4	22	7	3	10	20	13	20	2	35
+15 mins.	6	22	8	36	7	16	7	30	9	7	11	27	2	19	7	28
+30 mins.	8	20	10	38	5	13	5	23	7	6	8	21	10	19	4	33
+45 mins.	13	14	9	36	5	24	10	39	3	8	4	15	7	11	5	23
Total Volume	34	78	38	150	25	63	26	114	26	24	33	83	32	69	18	119
% App. Total	22.7	52	25.3		21.9	55.3	22.8		31.3	28.9	39.8		26.9	58	15.1	
PHF	.654	.886	.864	.938	.781	.656	.650	.731	.722	.750	.750	.769	.615	.863	.643	.850

City of La Quinta  
 N/S: La Quinta Center Dr / Caleo Bay Dr  
 E/W: 47th Avenue  
 Weather: Clear

File Name : LQALQ47SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

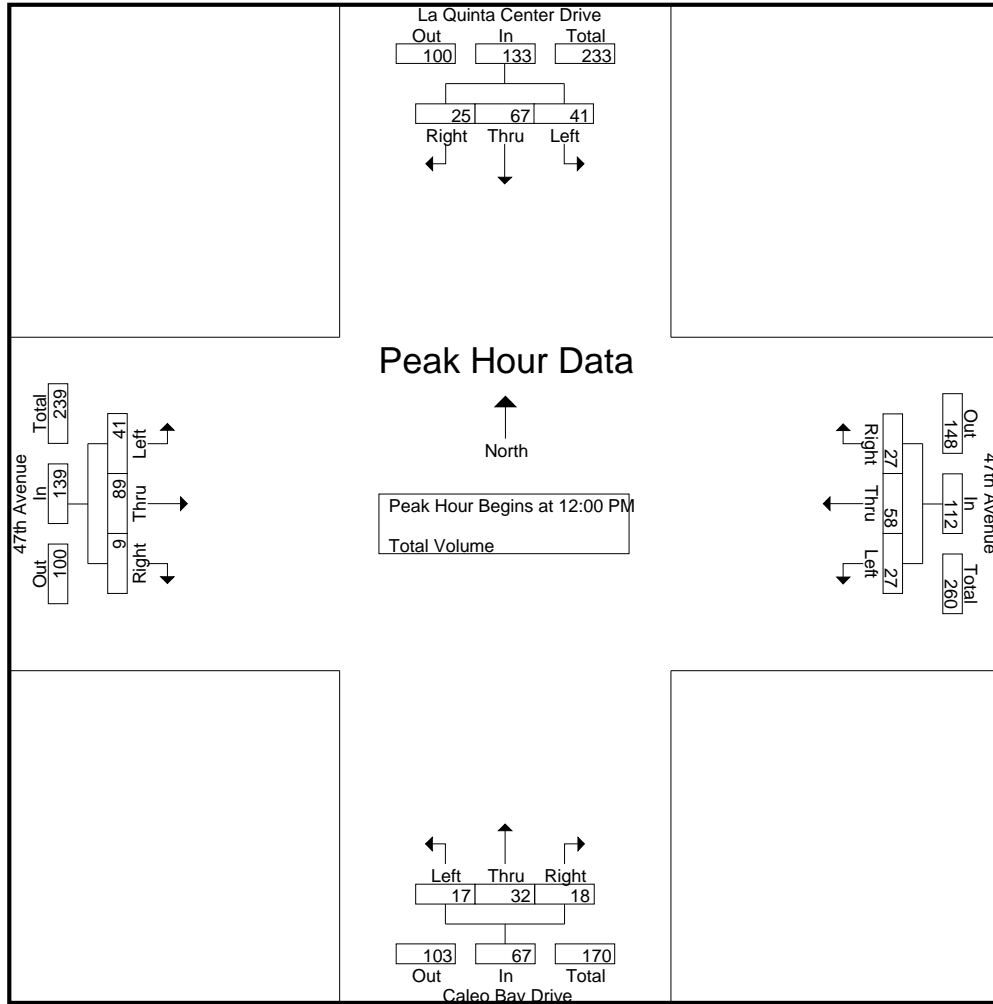
Groups Printed- Total Volume

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	10	18	14	42	5	13	4	22	2	8	3	13	9	18	1	28	105
11:15 AM	9	12	9	30	2	16	7	25	4	6	5	15	7	7	0	14	84
11:30 AM	3	15	6	24	3	13	4	20	2	8	6	16	11	17	2	30	90
11:45 AM	7	10	13	30	2	11	4	17	1	11	3	15	13	18	1	32	94
Total	29	55	42	126	12	53	19	84	9	33	17	59	40	60	4	104	373
12:00 PM	11	13	4	28	6	15	6	27	3	7	7	17	10	41	5	56	128
12:15 PM	12	14	4	30	8	13	9	30	4	8	2	14	11	21	2	34	108
12:30 PM	8	20	5	33	8	15	8	31	8	5	6	19	11	10	1	22	105
12:45 PM	10	20	12	42	5	15	4	24	2	12	3	17	9	17	1	27	110
Total	41	67	25	133	27	58	27	112	17	32	18	67	41	89	9	139	451
Grand Total	70	122	67	259	39	111	46	196	26	65	35	126	81	149	13	243	824
Apprch %	27	47.1	25.9		19.9	56.6	23.5		20.6	51.6	27.8		33.3	61.3	5.3		
Total %	8.5	14.8	8.1	31.4	4.7	13.5	5.6	23.8	3.2	7.9	4.2	15.3	9.8	18.1	1.6	29.5	

Start Time	La Quinta Center Drive Southbound				47th Avenue Westbound				Caleo Bay Drive Northbound				47th Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	13	4	28	6	15	6	27	3	7	7	17	10	41	5	56	128
12:15 PM	12	14	4	30	8	13	9	30	4	8	2	14	11	21	2	34	108
12:30 PM	8	20	5	33	8	15	8	31	8	5	6	19	11	10	1	22	105
12:45 PM	10	20	12	42	5	15	4	24	2	12	3	17	9	17	1	27	110
Total Volume	41	67	25	133	27	58	27	112	17	32	18	67	41	89	9	139	451
% App. Total	30.8	50.4	18.8		24.1	51.8	24.1		25.4	47.8	26.9		29.5	64	6.5		
PHF	.854	.838	.521	.792	.844	.967	.750	.903	.531	.667	.643	.882	.932	.543	.450	.621	.881

City of La Quinta  
 N/S: La Quinta Center Dr / Caleo Bay Dr  
 E/W: 47th Avenue  
 Weather: Clear

File Name : LQALQ47SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

	12:00 PM				12:00 PM				12:00 PM				11:30 AM			
+0 mins.	11	13	4	28	6	15	6	27	3	7	7	17	11	17	2	30
+15 mins.	12	14	4	30	8	13	9	30	4	8	2	14	13	18	1	32
+30 mins.	8	20	5	33	8	15	8	31	8	5	6	19	10	41	5	56
+45 mins.	10	20	12	42	5	15	4	24	2	12	3	17	11	21	2	34
Total Volume	41	67	25	133	27	58	27	112	17	32	18	67	45	97	10	152
% App. Total	30.8	50.4	18.8		24.1	51.8	24.1		25.4	47.8	26.9		29.6	63.8	6.6	
PHF	.854	.838	.521	.792	.844	.967	.750	.903	.531	.667	.643	.882	.865	.591	.500	.679

Location: La Quinta  
 N/S: La Quinta Center Drive / Caleo Bay Drive  
 E/W: 47th Avenue



Date: 5/7/2014  
 File: LQALQ47

WEEKDAY

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	1	0	1
3:00 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	2	3
5:15 PM	0	1	0	0	1
TOTAL VOLUMES:	1	2	2	2	7

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta  
 N/S: La Quinta Center Drive / Caleo Bay Drive  
 E/W: 47th Avenue



Date: 5/7/2014  
 File: LQALQ47

WEEKDAY

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	2	0	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
<b>TOTAL VOLUMES:</b>	3	2	0	0	5

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	1	0	0	1

SATURDAY

Date: 5/10/2014

	North Leg La Quinta Center Drive	East Leg 47th Avenue	South Leg Caleo Bay Drive	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	0	0	0	0

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

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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

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

Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound					
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
06:30 AM	11	48	26	11	6	4	3	109	96	10	4	109	9	26	0	35	7	43	4	2	54	12	246	258
06:45 AM	13	42	25	4	4	4	11	137	114	12	3	137	15	54	7	76	9	70	3	0	82	9	337	346
Total	24	90	51	15	10	8	14	246	210	22	7	246	24	80	7	111	16	113	7	2	136	21	583	604
07:00 AM	23	82	44	15	8	0	9	139	122	8	0	139	9	112	5	126	14	63	3	0	80	11	427	438
07:15 AM	28	117	65	24	11	4	18	268	209	41	4	268	30	146	8	184	27	86	1	0	114	18	683	701
07:30 AM	47	145	79	19	12	145	10	212	212	34	4	256	28	75	8	4	111	25	130	4	0	159	671	688
07:45 AM	21	90	47	22	13	2	20	217	217	13	2	250	34	62	3	99	15	122	9	1	146	19	585	604
Total	119	434	235	80	44	434	57	913	760	96	7	913	101	395	24	520	81	401	17	1	499	65	2366	2431
08:00 AM	30	89	44	15	6	89	7	211	183	21	3	211	13	37	13	8	17	129	5	2	151	19	514	533
08:15 AM	29	90	42	19	15	90	21	193	158	14	6	193	33	47	5	86	14	121	9	0	144	26	513	539
Grand Total	202	703	372	129	75	703	99	1563	1311	153	23	1563	171	559	50	780	128	764	38	5	930	131	3976	4107
Approch %	28.7	18.3	52.9	18.3	6.3	9.8	6.3	83.9	83.9	9.8	6.4	21.9	71.7	6.4	19.6	3.2	82.2	4.1	23.4	3.2	96.8	3.2	96.8	
Total %	5.1	17.7	9.4	3.2	17.7	3.8	2.5	39.3	33	3.8	1.3	4.3	14.1	1.3	4.3	14.1	3.2	19.2	1	23.4	3.2	96.8		
Passenger Vehicles	195	750	358	124	97.3	750	94	1508	1241	151	95.7	1508	169	553	48	96.4	120	722	35	881	0	0	3936	
% Passenger Vehicles	96.5	96.4	96.1	96.1	97.3	96.4	94.9	95.1	94.7	98.7	95.7	95.1	98.8	98.9	96	96.4	93.8	94.5	92.1	80	94.2	0	0	95.8
Large 2 Axle Vehicles	7	25	12	4	2.7	25	4	61	54	2	4.3	61	2	6	2	3.6	4	33	3	41	0	0	138	
% Large 2 Axle Vehicles	3.5	3.2	3.1	3.1	2.7	3.2	4	4.1	4.1	1.3	4.3	1.2	1.1	4	4	3.6	3.1	4.3	7.9	20	4.4	0	0	3.4
3 Axle Vehicles	0	1	0	0	0	1	0	4	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5
% 3 Axle Vehicles	0	0.1	0	0	0	0.1	0	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	2	1	1	0	2	1	13	12	0	0	13	0	0	0	0	4	9	0	13	0	0	28	
% 4+ Axle Trucks	0	0.3	0.8	0	0	0.3	1	0.9	0.9	0	0	0.8	0	0	0	0	3.1	1.2	0	1.4	0	0	0.7	

Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound					
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
07:15 AM	28	117	65	24	117	117	18	209	41	268	30	146	8	184	1	114	27	86	1	114	683			
07:30 AM	47	145	79	19	145	145	10	212	34	256	28	75	8	111	4	159	25	130	4	159	671			
07:45 AM	21	90	47	22	90	90	20	217	13	250	34	62	3	99	9	146	15	122	9	146	585			
08:00 AM	30	89	44	15	89	89	7	183	21	211	13	37	13	63	5	151	17	129	5	151	514			
Total Volume	126	441	235	80	441	441	55	821	109	985	105	320	32	457	19	570	84	467	19	570	2453			
% App. Total	28.6	18.1	53.3	18.1	18.1	18.1	5.6	83.4	11.1	665	23	70	7	14.7	3.3	81.9	14.7	81.9	3.3	81.9	898			
PHF	.670	.833	.744	.833	.760	.760	.688	.946	.665	.919	.772	.548	.615	.621	.528	.896	.778	.898	.528	.896	.898			

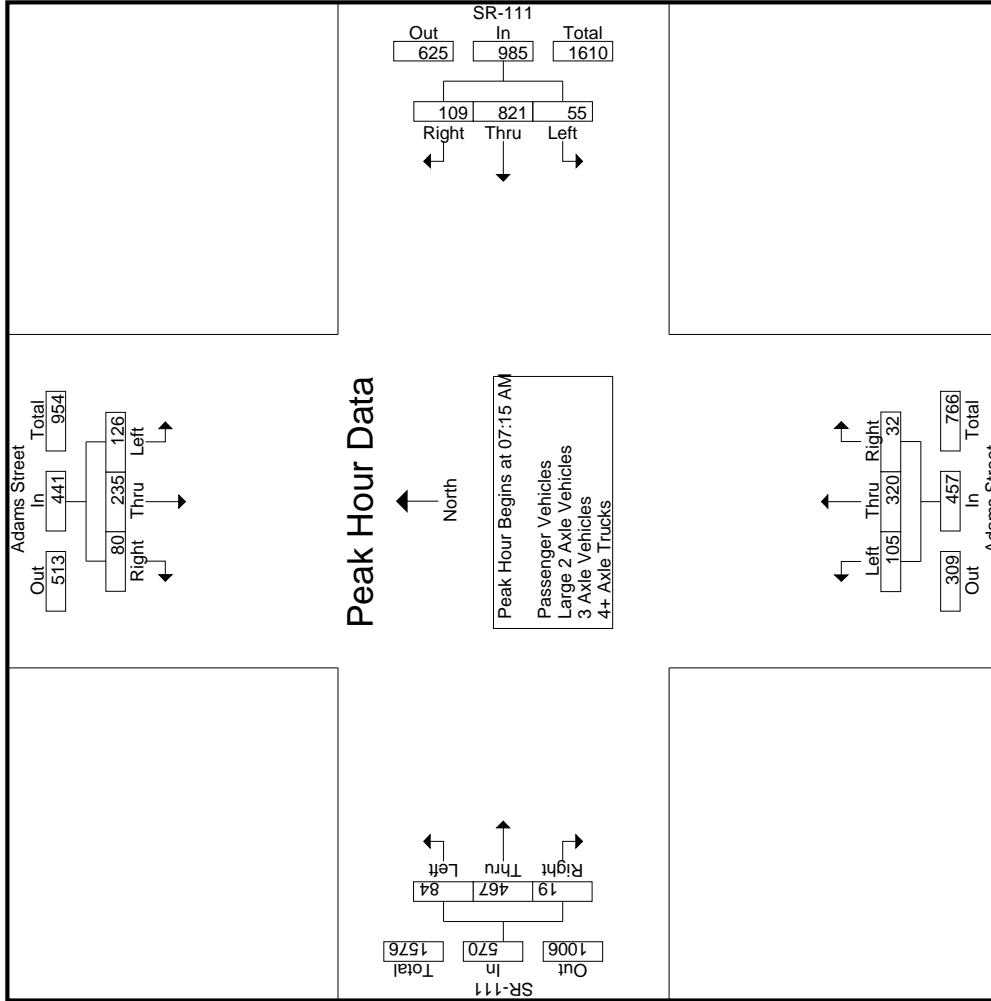
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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 Corona, CA 92878  
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City of La Quinta  
 N/S: Adams Street  
 E/W: SR-111  
 Weather: Clear

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	28	65	24	117	18	209	41	268	9	112	5	126	25	130	4	159
+15 mins.	47	79	19	145	10	212	34	256	30	146	8	184	15	122	9	146
+30 mins.	21	47	22	90	20	217	13	250	28	75	8	111	17	129	5	151
+45 mins.	30	44	15	89	7	183	21	211	34	62	3	99	14	121	9	144
Total Volume	126	235	80	441	55	821	109	985	101	395	24	520	71	502	27	600
% App. Total	28.6	53.3	18.1		5.6	83.4	11.1		19.4	76	4.6		11.8	83.7	4.5	
PHF	.670	.744	.833	.760	.688	.946	.665	.919	.743	.676	.750	.707	.710	.965	.750	.943

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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	06:30 AM	10	19	10	5	39	11	84	10	4	97	9	26	0	0	35	7	41	4	2	52	11	223	234
06:45 AM	13	23	4	4	40	11	103	12	3	126	15	52	6	2	73	7	64	3	0	74	9	313	322	
Total	23	42	14	9	79	14	187	22	7	223	24	78	6	2	108	14	105	7	2	126	20	536	556	
07:00 AM	22	43	15	8	80	8	115	8	0	131	8	109	5	3	122	11	61	2	0	74	11	407	418	
07:15 AM	28	65	22	11	115	16	202	40	3	258	30	146	8	3	184	25	80	1	0	106	17	663	680	
07:30 AM	46	78	18	12	142	9	204	34	1	247	28	75	8	4	111	24	124	4	0	152	17	652	669	
07:45 AM	21	46	21	12	88	20	206	12	2	238	34	61	2	2	97	15	117	9	1	141	17	564	581	
Total	117	232	76	43	425	53	727	94	6	874	100	391	23	12	514	75	382	16	1	473	62	2286	2348	
08:00 AM	28	43	15	6	86	6	173	21	3	200	12	37	13	8	62	17	124	4	1	145	18	493	511	
08:15 AM	27	41	19	15	87	21	154	14	6	189	33	47	6	5	86	14	111	8	0	133	26	495	521	
Grand Total	195	358	124	73	677	94	1241	151	22	1486	169	553	48	27	770	120	722	35	4	877	126	3810	3936	
Approch %	28.8	52.9	18.3			6.3	83.5	10.2			21.9	71.8	6.2			13.7	82.3	4						
Total %	5.1	9.4	3.3		17.8	2.5	32.6	4		39	4.4	14.5	1.3		20.2	3.1	19	0.9		23	3.2	96.8		

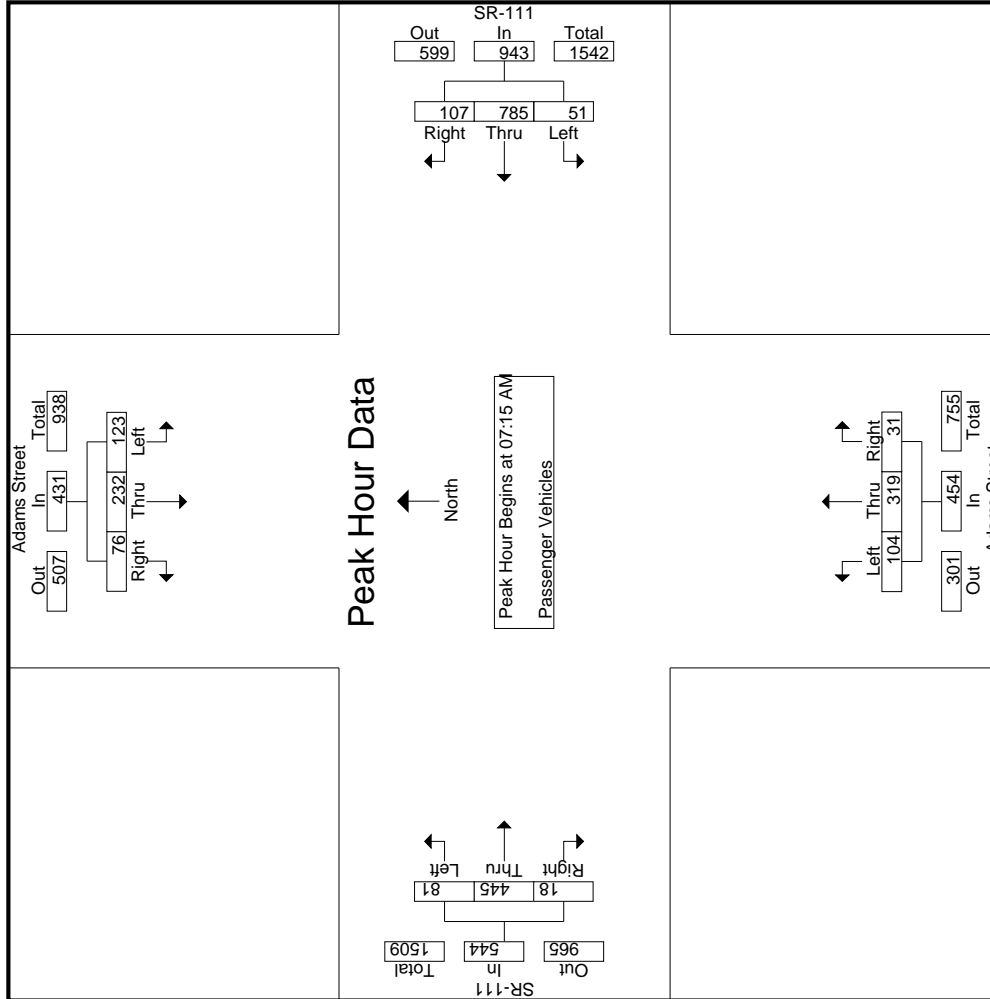
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:15 AM	28	65	22	11	115	16	202	40	3	247	30	146	8	3	184	25	80	1	0	106	17	663	680
07:30 AM	46	78	18	12	142	9	204	34	1	247	28	75	8	4	111	24	124	4	0	152	17	652	669	
07:45 AM	21	46	21	12	88	20	206	12	2	238	34	61	2	2	97	15	117	9	1	141	17	564	581	
08:00 AM	28	43	15	6	86	6	173	21	3	200	12	37	13	8	62	17	124	4	1	145	18	493	511	
Total Volume	123	232	76	43	431	51	785	107	6	943	104	319	31	12	454	81	445	18		544			2372	
% App. Total	28.5	53.8	17.6		17.6	5.4	83.2	11.3		11.3	22.9	70.3	6.8		6.8	14.9	81.8	3.3		3.3				
PHF	.668	.744	.864		.759	.638	.953	.669		.914	.765	.546	.596		.617	.810	.897	.500		.895			.894	

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

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 Corona, CA 92878  
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City of La Quinta  
 N/S: Adams Street  
 E/W: SR-111  
 Weather: Clear

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	28	65	22	115	16	202	40	258	30	146	8	184	25	80	1	106
+15 mins.	46	78	18	142	9	204	34	247	28	75	8	111	24	124	4	152
+30 mins.	21	46	21	88	20	206	12	238	34	61	2	97	15	117	9	141
+45 mins.	28	43	15	86	6	173	21	200	12	37	13	62	17	124	4	145
Total Volume	123	232	76	431	51	785	107	943	104	319	31	454	81	445	18	544
% App. Total	28.5	53.8	17.6		5.4	83.2	11.3		22.9	70.3	6.8		14.9	81.8	3.3	
PHF	.668	.744	.864	.759	.638	.953	.669	.914	.765	.546	.596	.617	.810	.897	.500	.895

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City of La Quinta  
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 E/W: SR-111  
 Weather: Clear

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

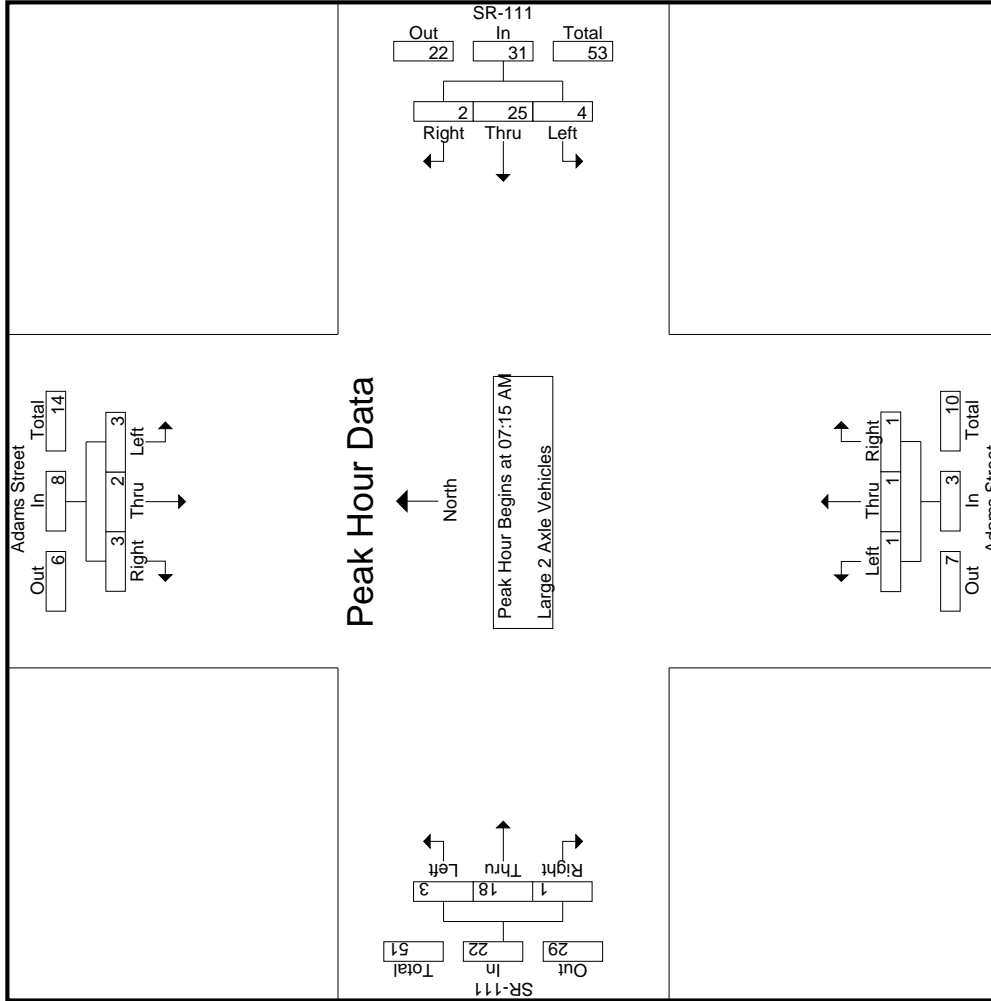
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total				
06:30 AM	1	6	1	1	8	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	2	0	2	0	2	1	19	20
06:45 AM	0	2	0	0	2	0	0	9	0	0	9	0	0	2	1	0	3	0	1	2	0	0	3	0	0	0	17	17
Total	1	8	1	1	10	0	0	18	0	0	18	0	0	2	1	0	3	0	1	4	0	0	5	1	2	1	36	37
07:00 AM	1	1	0	0	2	0	0	7	0	0	7	0	1	3	0	0	4	0	0	2	1	0	3	0	0	0	16	16
07:15 AM	0	0	1	0	1	0	2	7	1	1	10	0	0	0	0	0	0	0	2	4	0	0	6	1	1	17	18	18
07:30 AM	1	1	1	0	3	0	1	6	0	0	7	0	0	0	0	0	0	0	1	5	0	0	6	0	0	16	16	16
07:45 AM	0	1	1	1	2	0	0	7	1	0	8	0	0	1	1	1	2	0	0	4	0	0	4	2	2	16	18	18
Total	2	3	3	1	8	0	3	27	2	1	32	0	1	4	1	1	6	0	3	15	1	0	19	3	3	65	68	68
08:00 AM	2	0	0	0	2	0	1	5	0	0	6	0	1	0	0	0	1	0	0	5	1	1	6	1	1	15	16	16
08:15 AM	2	1	0	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9	1	0	10	0	0	17	17	17
Grand Total	7	12	4	2	23	0	4	54	2	1	60	0	2	6	2	1	10	0	4	33	3	1	40	5	5	133	138	138
Approch %	30.4	52.2	17.4			6.7	90	3.3			45.1		20	60	20		7.5		10	82.5	7.5		30.1	3.6	3.6	96.4		96.4
Total %	5.3	9	3		17.3	3	40.6	1.5			45.1		1.5	4.5	1.5		7.5		3	24.8	2.3		30.1	3.6	3.6	96.4		96.4

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound									
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total				
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	2	7	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	
Peak Hour for Entire Intersection Begins at 07:15 AM	0	0	0	0	0	0	2	7	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	
07:15 AM	0	0	0	0	0	0	2	7	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	
07:30 AM	1	1	1	1	3	0	1	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	
07:45 AM	0	1	1	1	2	0	0	7	1	8	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	
08:00 AM	2	0	0	0	2	0	1	5	0	6	0	1	0	0	0	1	0	0	1	0	0	1	0	0	5	0	5	
Total Volume	3	2	2	3	8	0	4	25	2	31	0	1	1	1	1	3	0	3	18	1	1	22	0	3	22	6	64	
% App. Total	37.5	25	37.5		66.7		12.9	80.6	6.5		33.3		33.3	33.3	33.3		13.6		13.6	81.8	4.5		4.5		4.5	9.1	9.1	9.1
PHF	.375	.500	.750		.667		.500	.893	.500	.775		.250	.250	.250		.375		.375	.900	.250		.917		.375	.917	.917	.917	

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 Corona, CA 92878  
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City of La Quinta  
 N/S: Adams Street  
 E/W: SR-111  
 Weather: Clear

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
				App. Total			App. Total			App. Total			App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:15 AM			07:15 AM			07:15 AM				
+0 mins.	0	0	1	1	7	1	10	0	0	0	2	4	0	6
+15 mins.	1	1	1	3	6	0	7	0	0	0	1	5	0	6
+30 mins.	0	1	1	2	7	1	8	0	1	1	0	4	0	4
+45 mins.	2	0	0	2	5	0	6	1	0	0	0	5	1	6
Total Volume	3	2	3	8	25	2	31	1	1	1	3	18	1	22
% App. Total	37.5	25	37.5	12.9	80.6	6.5	33.3	33.3	33.3	13.6	81.8	4.5	4.5	22
PHF	.375	.500	.750	.667	.893	.500	.775	.250	.250	.375	.900	.250	.250	.917

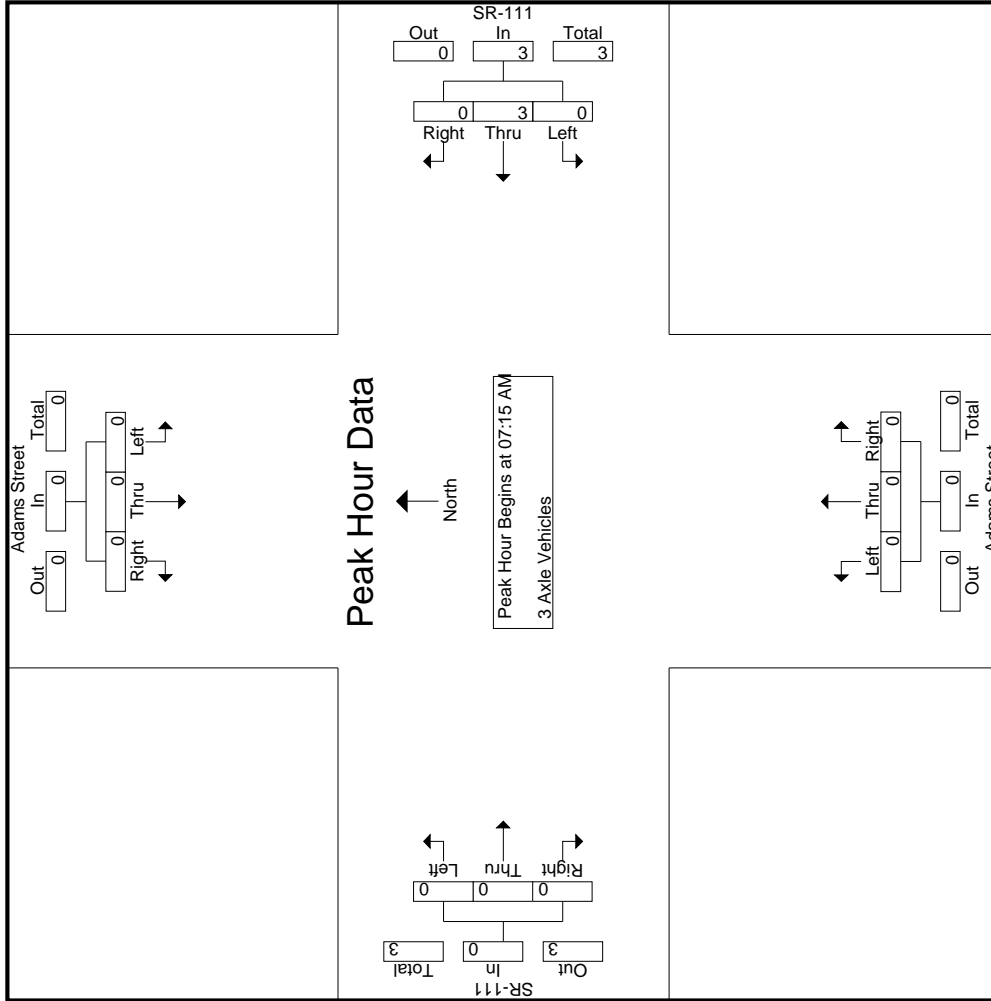




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File Name : LQAAD111AM  
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City of La Quinta  
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File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
06:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	7	7
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	9	9
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	4	4
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	4
Total	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	3	4	0	0	7	0	0	14	14
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Grand Total	0	1	1	0	2	1	12	0	0	13	0	0	0	0	0	4	9	0	0	13	0	0	28	28
Approch %	0	50	50		7.1	7.7	92.3	0		46.4	0	0	0		30.8	69.2	0		46.4	0	0	100	100	
Total %	0	3.6	3.6		7.1	3.6	42.9	0		46.4	0	0	0		14.3	32.1	0		46.4	0	0	100	100	

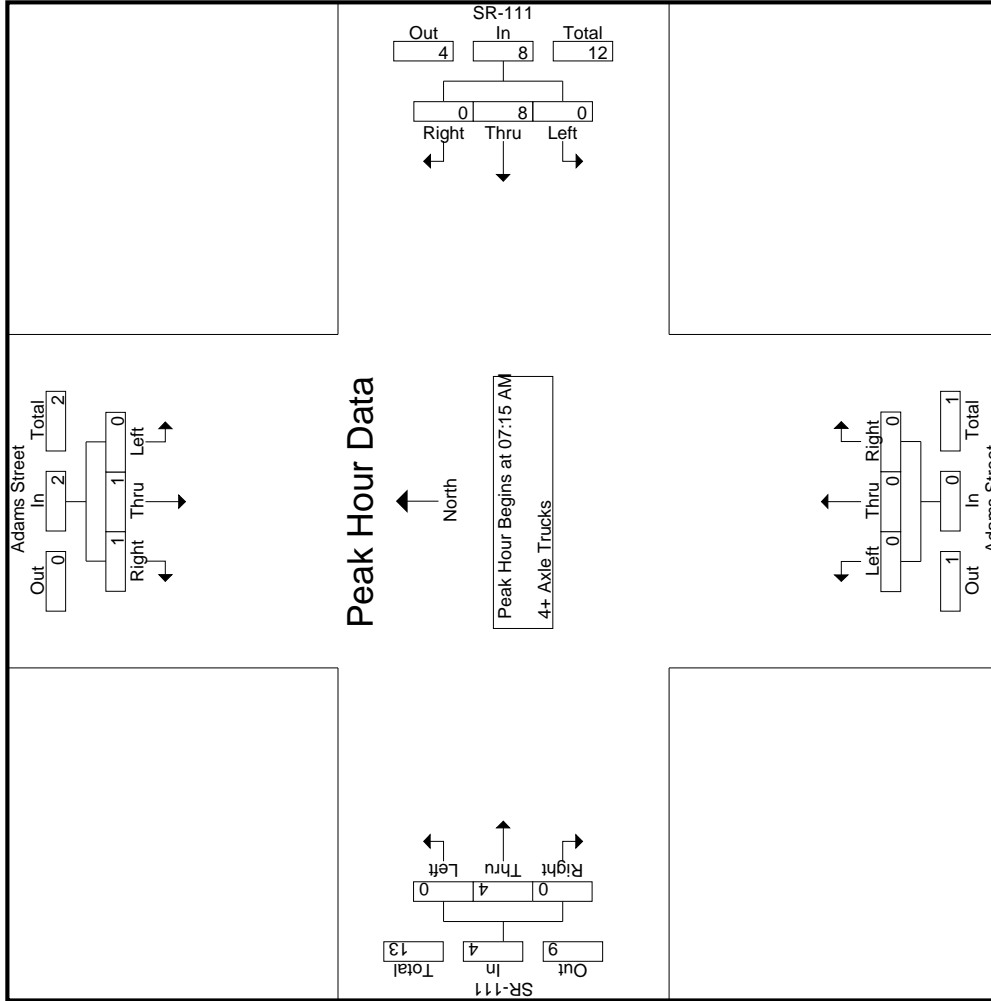
Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	1
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1		2	0	8	0		8	0	0	0		0	0	4		4	0	0	4	4	
% App. Total	0	50	50		250	0	100	0		100	0	0	0		0	0	100		100	0	0	100	100	
PHF	.000	.250	.250		.500	.000	.667	.000		.667	.000	.000	.000		.000	.500	.000		.500	.000	.500	.875	.875	

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
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City of La Quinta  
 N/S: Adams Street  
 E/W: SR-111  
 Weather: Clear

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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 Corona, CA 92878  
 (951) 268-6268

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

File Name : LQAAD111AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
				App. Total			App. Total			App. Total			App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	3	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	8	0	0	0	0	0	4	0	4
% App. Total	0	.50	.50	.500	.667	.000	.000	.000	.000	.000	.100	.000	.500
PHF	.000	.250	.250	.500	.667	.000	.000	.000	.000	.000	.500	.000	.500

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

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

Start Time	Adams Street Southbound						Adams Street Northbound						SR-111 Westbound						SR-111 Eastbound												
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Int. Total						
02:30 PM	51	59	27	19	137	311	18	73	10	0	101	101	50	224	17	0	291	291	50	224	17	0	291	291	35	840	875				
02:45 PM	62	109	36	18	207	353	14	73	12	5	99	99	50	241	20	5	311	311	48	970	1018	1018	48	970	1018	48	970	1018			
Total	113	168	63	37	344	664	32	146	22	5	200	200	100	465	37	5	602	602	83	1810	1893	1893	83	1810	1893	83	1810	1893			
03:00 PM	57	62	32	19	151	323	31	60	10	4	101	101	50	225	18	5	293	293	40	868	908	908	40	868	908	40	868	908			
03:15 PM	57	63	28	14	148	288	20	53	14	12	87	87	47	277	27	10	351	351	49	874	923	923	49	874	923	49	874	923			
03:30 PM	50	63	38	25	151	324	21	53	8	6	82	82	41	269	25	4	335	335	50	892	942	942	50	892	942	50	892	942			
03:45 PM	42	49	31	24	122	285	17	57	15	7	89	89	46	276	19	4	341	341	53	837	890	890	53	837	890	53	837	890			
Total	206	237	129	82	572	1220	89	223	47	29	359	359	184	1047	89	23	1320	1320	192	3471	3663	3663	192	3471	3663	192	3471	3663			
04:00 PM	50	64	35	15	149	275	9	45	15	12	69	69	48	225	20	3	293	293	35	786	821	821	35	786	821	35	786	821			
04:15 PM	52	47	27	13	126	263	20	41	14	11	75	75	44	238	13	1	295	295	31	759	790	790	31	759	790	31	759	790			
04:30 PM	42	48	33	24	123	308	21	56	5	2	82	82	42	257	12	0	311	311	38	824	862	862	38	824	862	38	824	862			
04:45 PM	39	73	21	10	133	222	19	58	14	10	91	91	37	216	20	2	273	273	30	719	749	749	30	719	749	30	719	749			
Total	183	232	116	62	531	1068	69	200	48	35	317	317	171	936	65	6	1172	1172	134	3088	3222	3222	134	3088	3222	134	3088	3222			
05:00 PM	40	67	19	12	126	275	26	42	11	9	79	79	44	263	16	4	323	323	33	803	836	836	33	803	836	33	803	836			
05:15 PM	41	54	24	16	119	237	27	47	14	8	88	88	36	276	14	1	326	326	38	770	808	808	38	770	808	38	770	808			
Grand Total	583	758	351	209	1692	3464	243	658	142	86	1043	1043	535	2987	221	39	3743	3743	480	9942	10422	10422	480	9942	10422	480	9942	10422			
Approach %	34.5	44.8	20.7				23.3	63.1	13.6				14.3	79.8	5.9				4.6	95.4											
Total %	5.9	7.6	3.5		17	34.8	2.4	6.6	1.4		10.5	10.5	5.4	30	2.2		37.6	37.6	4.6	95.4											
Passenger Vehicles	581	745	350		1884	3564	240	642	140		1107	1107	531	2932	208		3702	3702	0	0					0	0	10257	10257	0	0	10257
% Passenger Vehicles	99.7	98.3	99.7	99.5	99.1	98.7	98.8	97.6	98.6	98.8	98.1	98.1	99.3	98.2	94.1	79.5	97.9	97.9	0	0					0	0	98.4	98.4	0	0	98.4
Large 2 Axle Vehicles	2	13	1	0.3	0.9	1.1	3	15	2	1.2	1.9	1.9	4	53	12		76	76	0	0					0	0	154	154	0	0	154
% Large 2 Axle Vehicles	0.3	1.7	0.3	0.5	0.9	1.1	1.2	2.3	1.4	1.2	1.9	1.9	0.7	1.8	5.4	17.9	2	2	0	0					0	0	1.5	1.5	0	0	1.5
3 Axle Vehicles	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	4	4	0	0	4
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	2	0	1	0	0	1	1	0	2	1	0	4	4	0	0					0	0	7	7	0	0	7
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.2	0	0	0.1	0.1	0	0.1	0.5	2.6	0.1	0.1	0	0					0	0	0.1	0.1	0	0	0.1

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2

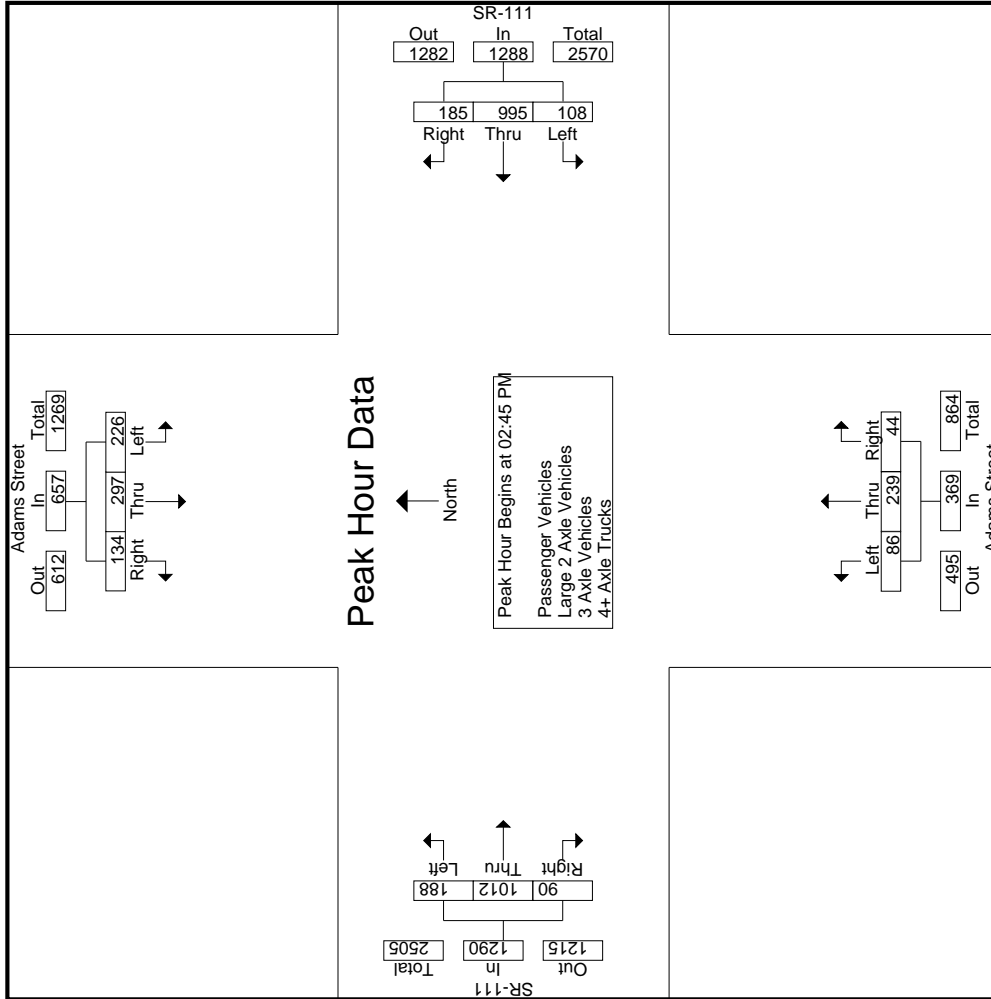
Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 02:45 PM																
02:45 PM	62	109	36	207	28	264	61	353	14	73	12	99	50	241	20	311
03:00 PM	57	62	32	151	35	244	44	323	31	60	10	101	50	225	18	293
03:15 PM	57	63	28	148	24	222	42	288	20	53	14	87	47	277	27	351
03:30 PM	50	63	38	151	21	265	38	324	21	53	8	82	41	269	25	335
Total Volume	226	297	134	657	108	995	185	1288	86	239	44	369	188	1012	90	1290
% App. Total	34.4	45.2	20.4	8.4	77.3	14.4	23.3	64.8	11.9	14.6	78.4	14.6	14.6	78.4	7	3604
PHF	.911	.681	.882	.793	.771	.939	.758	.912	.694	.818	.786	.913	.940	.913	.833	.919



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City of La Quinta  
 N/S: Adams Street  
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 Weather: Clear

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3



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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 4

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:30 PM				03:00 PM			
+0 mins.	62	109	36	207	28	264	61	353	18	73	10	101	50	225	18	293
+15 mins.	57	62	32	151	35	244	44	323	14	73	12	99	47	277	27	351
+30 mins.	57	63	28	148	24	222	42	288	31	60	10	101	41	269	25	335
+45 mins.	50	63	38	151	21	265	38	324	20	53	14	87	46	276	19	341
Total Volume	226	297	134	657	108	995	185	1288	83	259	46	388	184	1047	89	1320
% App. Total	34.4	45.2	20.4	79.3	8.4	77.3	14.4	91.2	21.4	66.8	11.9	96.0	13.9	79.3	6.7	94.0
PHF	.911	.681	.882	.793	.771	.939	.758	.912	.669	.887	.821	.960	.920	.945	.824	.940

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	02:30 PM	50	57	27	19	134	306	28	233	45	16	306	100	17	73	10	0	100	861	50	219	17	0	286
02:45 PM	62	107	36	18	205	349	28	262	59	19	349	93	14	67	12	5	93	955	50	239	19	4	308	1001
Total	112	164	63	37	339	655	56	495	104	35	655	193	31	140	22	5	193	1781	100	458	36	4	594	1862
03:00 PM	57	62	32	19	151	317	35	239	43	12	317	98	31	58	9	4	98	851	49	220	16	4	285	890
03:15 PM	57	62	28	14	147	284	24	218	42	13	284	84	19	51	14	12	84	858	47	272	24	7	343	904
03:30 PM	50	60	38	25	148	320	21	261	38	15	320	80	21	52	7	5	80	872	40	260	24	3	324	920
03:45 PM	41	48	30	23	119	280	18	223	39	18	280	85	16	54	15	7	85	812	44	267	17	3	328	863
Total	205	232	128	81	565	1201	98	941	162	58	1201	347	87	215	45	28	347	3393	180	1019	81	17	1280	3577
04:00 PM	50	62	35	15	147	272	30	207	35	5	272	69	9	45	15	12	69	774	48	218	20	3	286	809
04:15 PM	52	46	27	13	125	258	22	199	37	6	258	74	20	40	14	11	74	745	44	234	10	0	288	775
04:30 PM	42	48	33	24	123	305	26	238	41	12	305	81	21	55	5	2	81	817	42	254	12	0	308	855
04:45 PM	39	73	21	10	133	219	14	167	38	8	219	91	19	58	14	10	91	716	37	216	20	2	273	746
Total	183	229	116	62	528	1054	92	811	151	31	1054	315	69	198	48	35	315	3052	171	922	62	5	1155	3185
05:00 PM	40	66	19	12	125	273	22	211	40	8	273	79	26	42	11	9	79	795	44	259	15	4	318	828
05:15 PM	41	54	24	16	119	236	25	178	33	13	236	88	27	47	14	8	88	767	36	274	14	1	324	805
Grand Total	581	745	350	208	1676	3419	293	2636	490	145	3419	1022	240	642	140	85	1022	469	531	2932	208	31	3671	9788
Approch %	34.7	44.5	20.9			23.5	8.6	77.1	14.3		13.7	14.5	79.9	5.7		10.4	5.4	30	2.1		37.5	95.4		
Total %	5.9	7.6	3.6		17.1	34.9	3	26.9	5		1.4	2.5	6.6	1.4		10.4	5.4	30	2.1		37.5	95.4		

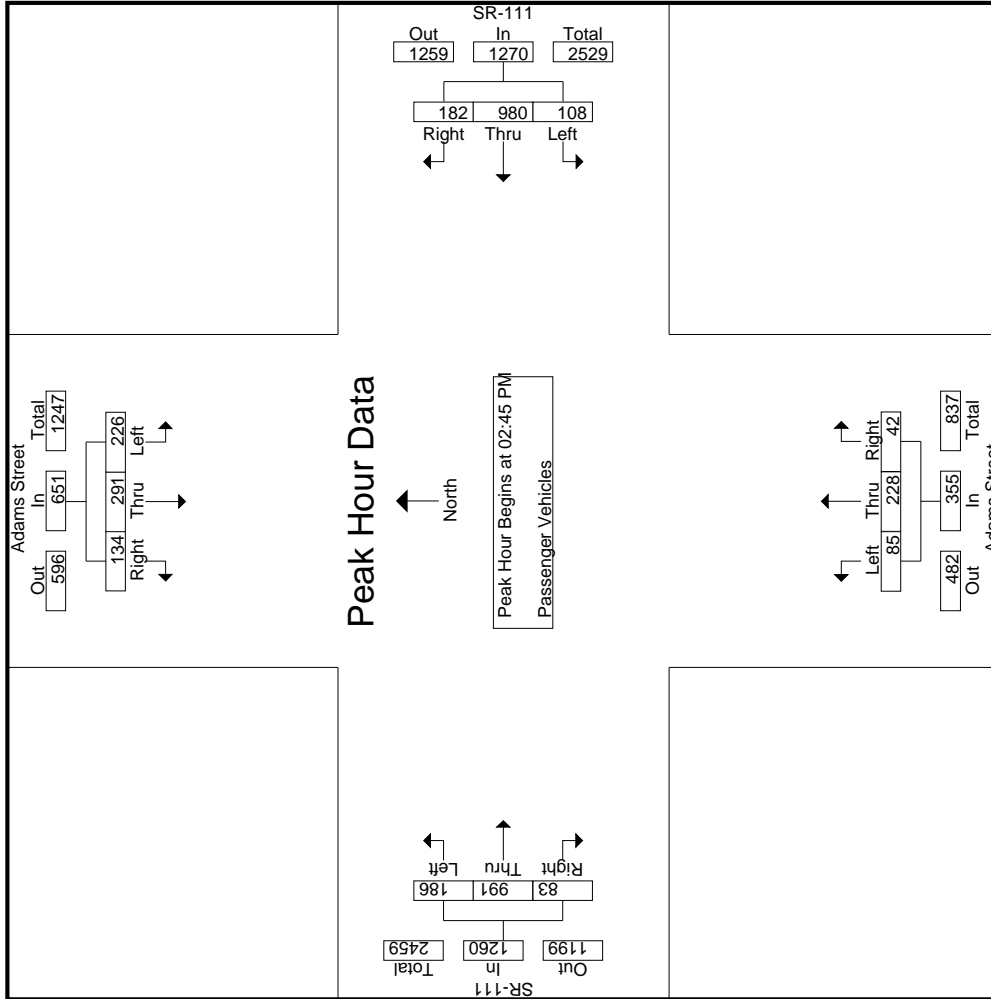
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	02:45 PM	62	107	36	18	205	349	28	262	59	19	349	93	14	67	12	5	93	955	50	239	19	4	308
03:00 PM	57	62	32	19	151	317	35	239	43	12	317	98	31	58	9	4	98	851	49	220	16	4	285	890
03:15 PM	57	62	28	14	147	284	24	218	42	13	284	84	19	51	14	12	84	858	47	272	24	7	343	904
03:30 PM	50	60	38	25	148	320	21	261	38	15	320	80	21	52	7	5	80	872	40	260	24	3	324	920
03:45 PM	41	48	30	23	119	280	18	223	39	18	280	85	16	54	15	7	85	812	44	267	17	3	328	863
Total Volume	226	291	134	82	651	1270	108	960	182	61	1270	355	85	228	42	28	355	1260	186	991	83	17	1260	3536
% App. Total	34.7	44.7	20.6		17.1	34.9	8.5	77.2	14.3		13.7	23.9	64.2	11.8		10.4	14.8	78.7	6.6		37.5	95.4		
PHF	.911	.680	.882		.794	.910	.771	.935	.771		.910	.685	.851	.750		.906	.930	.911	.865		.918	.926		

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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City of La Quinta  
 N/S: Adams Street  
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File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	62	107	36	205	28	262	59	349	14	67	12	93	50	239	19	308
+15 mins.	57	62	32	151	35	239	43	317	31	58	9	98	49	220	16	285
+30 mins.	57	62	28	147	24	218	42	284	19	51	14	84	47	272	24	343
+45 mins.	50	60	38	148	21	261	38	320	21	52	7	80	40	260	24	324
Total Volume	226	291	134	651	108	980	182	1270	85	228	42	355	186	991	83	1260
% App. Total	34.7	44.7	20.6	79.4	8.5	77.2	14.3	910	23.9	64.2	11.8	906	14.8	78.7	6.6	918
PHF	.911	.680	.882	.794	.771	.935	.771	.910	.685	.851	.750	.906	.930	.911	.865	.918

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City of La Quinta  
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 Weather: Clear

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound																			
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Exclu. Total	Inclu. Total	Int. Total						
02:30 PM	1	2	0	0	3	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	5	0	0	5	0	12	0	12	2	15	2	17
02:45 PM	0	2	0	0	2	0	2	2	1	4	0	6	0	0	6	0	2	1	1	3	3	2	2	1	7	0	2	2	2	6	2	15	2	17	2	27	2	29
Total	1	4	0	0	5	0	5	2	1	7	1	6	0	0	7	0	7	1	1	8	8	2	2	1	11	0	7	1	1	9	2	27	2	29	2	27	2	29
03:00 PM	0	0	0	0	0	0	5	1	0	6	0	2	1	0	3	1	5	2	1	8	8	1	5	2	13	1	5	2	8	1	17	1	18	1	17	1	18	
03:15 PM	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	0	5	3	3	8	8	3	5	3	16	3	8	3	14	3	15	3	18	3	15	3	18	
03:30 PM	0	3	0	0	3	0	4	0	0	4	0	1	1	1	2	1	9	1	1	11	11	2	9	1	12	2	11	2	15	2	19	2	21	2	19	2	21	
03:45 PM	1	1	1	1	4	0	5	0	0	5	1	3	0	0	4	2	9	2	1	13	13	2	9	2	14	2	25	2	27	2	25	2	27	2	25	2	27	
Total	1	5	1	1	7	0	17	1	0	18	2	7	2	1	11	4	28	8	6	40	40	8	28	8	44	8	36	8	44	8	44	8	52	8	44	8	52	
04:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	6	0	6	0	12	0	6	0	12	0	11	0	11	0	11	0	11	
04:15 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	4	2	0	6	6	0	4	2	12	0	6	0	12	0	13	0	13	0	13	0	13	
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	2	0	2	0	4	0	2	0	4	0	4	0	4	0	4	0	4	
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	3	0	0	3	1	11	0	0	12	0	2	0	0	2	0	12	2	0	14	14	0	12	2	16	0	14	0	14	0	31	0	31	0	31	0	31	
05:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	5	0	4	1	9	0	5	0	9	0	7	0	7	0	7	0	7	
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	0	2	0	4	0	3	0	3	0	3	0	3	
Grand Total	2	13	1	1	16	2	34	3	1	39	3	15	2	1	20	4	53	12	7	69	69	10	53	12	75	10	69	10	79	10	144	10	154	10	144	10	154	
Approach %	12.5	81.2	6.2		5.1	87.2	7.7			27.1	15	75	10		13.9	5.8	76.8	17.4		47.9	2.8	36.8	8.3		6.5	93.5	6.5	93.5										
Total %	1.4	9	0.7		11.1	1.4	23.6	2.1		27.1	2.1	10.4	1.4		13.9	2.8	36.8	8.3		47.9	2.8	36.8	8.3		6.5	93.5	6.5	93.5										

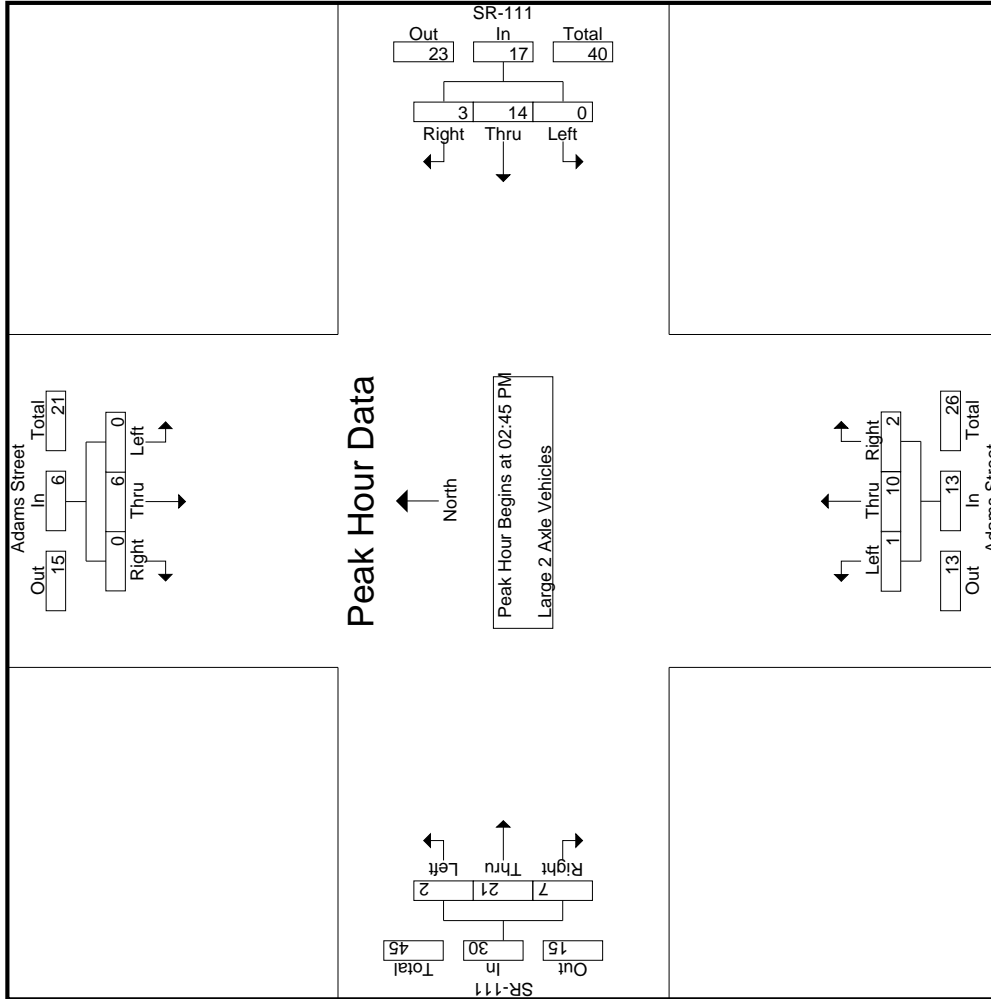
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound														
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		App. Total		Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total				
02:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6	0	0	0	6	6	0	0	0	6	2	1	1	4	1	3	1	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	2	3	1	0	6	6	1	3	0	10	5	2	2	9	2	8	2	12
03:15 PM	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	1	3	0	0	4	4	0	3	0	7	3	3	3	9	3	8	3	14
03:30 PM	0	3	0	0	3	0	4	0	0	4	0	1	1	1	2	1	3	1	1	5	5	1	3	1	9	5	3	3	11	3	8	3	14
03:45 PM	0	1	1	1	3	0	5	0	0	5	1	3	0	0	4	2	9	2	1	13	13	2	9	2	17	2	11	2	15	2	19	2	23
Total	0	6	0	0	6	0	14	0	0	14	1	10	2	1	13	2	21	7	30	30	30	7	21	7	48	7	30	7	45	7	45	7	52
% App. Total	0	100	0		0	82.4	17.6			37.5	7.7	76.9	15.4		15.4	6.7	70	23.3		23.3	6.7	70	23.3		23.3	6.7	70	23.3					
PHF	.000	.500	.000		.500	.000	.700	.375		.708	.250	.417	.500		.500	.500	.583	.682		.682	.500	.583	.682		.682	.500	.583	.682					

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				02:45 PM				02:45 PM				02:45 PM			
+0 mins.	0	2	0	2	0	2	2	2	4	0	0	6	0	2	1	3
+15 mins.	0	0	0	0	0	5	1	6	6	0	1	3	1	5	2	8
+30 mins.	0	1	0	1	0	3	0	3	3	1	2	3	0	5	3	8
+45 mins.	0	3	0	3	0	4	0	4	4	0	1	1	1	9	1	11
Total Volume	0	6	0	6	0	14	3	17	17	1	10	2	13	21	7	30
% App. Total	0	100	0	0	0	82.4	17.6	0	7.7	76.9	15.4	6.7	70	23.3		
PHF	.000	.500	.000	.500	.000	.700	.375	.708	.250	.417	.500	.542	.500	.583	.583	.682

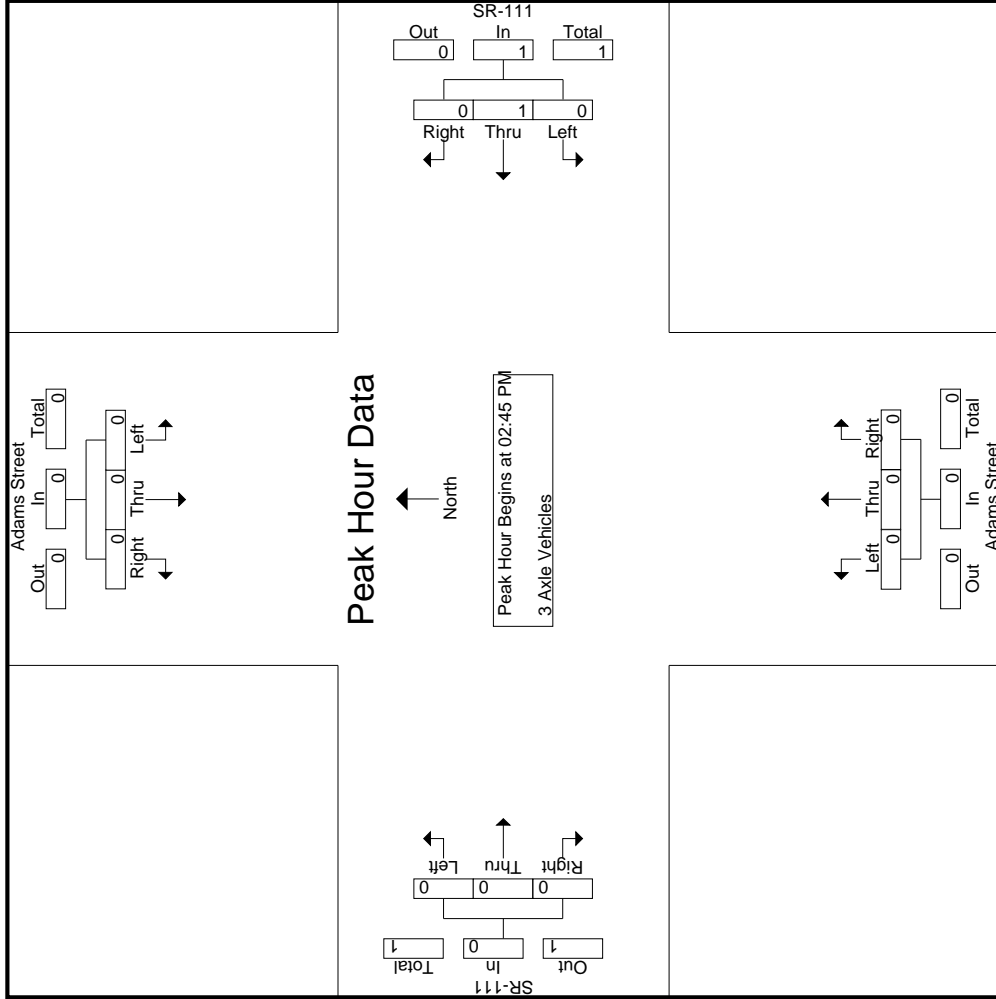




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City of La Quinta  
 N/S: Adams Street  
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File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	02:45 PM			02:45 PM			02:45 PM			02:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000
App. Total													

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound												
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
	App. Total	RTOR	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
02:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							33.3	0	0	0	0	0	100	0	0	0	16.7	0	0	0	0	0	66.7	33.3	0	50	14.3	85.7			

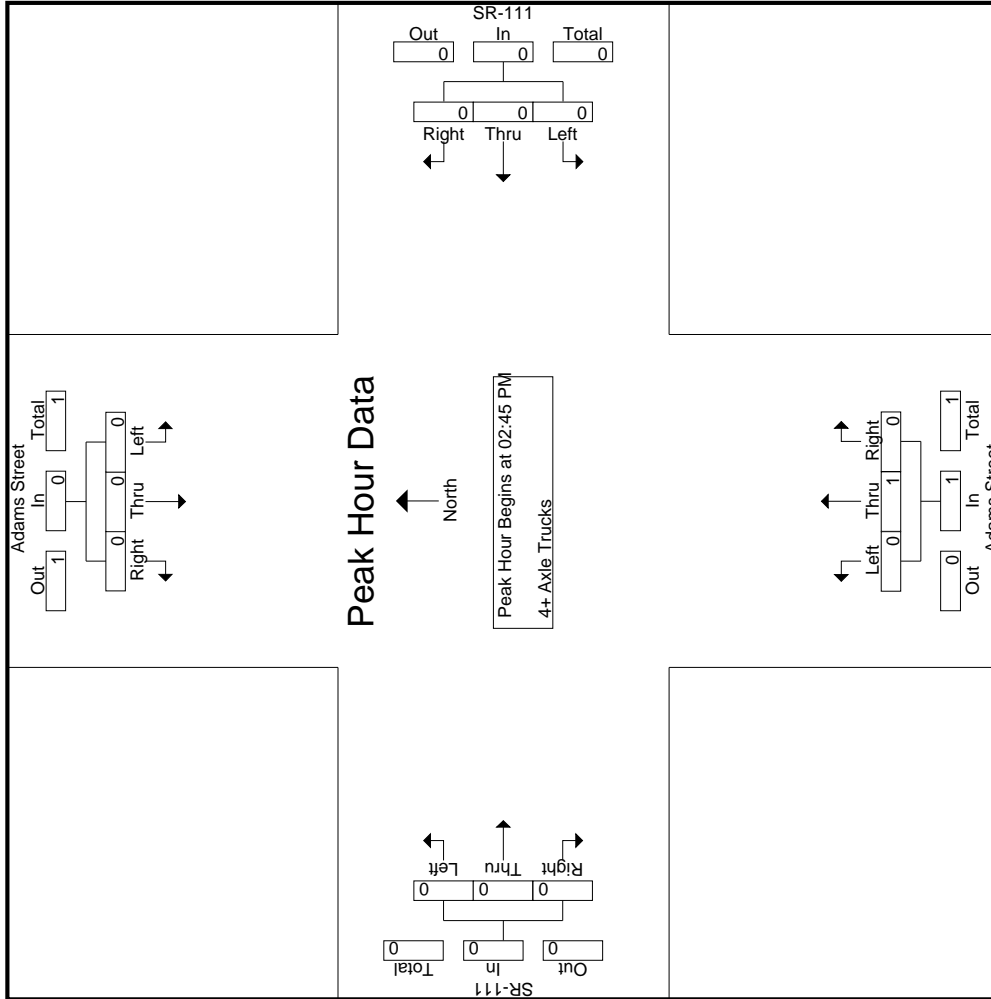
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound												
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
	App. Total	RTOR	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	66.7	33.3	0	50	14.3	85.7			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:45 PM

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

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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

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

File Name : LQAAD111PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 02:45 PM to 03:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	02:45 PM			02:45 PM			02:45 PM			02:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

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

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Int. Total			
	Thru	Vol	Thru	Vol			Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol		
11:00 AM	61	36	30	23	127	127	4	302	23	31	3	0	57	223	11	2	281	29	767	796										
11:15 AM	55	38	33	17	126	126	7	339	28	46	15	11	89	47	240	17	5	304	40	858	898									
11:30 AM	50	35	32	22	117	117	13	365	36	37	12	10	85	45	238	6	1	289	46	856	902									
11:45 AM	57	37	41	22	135	135	8	309	22	44	20	12	86	37	241	11	3	289	45	819	864									
Total	223	146	136	84	505	505	32	1315	109	158	50	33	317	176	942	45	11	1163	160	3300	3460									
12:00 PM	60	66	42	28	168	168	20	327	24	47	19	12	90	53	266	11	2	330	62	915	977									
12:15 PM	56	57	35	23	148	148	13	328	23	31	17	8	71	56	271	15	6	342	50	889	939									
12:30 PM	72	50	40	24	162	162	10	358	24	48	13	9	85	47	260	16	6	323	49	928	977									
12:45 PM	57	41	24	18	122	122	8	357	24	41	10	6	75	52	279	27	4	358	36	912	948									
Total	245	214	141	93	600	600	51	1370	95	167	59	35	321	208	1076	69	18	1353	197	3644	3841									
Grand Total	468	360	277	177	1105	1105	83	2685	204	325	109	68	638	384	2018	114	29	2516	357	6944	7301									
Approach %	42.4	32.6	25.1		9.6	78.2	12.2		32	50.9	17.1			15.3	80.2	4.5														
Total %	6.7	5.2	4		15.9	30.2	4.7		2.9	4.7	1.6			5.5	29.1	1.6														
Passenger Vehicles	466	359	275		1276	1276		2744	203	324	107		700	383	2001	113		2526	0	0	7246									
% Passenger Vehicles	99.6	99.7	99.3	99.4	99.5	99.2	99.1	98.8	99.5	99.7	98.2	97.1	99.2	99.7	99.2	99.1	100	99.3	0	0	99.2									
Large 2 Axle Vehicles	1	1	1		3	3		19	1	1	2		6	1	16	1		18	0	0	46									
% Large 2 Axle Vehicles	0.2	0.3	0.4	0	0.2	0.8	0.6	0.7	0.5	0.3	1.8	2.9	0.8	0.3	0.8	0.9	0	0.7	0	0	0.6									
3 Axle Vehicles	0	0	0		0	0		1	0	0	0		0	0	0	0		0	0	0	1									
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4+ Axle Trucks	1	0	1		3	3		4	0	0	0		0	0	1	0		1	0	0	8									
% 4+ Axle Trucks	0.2	0	0.4	0.6	0.2	0	0.1	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1									

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Left		Right		RTOR		App. Total		Exclu. Total		Int. Total			
	Thru	Vol	Thru	Vol			Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol	Thru	Vol		
12:00 PM	60	66	42	28	168	168	20	327	24	47	19	12	90	53	266	11	2	330	62	915	977									
12:15 PM	56	57	35	23	148	148	13	328	23	31	17	8	71	56	271	15	6	342	50	889	939									
12:30 PM	72	50	40	24	162	162	10	358	24	48	13	9	85	47	260	16	6	323	49	928	977									
12:45 PM	57	41	24	18	122	122	8	357	24	41	10	6	75	52	279	27	4	358	36	912	948									
Total	245	214	141	93	600	600	51	1370	95	167	59	35	321	208	1076	69	18	1353	197	3644	3841									
Grand Total	468	360	277	177	1105	1105	83	2685	204	325	109	68	638	384	2018	114	29	2516	357	6944	7301									
Approach %	42.4	32.6	25.1		9.6	78.2	12.2		32	50.9	17.1			15.3	80.2	4.5														
Total %	6.7	5.2	4		15.9	30.2	4.7		2.9	4.7	1.6			5.5	29.1	1.6														
Passenger Vehicles	466	359	275		1276	1276		2744	203	324	107		700	383	2001	113		2526	0	0	7246									
% Passenger Vehicles	99.6	99.7	99.3	99.4	99.5	99.2	99.1	98.8	99.5	99.7	98.2	97.1	99.2	99.7	99.2	99.1	100	99.3	0	0	99.2									
Large 2 Axle Vehicles	1	1	1		3	3		19	1	1	2		6	1	16	1		18	0	0	46									
% Large 2 Axle Vehicles	0.2	0.3	0.4	0	0.2	0.8	0.6	0.7	0.5	0.3	1.8	2.9	0.8	0.3	0.8	0.9	0	0.7	0	0	0.6									
3 Axle Vehicles	0	0	0		0	0		1	0	0	0		0	0	0	0		0	0	0	1									
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4+ Axle Trucks	1	0	1		3	3		4	0	0	0		0	0	1	0		1	0	0	8									
% 4+ Axle Trucks	0.2	0	0.4	0.6	0.2	0	0.1	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1									

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

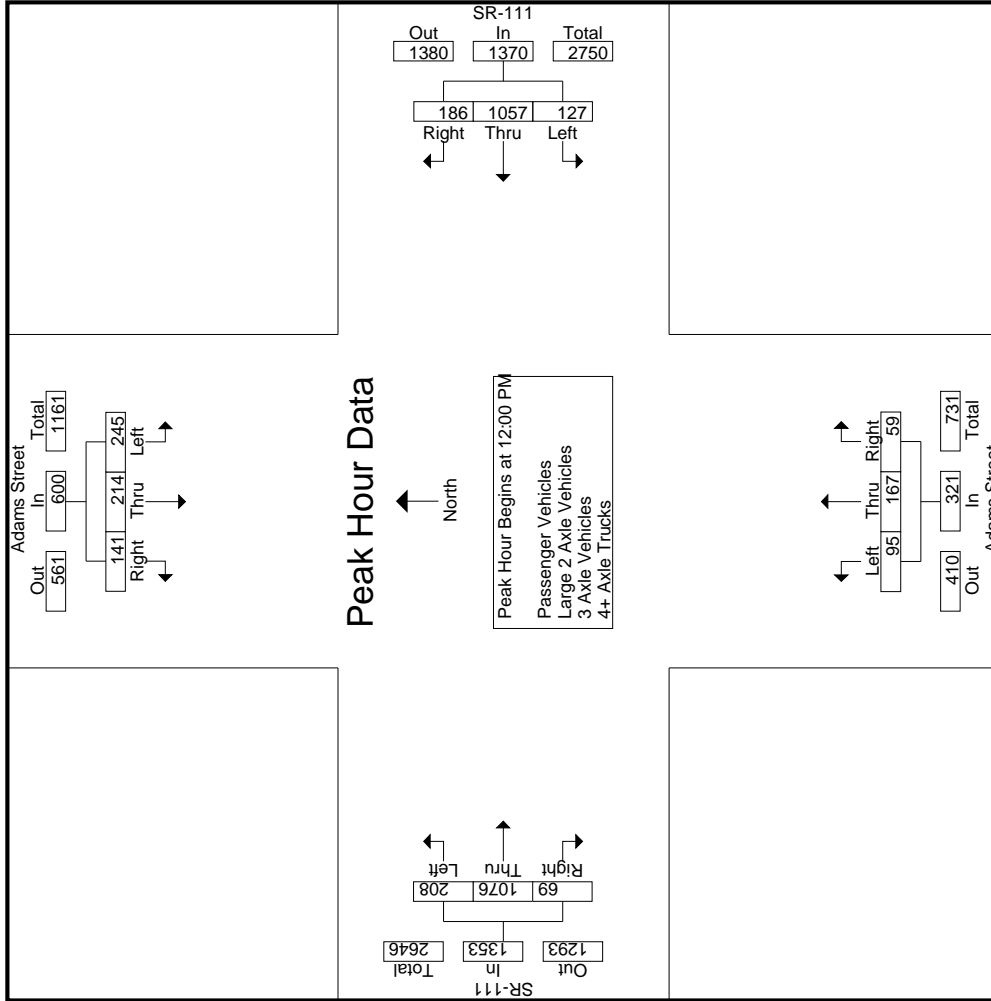
Peak Hour for Entire Intersection Begins at 12:00 PM

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound											
	Left	Thru	Right	Vol	RTOR	App. Total	Left	Thru	Right	Vol	RTOR	App. Total	Left	Thru	Right	Vol	RTOR	App. Total	Left	Thru	Right	Vol	RTOR	App. Total	Exclu. Total	Int. Total				
12:00 PM	60	66	42	168		168	34	233	60	327	24	47	19	53	266	11		330	62	915	977									
12:15 PM	56	57	35	148		148	31	257	40	328	23	31	17	56	271	15		342	50	889	939									
12:30 PM	72	50	40	162		162	40	273	45	358	24	48	13	47	260	16		323	49	928	977									
12:45 PM	57	41	24	122		122	22	294	41	357	24	41	10	52	279	27		358	36	912	948									
Total	245	214	141	600		600	127	1057	186	1370	95	167	59	208	1076	69		1353	197	3644	3841									
% App. Total	40.8	35.7	23.5				9.3	77.2	13.6					15.4	79.5	5.1														
PHF	.851	.811	.839				.794	.899	.775					.929	.964	.639														

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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2





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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	11:45 AM				12:00 PM				11:15 AM				12:00 PM			
+0 mins.	57	37	41	135	34	233	60	327	28	46	15	89	53	266	11	330
+15 mins.	60	66	42	168	31	257	40	328	36	37	12	85	56	271	15	342
+30 mins.	56	57	35	148	40	273	45	358	22	44	20	86	47	260	16	323
+45 mins.	72	50	40	162	22	294	41	357	24	47	19	90	52	279	27	358
Total Volume	245	210	158	613	127	1057	186	1370	110	174	66	350	208	1076	69	1353
% App. Total	40	34.3	25.8	912	9.3	77.2	13.6	957	31.4	49.7	18.9	972	15.4	79.5	5.1	945
PHF	.851	.795	.940	.912	.794	.899	.775	.957	.764	.926	.825	.972	.929	.964	.639	.945

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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Passenger Vehicles

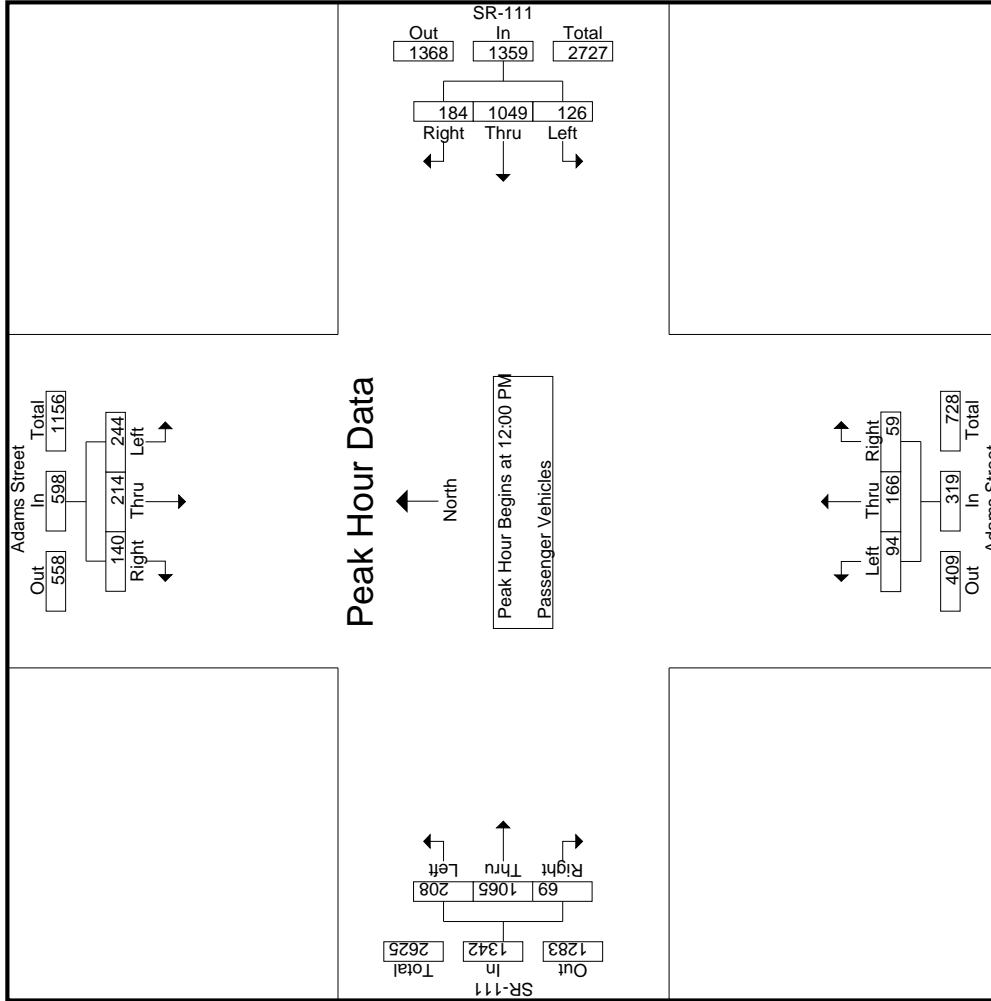
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	11:00 AM	61	36	30	23	127	301	22	249	30	4	301	3	31	3	0	57	221	10	2	277	29	762	791
11:15 AM	54	37	33	17	124	334	31	269	34	7	334	8	46	14	10	88	47	240	17	5	304	39	850	889
11:30 AM	50	35	31	22	116	364	32	286	46	13	364	10	37	12	10	85	45	236	6	1	287	46	852	898
11:45 AM	57	37	41	22	135	304	44	229	31	7	304	22	44	19	11	85	37	239	11	3	287	43	811	854
Total	222	145	135	84	502	1303	129	1033	141	31	1303	109	158	48	31	315	175	936	44	11	1155	157	3275	3432
12:00 PM	60	66	42	28	168	324	34	231	59	20	324	23	46	19	12	88	53	265	11	2	329	62	909	971
12:15 PM	55	57	35	23	147	324	31	254	39	13	324	23	31	17	8	71	56	266	15	6	337	50	879	929
12:30 PM	72	50	40	24	162	357	40	272	45	10	357	24	48	13	9	85	47	257	16	6	320	49	924	973
12:45 PM	57	41	23	17	121	354	21	292	41	8	354	24	41	10	6	75	52	277	27	4	356	35	906	941
Total	244	214	140	92	598	1359	126	1049	184	51	1359	94	166	59	35	319	208	1065	69	18	1342	196	3618	3814
Grand Total	466	359	275	176	1100	2662	255	2082	325	82	2662	203	324	107	66	634	383	2001	113	29	2497	353	6893	7246
Approach %	42.4	32.6	25		16	38.6	9.6	78.2	12.2		38.6	32	51.1	16.9		9.2	15.3	80.1	4.5		36.2	4.9	95.1	
Total %	6.8	5.2	4			4.7	3.7	30.2	4.7		4.7	2.9	4.7	1.6		1.6	5.6	29	1.6					

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	12:00 PM	60	66	42	28	168	324	34	231	59	20	324	23	46	19	12	88	53	265	11	2	329	62	909
12:15 PM	55	57	35	23	147	324	31	254	39	13	324	23	31	17	8	71	56	266	15	6	337	50	879	929
12:30 PM	72	50	40	24	162	357	40	272	45	10	357	24	48	13	9	85	47	257	16	6	320	49	924	973
12:45 PM	57	41	23	17	121	354	21	292	41	8	354	24	41	10	6	75	52	277	27	4	356	35	906	941
Total	244	214	140	92	598	1359	126	1049	184	51	1359	94	166	59	35	319	208	1065	69	18	1342	196	3618	3814
Grand Total	466	359	275	176	1100	2662	255	2082	325	82	2662	203	324	107	66	634	383	2001	113	29	2497	353	6893	7246
Approach %	42.4	32.6	25		16	38.6	9.6	78.2	12.2		38.6	32	51.1	16.9		9.2	15.3	80.1	4.5		36.2	4.9	95.1	
Total %	6.8	5.2	4			4.7	3.7	30.2	4.7		4.7	2.9	4.7	1.6		1.6	5.6	29	1.6					

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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

Start Time	Adams Street Southbound				SR-111 Westbound				Adams Street Northbound				SR-111 Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	60	66	42	168	34	231	59	324	23	46	19	88	53	265	11	329
+15 mins.	55	57	35	147	31	254	39	324	23	31	17	71	56	266	15	337
+30 mins.	72	50	40	162	40	272	45	357	24	48	13	85	47	257	16	320
+45 mins.	57	41	23	121	21	292	41	354	24	41	10	75	52	277	27	356
Total Volume	244	214	140	598	126	1049	184	1359	94	166	59	319	208	1065	69	1342
% App. Total	40.8	35.8	23.4		9.3	77.2	13.5		29.5	52	18.5		15.5	79.4	5.1	
PHF	.847	.811	.833	.890	.788	.898	.780	.952	.979	.865	.776	.906	.929	.961	.639	.942

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City of La Quinta  
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 Weather: Clear

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

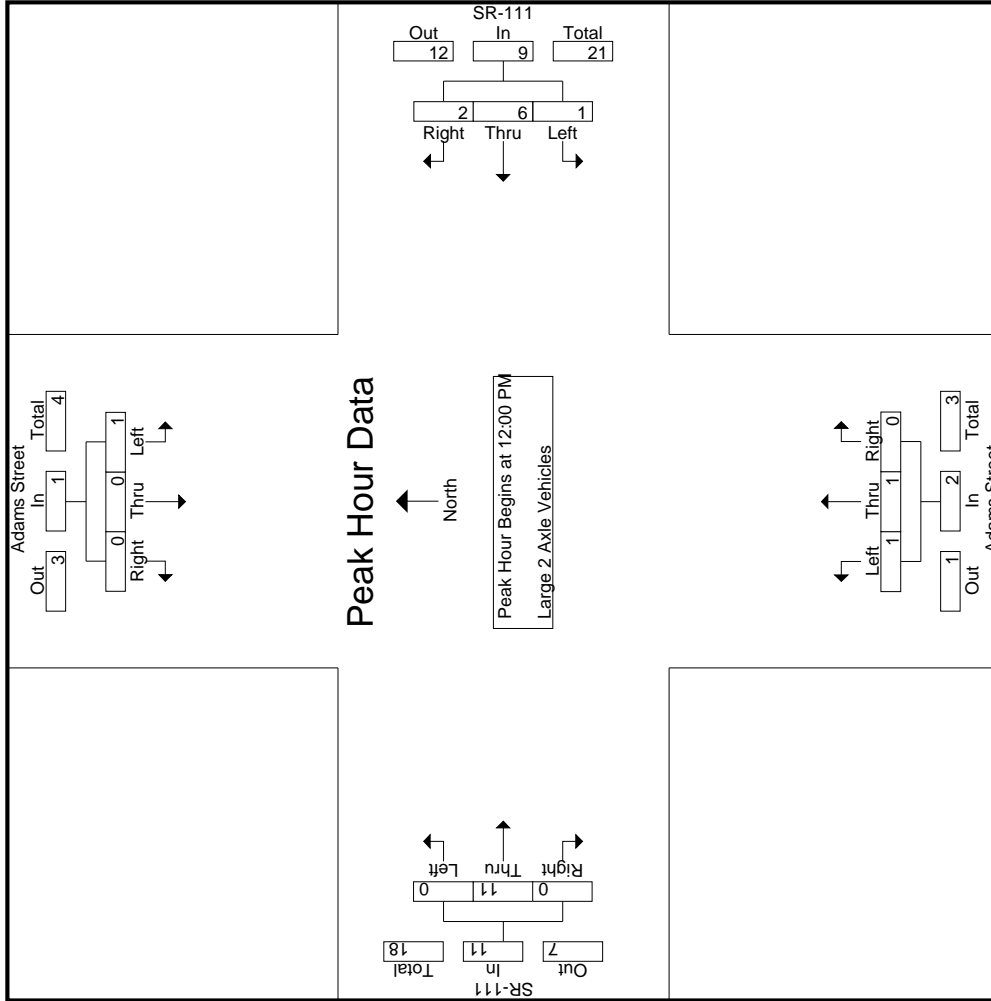
Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	5	5
11:15 AM	0	1	0	0	1	0	4	0	0	4	0	0	1	1	1	0	0	0	0	0	1	6	7
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	1	1	0	2	0	0	2	1	7	8
Total	0	1	1	0	2	1	9	0	0	10	0	0	2	2	2	1	5	1	0	7	2	21	23
12:00 PM	0	0	0	0	0	0	1	1	0	2	1	1	0	0	2	0	1	0	0	1	0	5	5
12:15 PM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	10	10
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
12:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	1	0	0	0	1	1	6	2	0	9	1	1	0	0	2	0	11	0	0	11	0	23	23
Grand Total	1	1	1	0	3	2	15	2	0	19	1	1	2	2	4	1	16	1	0	18	2	44	46
Approach %	33.3	33.3	33.3		6.8	10.5	78.9	10.5		43.2	25	25	50		9.1	5.6	88.9	5.6		40.9	4.3	95.7	
Total %	2.3	2.3	2.3		6.8	4.5	34.1	4.5		43.2	2.3	2.3	4.5		9.1	2.3	36.4	2.3		40.9	4.3	95.7	

Start Time	Adams Street Southbound					SR-111 Westbound					Adams Street Northbound					SR-111 Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
12:00 PM	0	0	0	0	0	0	1	1	0	2	1	1	0	0	2	0	1	0	0	1	0	1	1
12:15 PM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	5	10
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	3	4
12:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	2	4
Total Volume	1	0	0	0	1	1	6	2	0	9	1	1	0	0	2	0	11	0	0	11	0	11	23
% App. Total	100	0	0	0	100	11.1	66.7	22.2		100	50	50	0		100	0	100	0		100	0	100	100
PHF	.250	.000	.000		.250	.250	.500	.500		.500	.250	.250	.000		.250	.000	.250	.000		.250	.000	.550	.575

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City of La Quinta  
 N/S: Adams Street  
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 Weather: Clear

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	1	1	1	2	1	0	0	1
+15 mins.	1	0	0	1	3	1	4	4	0	0	0	5
+30 mins.	0	0	0	0	1	0	1	1	0	0	0	3
+45 mins.	0	0	0	0	1	0	2	2	0	0	0	2
Total Volume	1	0	0	1	6	2	9	9	1	0	0	11
% App. Total	100	0	0	11.1	66.7	22.2	50	50	50	0	0	100
PHF	.250	.000	.000	.250	.500	.500	.563	.250	.250	.000	.000	.550

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File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approch %	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100

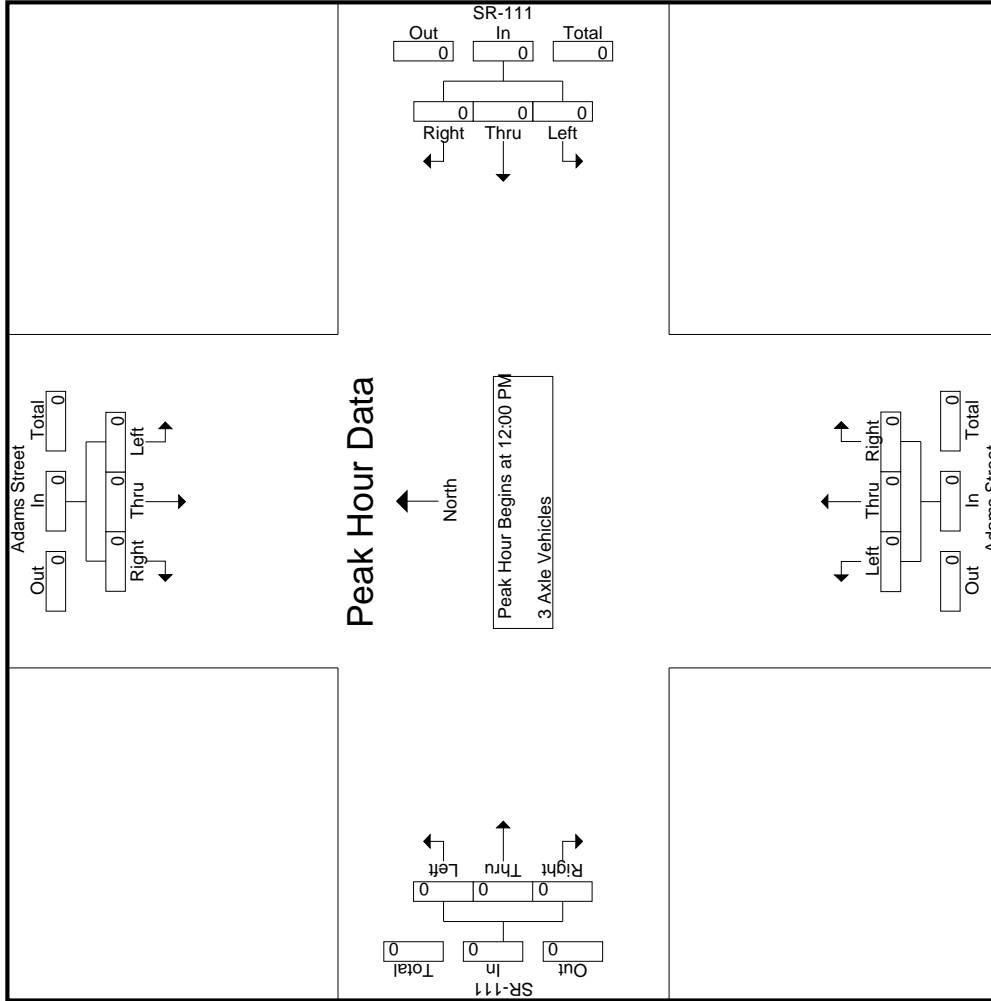
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	12:00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



Counts Unlimited, Inc.  
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City of La Quinta  
 N/S: Adams Street  
 E/W: SR-111  
 Weather: Clear

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- 4+ Axle Trucks

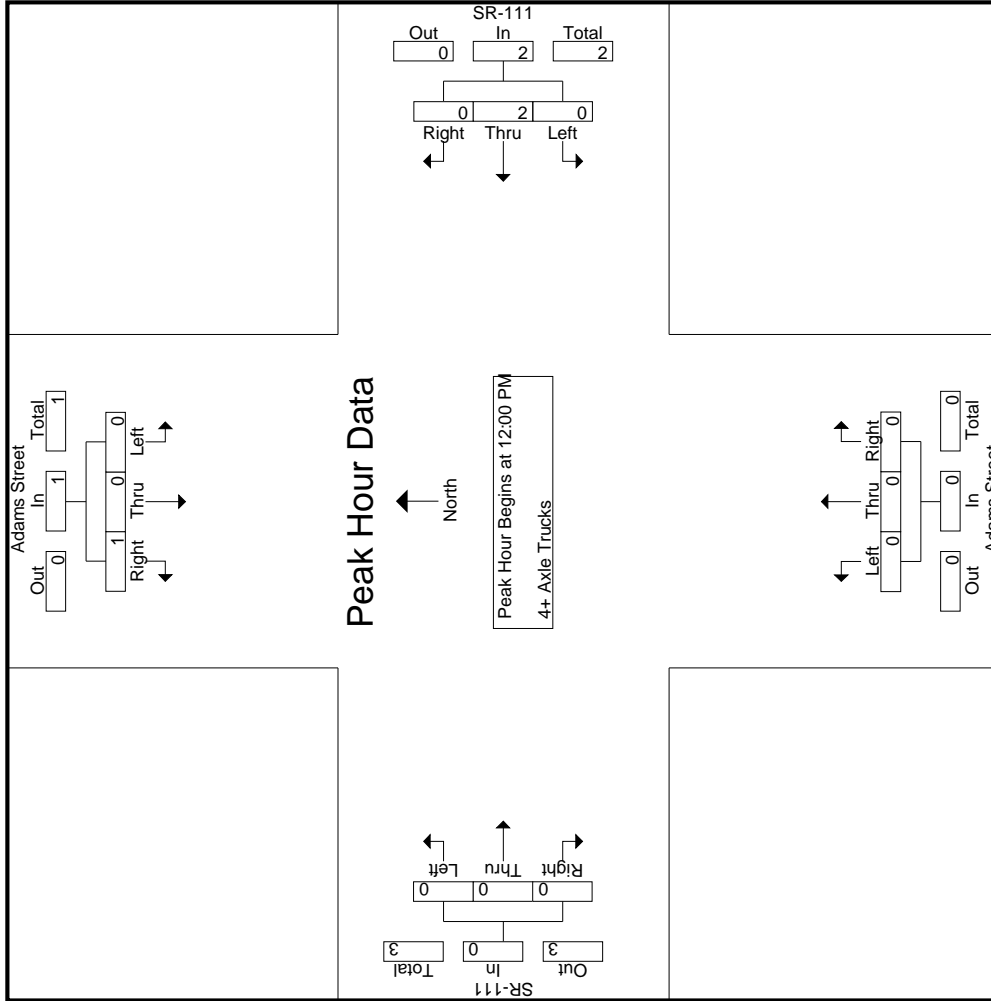
Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound																		
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	1	0	0	0	2	1	1	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
Approch %	50	0	0	0	0	50	0	66.7	33.3	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	16.7	0	0	0	0	16.7	0	33.3	16.7	0	33.3	16.7	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Adams Street Southbound						SR-111 Westbound						Adams Street Northbound						SR-111 Eastbound																		
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	

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

File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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File Name : LQAAD111SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

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

Start Time	Adams Street Southbound			SR-111 Westbound			Adams Street Northbound			SR-111 Eastbound		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0
% App. Total	0	0	100	.250	0	100	0	.500	.000	.000	.000	.000
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

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



Date: 5/7/2014  
 File: LQAAD111

WEEKDAY

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	2	0	2
6:45 AM	4	3	4	0	11
7:00 AM	2	1	12	0	15
7:15 AM	0	1	1	0	2
7:30 AM	2	3	1	0	6
7:45 AM	2	3	10	7	22
8:00 AM	0	1	3	0	4
8:15 AM	7	4	0	0	11
TOTAL VOLUMES:	17	16	33	7	73

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	3	0	3	0	6
2:45 PM	3	0	3	1	7
3:00 PM	6	5	10	6	27
3:15 PM	1	0	1	1	3
3:30 PM	1	0	0	1	2
3:45 PM	3	3	7	0	13
4:00 PM	2	0	1	0	3
4:15 PM	0	4	4	0	8
4:30 PM	3	1	6	0	10
4:45 PM	0	0	1	0	1
5:00 PM	5	0	3	0	8
5:15 PM	1	0	7	0	8
TOTAL VOLUMES:	28	13	46	9	96

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	3	3	2	0	8
11:15 AM	2	8	4	1	15
11:30 AM	5	3	0	0	8
11:45 AM	0	1	0	1	2
12:00 PM	7	3	1	0	11
12:15 PM	0	0	2	0	2
12:30 PM	1	0	4	2	7
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	18	18	13	4	53

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



Date: 5/7/2014  
 File: LQAAD111

WEEKDAY

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	1	0	0	1
6:45 AM	0	0	1	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	1	1	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	1	2	2	0	5

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	2	0	2
2:45 PM	0	0	1	0	1
3:00 PM	1	0	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1
3:45 PM	1	1	1	0	3
4:00 PM	1	0	0	0	1
4:15 PM	0	2	2	0	4
4:30 PM	0	0	0	0	0
4:45 PM	0	0	2	0	2
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
<b>TOTAL VOLUMES:</b>	3	3	11	0	17

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg SR-111	South Leg Adams Street	West Leg SR-111	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	1	0	1
11:15 AM	0	0	3	0	3
11:30 AM	0	0	2	0	2
11:45 AM	1	0	0	0	1
12:00 PM	0	0	0	0	0
12:15 PM	1	0	0	0	1
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	2	0	6	0	8

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City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Total Volume

Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30 AM	0	30	2	1	32	2	0	3	2	5	0	39	5	1	44	1	2	3	3	6	7	87	94
06:45 AM	1	31	6	1	38	1	0	1	1	2	3	75	5	0	83	4	0	1	0	5	2	128	130
<b>Total</b>	<b>1</b>	<b>61</b>	<b>8</b>	<b>2</b>	<b>70</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>114</b>	<b>10</b>	<b>1</b>	<b>127</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>9</b>	<b>215</b>	<b>224</b>
07:00 AM	1	52	8	1	61	2	1	0	0	3	5	139	4	2	148	6	0	0	0	6	3	218	221
07:15 AM	1	72	13	4	86	5	3	0	0	8	3	164	11	5	178	22	4	0	0	26	9	298	307
07:30 AM	3	83	5	5	91	6	2	2	1	10	5	110	6	1	121	11	2	5	1	18	8	240	248
07:45 AM	1	58	12	3	71	4	9	6	3	19	14	77	16	3	107	4	3	4	1	11	10	208	218
<b>Total</b>	<b>6</b>	<b>265</b>	<b>38</b>	<b>13</b>	<b>309</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>40</b>	<b>27</b>	<b>490</b>	<b>37</b>	<b>11</b>	<b>554</b>	<b>43</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>61</b>	<b>30</b>	<b>964</b>	<b>994</b>
08:00 AM	4	44	10	2	58	7	5	8	4	20	8	55	7	2	70	7	2	3	3	12	11	160	171
08:15 AM	4	46	17	6	67	7	5	6	3	18	11	79	13	2	103	3	2	7	3	12	14	200	214
<b>Grand Total</b>	<b>15</b>	<b>416</b>	<b>73</b>	<b>23</b>	<b>504</b>	<b>34</b>	<b>25</b>	<b>26</b>	<b>14</b>	<b>85</b>	<b>49</b>	<b>738</b>	<b>67</b>	<b>16</b>	<b>854</b>	<b>58</b>	<b>15</b>	<b>23</b>	<b>11</b>	<b>96</b>	<b>64</b>	<b>1539</b>	<b>1603</b>
Approch %	3	82.5	14.5		32.7	40	29.4	30.6		5.7	86.4	7.8			55.5	60.4	15.6	24		6.2	4	96	
Total %	1	27	4.7		32.7	2.2	1.6	1.7		5.5	3.2	48	4.4		55.5	3.8	1	1.5		6.2	4	96	

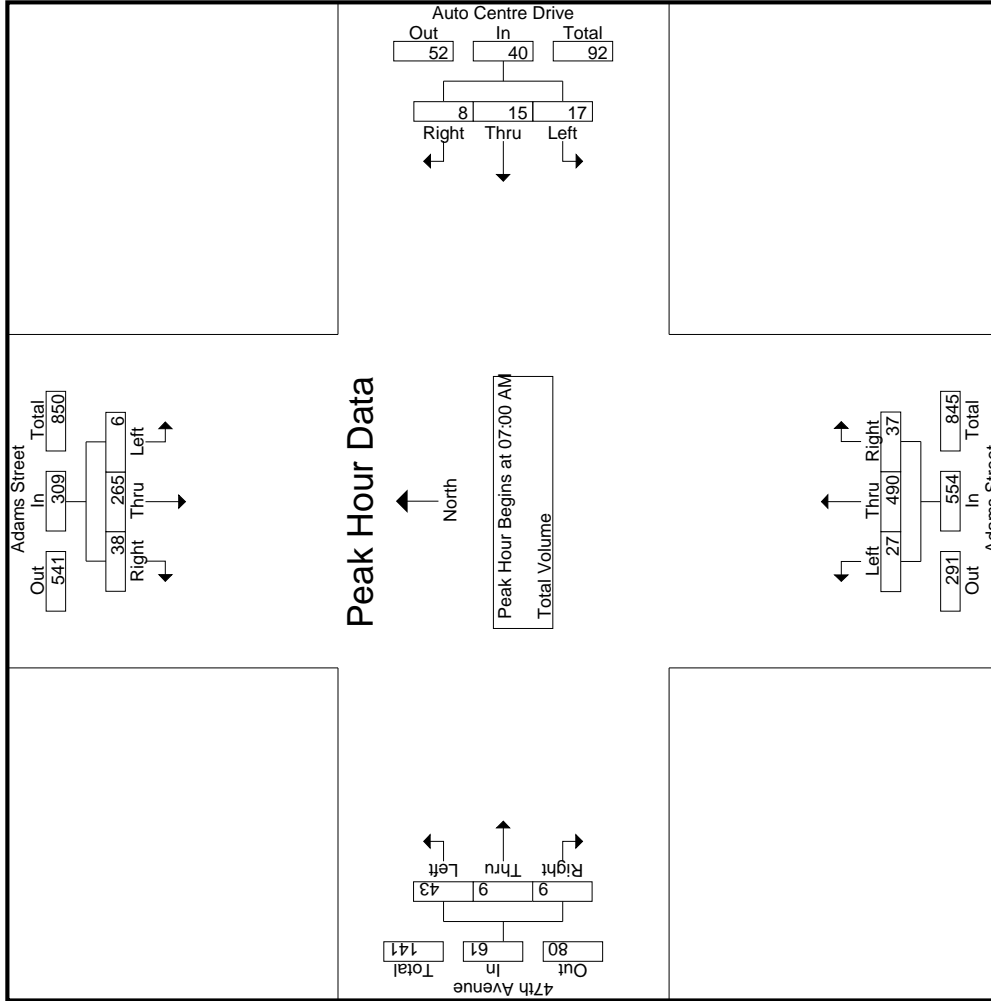
Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	1	52	8		61	2	1	0		3	5	139	4		148	6	0	0		6			218	
07:15 AM	1	72	13		86	5	3	0		8	3	164	11		178	22	4	0		26			298	
07:30 AM	3	83	5		91	6	2	2		10	5	110	6		121	11	2	5		18			240	
07:45 AM	1	58	12		71	4	9	6		19	14	77	16		107	4	3	4		11			208	
Total Volume	6	265	38		309	17	15	8		40	27	490	37		554	43	9	9		61			964	
% App. Total	1.9	85.8	12.3		32.7	42.5	37.5	20		5.7	86.4	7.8			55.5	60.4	15.6	24		6.2			96	
PHF	.500	.798	.731		.849	.708	.417	.333		.526	.482	.747	.578		.778	.489	.563	.450		.587			.809	



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City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47AM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound			Auto Centre Drive Westbound			Adams Street Northbound			47th Avenue Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:30 AM			07:00 AM			07:15 AM				
+0 mins.	1	52	8	6	2	2	10	5	139	4	22	4	0	26
+15 mins.	1	72	13	4	9	6	19	3	164	11	11	2	5	18
+30 mins.	3	83	5	7	5	8	20	5	110	6	4	3	4	11
+45 mins.	1	58	12	7	5	6	18	14	77	16	7	2	3	12
Total Volume	6	265	38	24	21	22	67	27	490	37	44	11	12	67
% App. Total	1.9	85.8	12.3	35.8	31.3	32.8	67	4.9	88.4	6.7	65.7	16.4	17.9	
PHF	.500	.798	.731	.857	.583	.688	.838	.482	.747	.578	.500	.688	.600	.644

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City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 1

Groups Printed- Total Volume

Start Time	Adams Street Southbound				Auto Centre Drive Westbound				Adams Street Northbound				47th Avenue Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
02:30 PM	13	83	7	1	103	15	12	9	7	36	9	85	14	4	108	11	9	18	7	38	19	285	304
02:45 PM	5	153	15	4	173	8	12	9	3	29	9	76	9	3	94	14	11	12	7	37	17	333	350
Total	18	236	22	5	276	23	24	18	10	65	18	161	23	7	202	25	20	30	14	75	36	618	654
03:00 PM	20	112	4	2	136	18	8	9	7	35	8	86	20	7	114	14	7	6	3	27	19	312	331
03:15 PM	8	99	11	5	118	12	8	10	7	30	12	69	12	3	93	15	5	15	7	35	22	276	298
03:30 PM	5	93	9	7	107	14	12	8	7	34	11	55	9	7	75	13	12	12	8	37	29	253	282
03:45 PM	14	74	8	1	96	14	11	8	8	33	18	57	14	7	89	16	4	21	14	41	30	259	289
Total	47	378	32	15	457	58	39	35	29	132	49	267	55	24	371	58	28	54	32	140	100	1100	1200
04:00 PM	7	87	16	5	110	20	12	11	9	43	16	50	13	5	79	12	4	12	10	28	29	260	289
04:15 PM	11	73	4	2	88	20	10	12	7	42	6	47	11	8	64	12	3	17	11	32	28	226	254
04:30 PM	4	79	7	3	90	10	12	17	11	39	4	54	14	6	72	9	6	17	10	32	30	233	263
04:45 PM	11	94	6	2	111	12	7	8	4	27	8	61	7	3	76	21	10	19	14	50	23	264	287
Total	33	333	33	12	399	62	41	48	31	151	34	212	45	22	291	54	23	65	45	142	110	983	1093
05:00 PM	8	119	8	6	135	13	10	23	18	46	11	55	16	4	82	14	7	12	7	33	35	296	331
05:15 PM	10	83	9	6	102	16	4	5	4	25	8	63	16	6	87	11	7	25	13	43	29	257	286
Grand Total	116	1149	104	44	1369	172	118	129	92	419	120	758	155	63	1033	162	85	186	111	433	310	3254	3564
Approch %	8.5	83.9	7.6		41.1	28.2	30.8			12.9	11.6	73.4	15		31.7	37.4	19.6	43		13.3	8.7	91.3	
Total %	3.6	35.3	3.2		42.1	5.3	3.6	4		12.9	3.7	23.3	4.8		31.7	5	2.6	5.7		13.3	8.7	91.3	

Start Time	Adams Street Southbound				Auto Centre Drive Westbound				Adams Street Northbound				47th Avenue Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	13	83	7	1	103	15	12	9	7	36	9	85	14	4	108	11	9	18	7	38	19	285	304
02:45 PM	5	153	15	4	173	8	12	9	3	29	9	76	9	3	94	14	11	12	7	37	17	333	350
03:00 PM	20	112	4	2	136	18	8	9	7	35	8	86	20	7	114	14	7	6	3	27	19	312	331
03:15 PM	8	99	11	5	118	12	8	10	7	30	12	69	12	3	93	15	5	15	7	35	22	276	298
03:30 PM	5	93	9	7	107	14	12	8	7	34	11	55	9	7	75	13	12	12	8	37	29	253	282
03:45 PM	14	74	8	1	96	14	11	8	8	33	18	57	14	7	89	16	4	21	14	41	30	259	289
Total	47	378	32	15	457	58	39	35	29	132	49	267	55	24	371	58	28	54	32	140	100	1100	1200
04:00 PM	7	87	16	5	110	20	12	11	9	43	16	50	13	5	79	12	4	12	10	28	29	260	289
04:15 PM	11	73	4	2	88	20	10	12	7	42	6	47	11	8	64	12	3	17	11	32	28	226	254
04:30 PM	4	79	7	3	90	10	12	17	11	39	4	54	14	6	72	9	6	17	10	32	30	233	263
04:45 PM	11	94	6	2	111	12	7	8	4	27	8	61	7	3	76	21	10	19	14	50	23	264	287
Total	33	333	33	12	399	62	41	48	31	151	34	212	45	22	291	54	23	65	45	142	110	983	1093
05:00 PM	8	119	8	6	135	13	10	23	18	46	11	55	16	4	82	14	7	12	7	33	35	296	331
05:15 PM	10	83	9	6	102	16	4	5	4	25	8	63	16	6	87	11	7	25	13	43	29	257	286
Grand Total	116	1149	104	44	1369	172	118	129	92	419	120	758	155	63	1033	162	85	186	111	433	310	3254	3564
Approch %	8.5	83.9	7.6		41.1	28.2	30.8			12.9	11.6	73.4	15		31.7	37.4	19.6	43		13.3	8.7	91.3	
Total %	3.6	35.3	3.2		42.1	5.3	3.6	4		12.9	3.7	23.3	4.8		31.7	5	2.6	5.7		13.3	8.7	91.3	

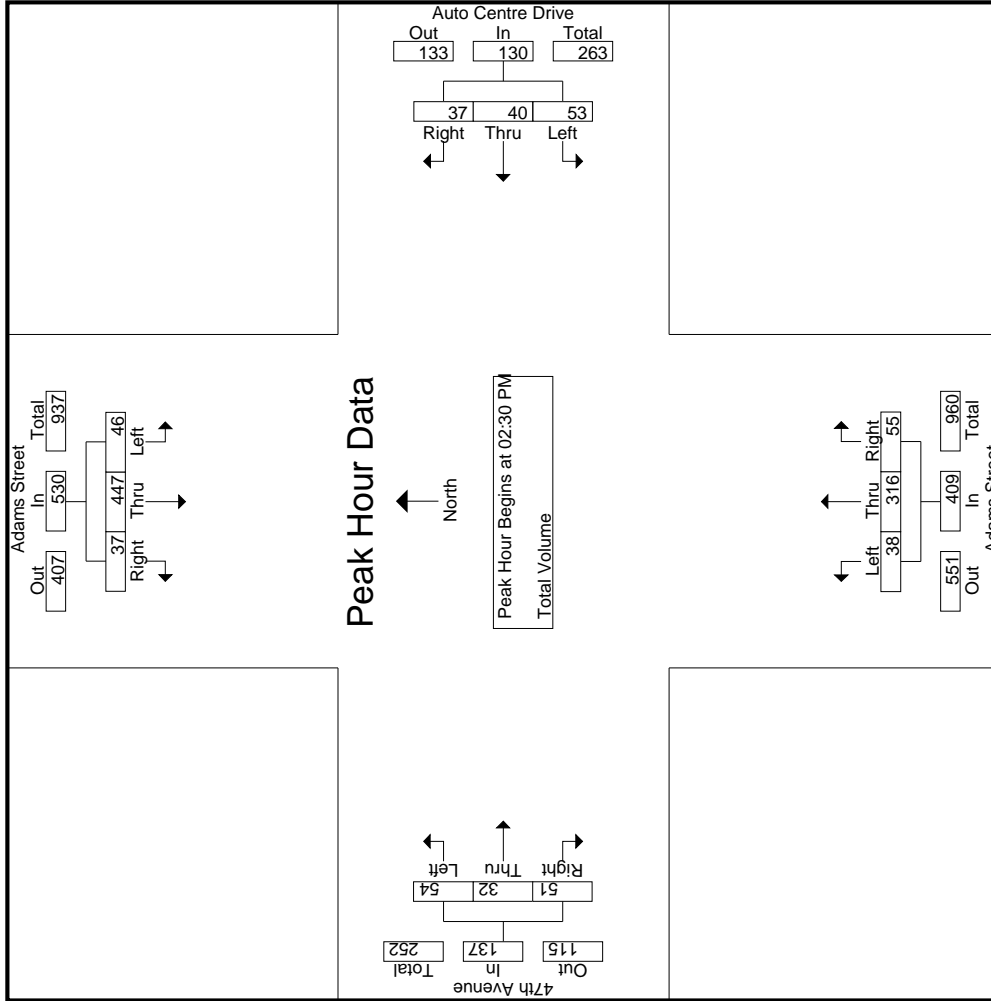
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:30 PM

Start Time	Adams Street Southbound				Auto Centre Drive Westbound				Adams Street Northbound				47th Avenue Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
02:30 PM	13	83	7	1	103	15	12	9	7	36	9	85	14	4	108	11	9	18	7	38	19	285	304
02:45 PM	5	153	15	4	173	8	12	9	3	29	9	76	9	3	94	14	11	12	7	37	17	333	350
03:00 PM	20	112	4	2	136	18	8	9	7	35	8	86	20	7	114	14	7	6	3	27	19	312	331
03:15 PM	8	99	11	5	118	12	8	10	7	30	12	69	12	3	93	15	5	15	7	35	22	276	298
03:30 PM	5	93	9	7	107	14	12	8	7	34	11	55	9	7	75	13	12	12	8	37	29	253	282
03:45 PM	14	74	8	1	96	14	11	8	8	33	18	57	14	7	89	16	4	21	14	41	30	259	289
Total	47	378	32	15	457	58	39	35	29	132	49	267	55	24	371	58	28	54	32	140	100	1100	1200
% App. Total	8.7	84.3	7		41.1	28.2	30.8			12.9	11.6	73.4	15		31.7	37.4	19.6	43		13.3	8.7	91.3	
PHF	.575	.730	.617		.766	.736	.833	.925		.903	.792	.919	.688		.897	.900	.727	.708		.901		.905	

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

City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 2



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City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47PM  
 Site Code : 05114190  
 Start Date : 5/7/2014  
 Page No : 3

Start Time	Adams Street Southbound				Auto Centre Drive Westbound				Adams Street Northbound				47th Avenue Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	02:45 PM				03:30 PM				02:30 PM				03:15 PM			
+0 mins.	5	153	15	173	14	12	8	34	9	85	14	108	15	5	15	35
+15 mins.	20	112	4	136	14	11	8	33	9	76	9	94	13	12	12	37
+30 mins.	8	99	11	118	20	12	11	43	8	86	20	114	16	4	21	41
+45 mins.	5	93	9	107	20	10	12	42	12	69	12	93	12	4	12	28
Total Volume	38	457	39	534	68	45	39	152	38	316	55	409	56	25	60	141
% App. Total	7.1	85.6	7.3	77.2	44.7	29.6	25.7	88.4	9.3	77.3	13.4	89.7	39.7	17.7	42.6	86.0
PHF	.475	.747	.650	.772	.850	.938	.813	.884	.792	.919	.688	.897	.875	.521	.714	.860

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City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 1

Groups Printed- Total Volume

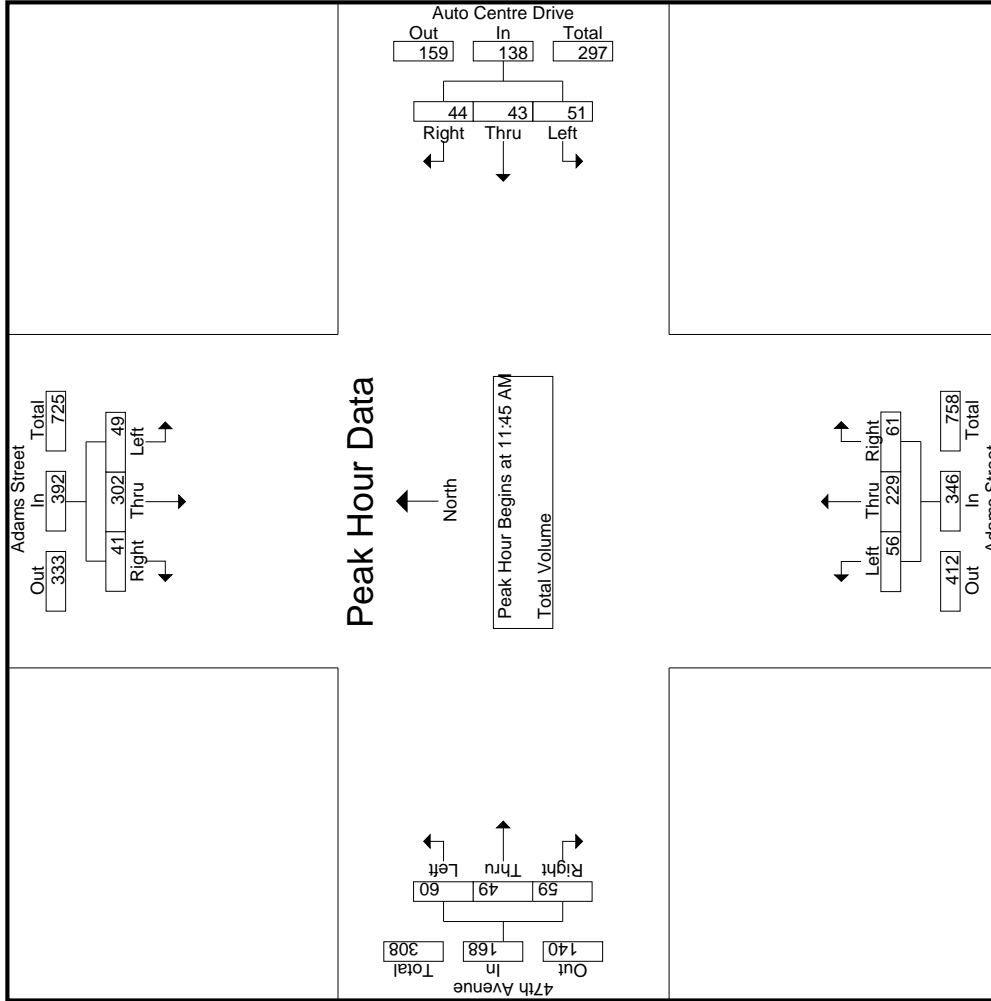
Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	9	44	5	2	58	18	6	5	1	29	15	53	15	9	83	12	8	14	7	34	19	204	223
11:15 AM	17	44	8	4	69	17	14	8	2	39	15	70	11	4	96	10	5	12	4	27	14	231	245
11:30 AM	16	46	11	2	73	18	15	9	3	42	18	54	13	4	85	13	9	16	9	38	18	238	256
11:45 AM	13	50	13	2	76	13	6	14	4	33	15	56	23	10	94	11	10	12	3	33	19	236	255
Total	55	184	37	10	276	66	41	36	10	143	63	233	62	27	358	46	32	54	23	132	70	909	979
12:00 PM	12	89	8	0	109	10	11	9	6	30	12	66	18	2	96	29	18	18	2	65	10	300	310
12:15 PM	11	70	13	2	94	16	9	9	1	34	15	50	13	1	78	8	16	17	4	41	8	247	255
12:30 PM	13	93	7	0	113	12	17	12	2	41	14	57	7	0	78	12	5	12	3	29	5	261	266
12:45 PM	20	63	5	0	88	12	10	7	1	29	15	49	12	4	76	9	7	21	4	37	9	230	239
Total	56	315	33	2	404	50	47	37	10	134	56	222	50	7	328	58	46	68	13	172	32	1038	1070
Grand Total	111	499	70	12	680	116	88	73	20	277	119	455	112	34	686	104	78	122	36	304	102	1947	2049
Approach %	16.3	73.4	10.3			41.9	31.8	26.4			17.3	66.3	16.3			34.2	25.7	40.1					
Total %	5.7	25.6	3.6		34.9	6	4.5	3.7		14.2	6.1	23.4	5.8		35.2	5.3	4	6.3		15.6	5	95	

Start Time	Adams Street Southbound					Auto Centre Drive Westbound					Adams Street Northbound					47th Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 11:45 AM																								
11:45 AM	13	50	13		76	13	6	14		33	15	56	23		94	11	10	12		33			236	
12:00 PM	12	89	8		109	10	11	9		30	12	66	18		96	29	18	18		65			300	
12:15 PM	11	70	13		94	16	9	9		34	15	50	13		78	8	16	17		41			247	
12:30 PM	13	93	7		113	12	17	12		41	14	57	7		78	12	5	12		29			261	
Total Volume	49	302	41		392	51	43	44		138	56	229	61		346	60	49	59		168			1044	
% App. Total	12.5	77	10.5			37	31.2	31.9			16.2	66.2	17.6			35.7	29.2	35.1						
PHF	.942	.812	.788		.867	.797	.632	.786		.841	.933	.867	.663		.901	.517	.681	.819		.646			.870	

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

City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

File Name : LQAAD47SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 2



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

File Name : LQAAD47SAT  
 Site Code : 05114190  
 Start Date : 5/10/2014  
 Page No : 3

City of La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive  
 Weather: Clear

Start Time	Adams Street Southbound			Auto Centre Drive Westbound			Adams Street Northbound			47th Avenue Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:00 PM			11:15 AM			11:15 AM			11:30 AM				
+0 mins.	12	89	8	17	14	8	39	15	70	11	13	9	96	38
+15 mins.	11	70	13	18	15	9	42	18	54	13	11	10	85	33
+30 mins.	13	93	7	13	6	14	33	15	56	23	29	18	94	65
+45 mins.	20	63	5	10	11	9	30	12	66	18	8	16	96	41
Total Volume	56	315	33	58	46	40	144	60	246	65	61	53	371	177
% App. Total	13.9	78	8.2	40.3	31.9	27.8	16.2	66.3	17.5	34.5	29.9	35.6	.966	.681
PHF	.700	.847	.635	.806	.767	.714	.857	.833	.879	.707	.526	.736	.875	.681



Location: La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive



Date: 5/7/2014  
 File : LQAAD47

WEEKDAY

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	1	2
TOTAL VOLUMES:	0	1	1	2	4

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	1	1
3:00 PM	0	3	0	0	3
3:15 PM	0	3	0	0	3
3:30 PM	0	1	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	1	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	3	3	6
TOTAL VOLUMES:	1	7	4	6	18

SATURDAY

Date: 5/10/2014

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: La Quinta  
 N/S: Adams Street  
 E/W: 47th Avenue / Auto Centre Drive



Date: 5/7/2014  
 File : LQAAD47

**WEEKDAY**

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
6:30 AM	0	0	0	1	1
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	1	1	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
<b>TOTAL VOLUMES:</b>	0	3	2	2	7

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
2:30 PM	0	0	0	1	1
2:45 PM	0	1	0	0	1
3:00 PM	1	0	1	0	2
3:15 PM	1	0	0	3	4
3:30 PM	0	0	1	0	1
3:45 PM	0	2	0	0	2
4:00 PM	0	2	0	0	2
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	3	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
<b>TOTAL VOLUMES:</b>	2	5	2	9	18

**SATURDAY**

Date: 5/10/2014

	North Leg Adams Street	East Leg Auto Centre Drive	South Leg Adams Street	West Leg 47th Avenue	TOTAL
	Bicycles	Bicycles	Bicycles	Bicycles	
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	0	0	0	0

# Counts Unlimited, Inc

PO Box 1178  
 Corona, CA 92878  
 Phone: 951-268-6268  
 email: counts@countsunlimited.com

LQA47EWAWDC  
 Site Code: 051-14190

City of La Quinta  
 47th Avenue  
 E/ Washington Boulevard  
 24 Hour Directional Classification Count

Eastbound		Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
Start Time															
05/08/14	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	13	5	0	1	0	0	0	0	0	0	0	0	19
06:00	1	0	12	7	3	2	0	0	0	0	0	0	0	0	25
07:00	0	0	71	18	1	7	0	0	0	0	0	0	0	0	97
08:00	0	0	111	27	0	4	0	0	2	0	0	0	0	0	144
09:00	0	0	65	20	1	7	0	0	0	0	0	0	0	0	93
10:00	0	0	65	23	1	6	0	0	0	0	0	0	0	0	95
11:00	0	0	80	23	1	1	0	0	0	0	0	0	0	0	105
12 PM	1	0	79	23	1	4	0	0	1	0	0	0	0	0	109
13:00	0	0	75	16	2	2	0	0	0	0	0	0	0	0	95
14:00	0	0	79	14	1	5	0	0	0	0	0	0	0	0	99
15:00	0	0	84	18	2	2	0	0	3	0	0	0	0	0	109
16:00	0	0	70	17	1	4	0	0	1	0	0	0	0	0	93
17:00	1	0	61	20	0	1	0	0	0	0	0	0	0	0	83
18:00	0	0	56	9	1	2	0	0	0	0	0	0	0	0	68
19:00	0	0	46	8	2	2	0	0	0	0	0	0	0	0	58
20:00	0	0	36	9	1	2	0	0	0	0	0	0	0	0	48
21:00	0	0	23	2	0	0	0	0	0	0	0	0	0	0	25
22:00	0	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:00	0	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Total	3	1049	266	18	53	7	0	0	0	0	0	0	0	0	1396
Percent	0.2%	75.1%	19.1%	1.3%	3.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	06:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Vol.	1	111	27	3	7	2	2	2	2	2	2	2	2	2	144
PM Peak	12:00	15:00	12:00	13:00	14:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	12:00
Vol.	1	84	23	2	5	3	3	3	3	3	3	3	3	3	109
Grand Total	3	1049	266	18	53	7	0	0	0	0	0	0	0	0	1396
Percent	0.2%	75.1%	19.1%	1.3%	3.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Counts Unlimited, Inc

PO Box 1178  
 Corona, CA 92878  
 Phone: 951-268-6268  
 email: counts@countsunlimited.com

LQA47EWAWDC  
 Site Code: 051-14190

City of La Quinta  
 47th Avenue  
 E/ Washington Boulevard  
 24 Hour Directional Classification Count

Westbound		Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
Start Time	Bikes													
05/08/14	0	8	3	0	1	0	0	0	0	0	0	0	0	12
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5
06:00	0	12	2	2	1	0	0	0	0	0	0	0	0	17
07:00	0	48	15	2	4	0	0	0	1	0	0	0	0	70
08:00	0	46	17	2	4	0	0	0	0	0	0	0	0	69
09:00	0	44	19	1	4	0	0	0	0	0	0	0	0	68
10:00	1	77	20	3	8	0	0	2	1	0	0	0	0	112
11:00	0	82	19	1	4	0	0	1	0	0	0	0	0	107
12 PM	1	79	23	1	4	1	0	0	0	0	0	0	0	109
13:00	0	75	18	2	2	1	0	2	0	0	0	0	0	100
14:00	1	102	17	2	4	0	0	1	0	0	0	0	0	127
15:00	1	76	25	2	4	0	0	0	0	0	0	0	0	108
16:00	1	101	24	2	3	0	0	0	0	0	0	0	0	131
17:00	0	84	16	1	2	0	0	0	0	0	0	0	0	103
18:00	0	85	35	1	2	0	0	0	0	0	0	0	0	123
19:00	0	52	17	1	2	0	0	0	0	0	0	0	0	72
20:00	0	34	7	1	3	0	0	0	0	0	0	0	0	45
21:00	0	14	7	0	1	0	0	1	0	0	0	0	0	23
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	5	1035	292	25	53	2	0	7	2	0	0	0	0	1421
Percent	0.4%	72.8%	20.5%	1.8%	3.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	07:00	0.0%	0.0%	0.0%	0.0%	10:00
Vol.	1	82	20	3	8	2	2	2	1					112
PM Peak	12:00	14:00	18:00	13:00	12:00	12:00	13:00	13:00						16:00
Vol.	1	102	35	2	4	1	2							131
Grand Total	5	1035	292	25	53	2	0	7	2	0	0	0	0	1421
Percent	0.4%	72.8%	20.5%	1.8%	3.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

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LQA47EWAWDC  
Site Code: 051-14190

City of La Quinta  
47th Avenue  
E/ Washington Boulevard  
24 Hour Directional Classification Count

**Eastbound, Westbound**

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/14	0	9	4	0	1	0	0	0	0	0	0	0	0	14
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	16	6	1	1	0	0	0	0	0	0	0	0	24
06:00	1	24	9	5	3	0	0	0	0	0	0	0	0	42
07:00	0	119	33	3	11	0	0	0	1	0	0	0	0	167
08:00	0	157	44	2	8	0	0	2	0	0	0	0	0	213
09:00	0	109	39	2	11	0	0	0	0	0	0	0	0	161
10:00	1	142	43	4	14	0	0	2	1	0	0	0	0	207
11:00	0	162	42	2	5	0	0	1	0	0	0	0	0	212
12 PM	2	158	46	2	8	1	0	1	0	0	0	0	0	218
13:00	0	150	34	4	4	1	0	2	0	0	0	0	0	195
14:00	1	181	31	3	9	0	0	1	0	0	0	0	0	226
15:00	1	160	43	4	6	0	0	3	0	0	0	0	0	217
16:00	1	171	41	3	7	0	0	1	0	0	0	0	0	224
17:00	1	145	36	1	3	0	0	0	0	0	0	0	0	186
18:00	0	141	44	2	4	0	0	0	0	0	0	0	0	191
19:00	0	98	25	3	4	0	0	0	0	0	0	0	0	130
20:00	0	70	16	2	5	0	0	0	0	0	0	0	0	93
21:00	0	37	9	0	1	0	0	1	0	0	0	0	0	48
22:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
23:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
Total	8	2084	558	43	106	2	0	14	2	0	0	0	0	2817
Percent	0.3%	74.0%	19.8%	1.5%	3.8%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	08:00	06:00	10:00			08:00	07:00					08:00
Vol.	1	162	44	5	14			2	1					213
PM Peak	12:00	14:00	12:00	13:00	14:00	12:00		15:00						14:00
Vol.	2	181	46	4	9	1		3						226
Grand Total	8	2084	558	43	106	2	0	14	2	0	0	0	0	2817
Percent	0.3%	74.0%	19.8%	1.5%	3.8%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

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City of La Quinta  
 State Route 111  
 B/ La Quinta Center Drive - Adams Street  
 24 Hour Directional Classification Count

LQA111LQADWDC  
 Site Code: 051-14190

Start Time	Cats & Trailers		2 Axle Long		Buses	2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Total
	Bikes	Trailers	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total									
05/06/14	0	67	13	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	
01:00	1	30	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
02:00	0	20	6	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
03:00	0	14	4	4	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:00	2	33	9	9	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	51	
05:00	0	53	24	24	2	3	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	88	
06:00	4	145	47	47	4	12	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	218	
07:00	3	390	108	108	3	26	2	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	539	
08:00	3	494	143	143	10	33	2	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	693	
09:00	5	552	173	173	13	50	4	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	803	
10:00	2	708	166	166	5	23	2	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	913	
11:00	2	915	230	230	8	35	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1199	
12 PM	1	1007	221	221	8	33	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1275	
13:00	5	976	229	229	11	36	1	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	1269	
14:00	7	1068	252	252	4	39	4	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	1383	
15:00	3	1031	240	240	10	30	2	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	1331	
16:00	2	1002	232	232	8	25	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	1276	
17:00	2	947	206	206	2	20	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1186	
18:00	4	831	159	159	5	21	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1025	
19:00	2	602	140	140	3	13	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	766	
20:00	1	466	104	104	4	10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	587	
21:00	4	371	61	61	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	447	
22:00	2	186	40	40	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	231	
23:00	0	109	19	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	
Total	55	12017	2830	2830	109	423	27	1	79	38	1	0	0	0	0	0	0	0	0	0	0	0	15581	
Percent	0.4%	77.1%	18.2%	18.2%	0.7%	2.7%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00	
AM Peak Vol.	09:00	11:00	11:00	11:00	09:00	09:00	09:00	09:00	11:00	05:00	09:00	11:00	11:00	05:00	05:00	05:00	05:00	05:00	05:00	05:00	05:00	05:00	11:00	
PM Peak Vol.	14:00	14:00	14:00	14:00	13:00	14:00	14:00	14:00	15:00	19:00	15:00	15:00	15:00	19:00	19:00	19:00	15:00	15:00	15:00	15:00	15:00	15:00	14:00	
Grand Total	55	12017	2830	2830	109	423	27	1	79	38	1	0	0	0	0	0	0	0	0	0	0	0	15581	
Percent	0.4%	77.1%	18.2%	18.2%	0.7%	2.7%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00	

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LQA111LQADWDC  
 Site Code: 051-14190

City of La Quinta  
 State Route 111  
 B/ La Quinta Center Drive - Adams Street  
 24 Hour Directional Classification Count

Start Time	Cats & Trailers		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	Bikes	Trailers												
05/06/14	1	34	8	0	1	1	0	0	0	0	0	0	0	45
01:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
02:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
03:00	1	14	5	0	4	1	0	1	1	0	0	0	0	27
04:00	0	57	26	0	6	0	0	0	1	0	0	0	0	90
05:00	3	114	54	5	13	2	0	0	2	0	0	0	0	193
06:00	2	223	124	11	53	2	3	13	5	0	0	0	0	436
07:00	10	622	235	9	59	6	0	20	4	0	0	0	0	965
08:00	3	595	197	12	51	4	1	18	3	0	0	0	0	884
09:00	1	644	213	9	51	0	0	6	3	0	0	0	0	927
10:00	4	765	234	8	66	0	0	4	2	0	0	1	0	1084
11:00	5	869	235	13	65	1	0	12	3	0	0	0	0	1203
12 PM	5	895	252	10	55	2	0	5	2	0	0	0	0	1226
13:00	4	876	248	8	56	0	0	6	1	1	0	0	0	1200
14:00	9	886	222	10	40	1	0	9	5	1	0	0	0	1183
15:00	2	910	223	4	37	0	0	8	1	0	0	0	0	1185
16:00	3	785	215	6	37	0	0	3	0	0	0	0	0	1049
17:00	1	763	177	8	32	0	0	3	2	0	0	0	0	986
18:00	3	635	139	6	27	0	0	0	0	0	0	0	0	810
19:00	4	504	126	3	25	0	0	1	3	0	0	0	0	666
20:00	3	325	91	3	14	2	0	2	2	0	0	0	0	442
21:00	2	245	52	2	11	2	0	0	0	0	0	0	0	314
22:00	0	118	30	1	6	0	0	1	0	0	0	0	0	156
23:00	1	68	11	1	2	0	0	0	0	0	0	0	0	83
Total	67	10979	3125	129	712	24	4	112	40	2	0	1	0	15195
Percent	0.4%	72.3%	20.6%	0.8%	4.7%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	07:00	11:00	10:00	07:00	06:00	07:00	06:00	06:00	0.0%	10:00	0.0%	11:00
Vol.	10	869	235	13	66	6	3	20	5	5		1		1203
PM Peak	14:00	15:00	12:00	12:00	13:00	12:00	14:00	14:00	14:00	13:00		1		12:00
Vol.	9	910	252	10	56	2	9	9	5	1		1		1226
Grand Total	67	10979	3125	129	712	24	4	112	40	2	0	1	0	15195
Percent	0.4%	72.3%	20.6%	0.8%	4.7%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of La Quinta  
State Route 111  
B/ La Quinta Center Drive - Adams Street  
24 Hour Directional Classification Count

LQA111LQADWDC  
Site Code: 051-14190

## Eastbound, Westbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	1	101	21	0	2	1	0	0	0	0	0	0	0	126
01:00	1	47	7	0	1	0	0	0	0	0	0	0	0	56
02:00	0	35	11	1	3	0	0	0	0	0	0	0	0	50
03:00	1	28	9	0	6	1	0	2	3	0	0	0	0	50
04:00	2	90	35	1	9	2	0	0	2	0	0	0	0	141
05:00	3	167	78	7	16	2	0	2	6	0	0	0	0	281
06:00	6	368	171	15	65	5	3	15	6	0	0	0	0	654
07:00	13	1012	343	12	85	8	0	25	6	0	0	0	0	1504
08:00	6	1089	340	22	84	6	1	23	6	0	0	0	0	1577
09:00	6	1196	386	22	101	4	1	9	5	0	0	0	0	1730
10:00	6	1473	400	13	89	2	0	10	3	0	0	1	0	1997
11:00	7	1784	465	21	100	2	0	19	4	0	0	0	0	2402
12 PM	6	1902	473	18	88	2	0	8	4	0	0	0	0	2501
13:00	9	1852	477	19	92	1	0	13	4	1	0	0	1	2469
14:00	16	1954	474	14	79	5	0	17	6	1	0	0	0	2566
15:00	5	1941	463	14	67	2	0	20	3	1	0	0	0	2516
16:00	5	1787	447	14	62	0	0	8	2	0	0	0	0	2325
17:00	3	1710	383	10	52	1	0	10	3	0	0	0	0	2172
18:00	7	1466	298	11	48	0	0	3	2	0	0	0	0	1835
19:00	6	1106	266	6	38	2	0	1	7	0	0	0	0	1432
20:00	4	791	195	7	24	2	0	4	2	0	0	0	0	1029
21:00	6	616	113	6	15	3	0	1	1	0	0	0	0	761
22:00	2	304	70	3	6	0	0	1	1	0	0	0	0	387
23:00	1	177	30	2	3	0	0	0	2	0	0	0	0	215
<b>Total</b>	122	22996	5955	238	1135	51	5	191	78	3	0	1	1	30776
<b>Percent</b>	0.4%	74.7%	19.3%	0.8%	3.7%	0.2%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
<b>AM Peak</b>	07:00	11:00	11:00	08:00	09:00	07:00	06:00	07:00	05:00	10:00	10:00	10:00	10:00	11:00
<b>Vol.</b>	13	1784	465	22	101	8	3	25	6	1	1	1	1	2402
<b>PM Peak</b>	14:00	14:00	13:00	13:00	13:00	14:00	15:00	15:00	19:00	13:00	13:00	13:00	13:00	14:00
<b>Vol.</b>	16	1954	477	19	92	5	7	20	7	1	1	1	1	2566
<b>Grand Total</b>	122	22996	5955	238	1135	51	5	191	78	3	0	1	1	30776
<b>Percent</b>	0.4%	74.7%	19.3%	0.8%	3.7%	0.2%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	



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City of La Quinta  
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B/ Washington Boulevard - La Quinta Center Drive  
24 Hour Directional Classification Count

LQA111WALQWDC  
Site Code: 051-14190

Start Time	Bikes		Cars & Trailers		2 Axle Long		Buses	2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Total
05/06/14	0	66	0	12	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	
01:00	0	31	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
02:00	0	20	1	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
03:00	1	15	0	4	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
04:00	2	35	0	12	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	
05:00	1	68	1	30	3	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	
06:00	1	154	1	56	4	18	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	239	
07:00	3	388	4	122	4	38	2	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	563	
08:00	3	494	11	168	11	49	2	0	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	738	
09:00	5	540	11	183	11	55	3	1	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	808	
10:00	2	662	8	185	8	45	2	0	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	914	
11:00	4	829	4	229	4	50	1	0	9	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1128	
12 PM	1	877	9	235	9	46	1	0	8	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1181	
13:00	5	872	10	218	10	53	2	0	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1171	
14:00	3	948	6	274	6	49	1	0	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1291	
15:00	3	927	9	282	9	46	2	0	9	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1281	
16:00	4	859	8	247	8	33	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1158	
17:00	4	901	5	201	5	29	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1147	
18:00	4	732	5	155	5	24	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	925	
19:00	2	543	2	128	2	23	2	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	705	
20:00	1	398	3	104	3	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	520	
21:00	3	313	4	59	4	11	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	393	
22:00	2	179	2	38	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	222	
23:00	1	105	1	19	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	
Total	55	10956	110	2970	110	603	25	1	91	42	42	0	0	0	0	0	0	0	0	3	0	0	0	0	14856	
Percent	0.4%	73.7%	0.7%	20.0%	0.7%	4.1%	0.2%	0.0%	0.6%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00	
AM Peak Vol.	5	829	11	229	11	55	3	1	9	4	4	0	0	0	0	0	0	0	0	11:00	1	1	1	1	1128	
PM Peak Vol.	5	948	10	282	10	53	2	1	9	4	4	0	0	0	0	0	0	0	0	12:00	1	1	1	1	1291	
Grand Total	55	10956	110	2970	110	603	25	1	91	42	42	0	0	0	0	0	0	0	0	3	0	0	0	0	14856	
Percent	0.4%	73.7%	0.7%	20.0%	0.7%	4.1%	0.2%	0.0%	0.6%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14:00	

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City of La Quinta  
State Route 111  
B/ Washington Boulevard - La Quinta Center Drive  
24 Hour Directional Classification Count

LQA11WALQWDC  
Site Code: 051-14190

Westbound		Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
Start Time															
05/06/14		1	36	8	0	2	1	0	0	0	0	0	0	0	48
01:00		0	19	3	0	0	0	0	0	0	0	0	0	0	22
02:00		0	15	4	0	1	0	0	0	1	0	0	0	0	21
03:00		0	19	5	0	3	0	0	3	0	0	0	0	0	30
04:00		0	55	30	0	8	1	0	0	0	0	0	0	0	94
05:00		1	108	47	2	18	0	0	1	4	0	0	0	0	181
06:00		4	214	129	10	68	5	1	9	3	0	0	0	0	443
07:00		5	587	255	8	65	2	0	20	4	0	0	0	0	946
08:00		5	545	221	12	62	3	0	17	7	0	0	0	0	872
09:00		1	631	230	10	55	1	0	10	3	1	0	0	0	942
10:00		4	663	278	8	62	1	0	6	2	1	0	0	0	1025
11:00		7	752	295	11	72	1	0	7	2	1	0	0	0	1148
12 PM		4	871	270	7	79	3	0	5	3	0	0	0	0	1242
13:00		2	834	279	6	74	1	0	12	2	0	0	0	0	1210
14:00		4	849	265	10	50	0	0	8	4	0	0	0	0	1190
15:00		2	902	278	4	41	0	0	6	1	0	0	0	0	1234
16:00		5	705	218	6	45	0	0	3	0	0	0	0	1	983
17:00		3	735	193	5	38	1	0	4	3	0	0	0	0	982
18:00		3	597	159	5	24	0	0	0	0	0	0	0	0	788
19:00		4	463	133	5	21	0	0	2	1	0	0	0	0	629
20:00		3	329	86	3	21	2	0	0	2	0	0	0	0	446
21:00		1	260	69	3	10	0	0	1	0	0	0	0	0	344
22:00		2	130	50	1	4	2	0	1	0	0	0	0	0	190
23:00		1	80	13	1	3	0	0	0	0	0	0	0	0	98
Total		62	10399	3518	117	826	24	1	115	42	3	0	0	1	15108
Percent		0.4%	68.8%	23.3%	0.8%	5.5%	0.2%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00	08:00	11:00	06:00	06:00	07:00	08:00	09:00	09:00	09:00	09:00	11:00
Vol.		7	752	295	12	72	5	1	20	7	1	1	1	1	1148
PM Peak		16:00	15:00	13:00	14:00	12:00	12:00	12:00	13:00	14:00	14:00	14:00	14:00	16:00	12:00
Vol.		5	902	279	10	79	3	3	12	4	4	4	4	1	1242
Grand Total		62	10399	3518	117	826	24	1	115	42	3	0	0	1	15108
Percent		0.4%	68.8%	23.3%	0.8%	5.5%	0.2%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of La Quinta  
State Route 111  
B/ Washington Boulevard - La Quinta Center Drive  
24 Hour Directional Classification Count

LQA111WALQWDC  
Site Code: 051-14190

**Eastbound, Westbound**

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	1	102	20	0	7	1	0	0	0	0	0	0	0	131
01:00	0	50	6	0	2	0	0	0	0	0	0	0	0	58
02:00	0	35	10	1	3	0	0	0	1	0	0	0	0	50
03:00	1	34	9	0	5	0	0	4	2	0	0	0	0	55
04:00	2	90	42	0	11	3	0	0	2	0	0	0	0	150
05:00	2	176	77	5	22	1	0	4	6	0	0	0	0	293
06:00	5	368	185	14	86	5	1	12	6	0	0	0	0	682
07:00	8	975	377	12	103	4	0	23	7	0	0	0	0	1509
08:00	8	1039	389	23	111	5	0	25	10	0	0	0	0	1610
09:00	6	1171	413	21	110	4	1	16	7	1	0	0	0	1750
10:00	6	1325	463	16	107	3	0	14	4	1	0	0	0	1939
11:00	11	1581	524	15	122	2	0	16	3	1	1	0	0	2276
12 PM	5	1748	505	16	125	4	0	13	6	0	1	0	0	2423
13:00	7	1706	497	16	127	3	0	19	6	0	0	0	0	2381
14:00	7	1797	539	16	99	1	0	17	5	0	0	0	0	2481
15:00	5	1829	560	13	87	2	0	15	3	0	1	0	0	2515
16:00	9	1564	465	14	78	1	0	8	1	0	0	0	1	2141
17:00	7	1636	394	10	67	2	0	9	4	0	0	0	0	2129
18:00	7	1329	314	10	48	0	0	4	1	0	0	0	0	1713
19:00	6	1006	261	7	44	2	0	3	5	0	0	0	0	1334
20:00	4	727	190	6	34	2	0	1	2	0	0	0	0	966
21:00	4	573	128	7	21	1	0	2	1	0	0	0	0	737
22:00	4	309	88	3	4	2	0	1	1	0	0	0	0	412
23:00	2	185	32	2	6	1	0	0	1	0	0	0	0	229
<b>Total</b>	117	21355	6488	227	1429	49	2	206	84	3	3	0	1	29964
<b>Percent</b>	0.4%	71.3%	21.7%	0.8%	4.8%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
<b>AM Peak</b>	11:00	11:00	11:00	08:00	11:00	06:00	06:00	08:00	08:00	09:00	11:00	11:00	11:00	11:00
<b>Vol.</b>	11	1581	524	23	122	5	1	25	10	1	1	1	1	2276
<b>PM Peak</b>	16:00	15:00	15:00	12:00	13:00	12:00	1	13:00	12:00	12:00	12:00	16:00	16:00	15:00
<b>Vol.</b>	9	1829	560	16	127	4	1	19	6	1	1	1	1	2515
<b>Grand Total</b>	117	21355	6488	227	1429	49	2	206	84	3	3	0	1	29964
<b>Percent</b>	0.4%	71.3%	21.7%	0.8%	4.8%	0.2%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of La Quinta  
 Washington Boulevard  
 N/ 47th Avenue  
 24 Hour Directional Classification Count

LQAWAN47WDC  
 Site Code: 051-14190

## Northbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	41	13	0	1	0	0	1	0	0	0	0	0	56
01:00	1	29	10	0	0	0	0	0	0	0	0	0	0	40
02:00	0	17	8	0	2	0	0	0	0	0	0	0	0	27
03:00	1	35	11	0	1	0	0	0	0	0	0	0	0	48
04:00	2	135	48	0	11	1	0	0	1	0	0	0	0	198
05:00	2	289	118	0	16	0	0	2	0	0	0	0	0	427
06:00	6	595	273	1	72	1	0	18	0	0	0	0	0	966
07:00	13	1354	387	3	86	3	0	15	0	0	0	0	0	1861
08:00	6	1111	294	4	62	0	0	7	0	1	0	0	0	1485
09:00	6	956	275	3	69	2	0	6	1	0	0	0	0	1318
10:00	5	875	271	7	68	3	0	9	1	0	1	0	0	1240
11:00	1	916	308	6	48	0	0	4	0	0	1	1	0	1285
12 PM	1	930	287	4	78	3	0	11	0	0	0	0	0	1314
13:00	8	1000	302	3	73	2	0	11	1	0	0	0	0	1400
14:00	3	956	277	8	73	0	0	19	2	0	0	0	0	1338
15:00	2	920	291	5	86	4	0	15	1	0	1	0	0	1325
16:00	7	924	274	2	63	1	0	4	0	0	1	0	0	1276
17:00	3	926	214	2	50	0	0	8	2	0	0	0	0	1205
18:00	3	677	154	1	31	0	0	3	0	0	0	0	0	869
19:00	1	506	141	0	18	0	0	1	2	0	0	0	0	669
20:00	0	384	93	0	22	0	0	2	0	0	0	0	0	501
21:00	1	282	68	0	13	0	0	0	0	0	0	0	0	364
22:00	3	183	45	2	2	0	0	0	0	0	0	0	0	235
23:00	1	89	29	0	1	0	0	0	0	0	0	0	0	120
Total	76	14130	4191	51	946	20	0	136	11	1	4	1	0	19567
Percent	0.4%	72.2%	21.4%	0.3%	4.8%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	10:00	07:00	07:00	07:00	06:00	04:00	08:00	10:00	11:00		07:00
Vol.	13	1354	387	7	86	3	0	18	1	1	1	1		1861
PM Peak	13:00	13:00	13:00	14:00	15:00	15:00	15:00	14:00	14:00	14:00	15:00			13:00
Vol.	8	1000	302	8	86	4	0	19	2	1	1			1400
Grand Total	76	14130	4191	51	946	20	0	136	11	1	4	1	0	19567
Percent	0.4%	72.2%	21.4%	0.3%	4.8%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

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 24 Hour Directional Classification Count

LQAWAN47WDC  
 Site Code: 051-14190

## Southbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	114	25	0	0	0	0	0	0	0	0	0	0	139
01:00	0	50	17	0	2	0	0	0	0	0	0	0	0	69
02:00	1	28	12	0	3	0	0	0	0	0	0	0	0	44
03:00	0	23	8	0	1	0	0	0	0	0	0	0	0	32
04:00	1	33	13	0	2	1	0	1	0	0	0	0	0	51
05:00	0	77	29	5	16	0	0	1	1	0	0	0	0	129
06:00	1	190	94	2	19	2	0	4	0	0	0	0	0	312
07:00	2	503	168	6	50	1	0	14	3	0	0	0	0	747
08:00	6	569	207	6	72	4	0	13	1	1	0	0	0	879
09:00	4	499	222	5	63	0	0	11	2	0	0	0	0	806
10:00	2	570	209	8	59	1	0	8	0	0	0	0	0	857
11:00	3	669	229	3	72	4	0	10	0	0	0	0	0	990
12 PM	9	761	241	3	68	2	0	10	0	0	0	0	0	1094
13:00	8	820	291	7	70	0	0	9	2	0	0	0	0	1207
14:00	2	912	318	7	62	0	0	12	2	0	0	0	0	1315
15:00	6	1079	359	3	62	1	0	9	0	0	0	0	0	1519
16:00	6	1001	328	4	87	1	0	5	1	0	0	0	0	1433
17:00	5	1222	308	4	57	0	0	7	0	0	0	0	0	1603
18:00	2	863	214	0	38	0	0	1	0	0	0	0	0	1118
19:00	2	692	179	1	20	0	0	0	0	0	0	0	0	894
20:00	1	639	160	0	29	0	0	0	0	0	0	0	0	829
21:00	3	533	131	0	15	0	0	0	0	0	0	0	0	682
22:00	2	287	70	1	10	0	0	1	0	0	0	0	0	371
23:00	2	171	47	0	6	0	0	0	0	0	0	0	0	226
Total	68	12305	3879	65	883	17	0	116	12	1	0	0	0	17346
Percent	0.4%	70.9%	22.4%	0.4%	5.1%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	10:00	08:00	08:00	0	07:00	07:00	08:00	0	0	0	11:00
Vol.	6	669	229	8	72	4	0	14	3	1	0	0	0	990
PM Peak	12:00	17:00	15:00	13:00	16:00	12:00	0	14:00	13:00	13:00	0	0	0	17:00
Vol.	9	1222	359	7	87	2	0	12	2	2	0	0	0	1603
Grand Total	68	12305	3879	65	883	17	0	116	12	1	0	0	0	17346
Percent	0.4%	70.9%	22.4%	0.4%	5.1%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

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LQAWAN47WDC  
Site Code: 051-14190

Northbound, Southbound																											
Start Time	Bikes		Cats & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Total
05/06/14	0	155	38	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195
01:00	1	79	27	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
02:00	1	45	20	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
03:00	1	58	19	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
04:00	3	168	61	0	0	13	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249
05:00	2	366	147	5	3	32	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	556
06:00	7	785	367	3	0	91	0	3	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1278
07:00	15	1857	555	9	0	136	4	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2608
08:00	12	1680	501	10	0	134	4	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2364
09:00	10	1455	497	8	0	132	2	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2124
10:00	7	1445	480	15	0	127	4	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2097
11:00	4	1585	537	9	0	120	4	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2275
12 PM	10	1691	528	7	0	146	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2408
13:00	16	1820	593	10	0	143	2	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2607
14:00	5	1868	595	15	0	135	0	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2653
15:00	8	1999	650	8	0	148	5	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2844
16:00	13	1925	602	6	0	150	2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2709
17:00	8	2148	522	6	0	107	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2808
18:00	5	1540	368	1	0	69	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1987
19:00	3	1198	320	1	0	38	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1563
20:00	1	1023	253	0	0	51	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1330
21:00	4	815	199	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1046
22:00	5	470	115	3	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	606
23:00	3	260	76	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346
Total	144	26435	8070	116	0	1829	37	0	252	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36913
Percent	0.4%	71.6%	21.9%	0.3%	0.0%	5.0%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	15	1857	555	15	4	136	4	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:00
PM Peak Vol.	16	2148	650	15	5	150	5	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00
Grand Total	144	26435	8070	116	0	1829	37	0	252	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36913
Percent	0.4%	71.6%	21.9%	0.3%	0.0%	5.0%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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City of La Quinta  
 Washington Boulevard  
 N/ State Route 111  
 24 Hour Directional Classification Count

LQAWAN11WDC  
 Site Code: 051-14190

## Northbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	63	18	0	1	0	0	0	0	0	0	0	0	82
01:00	0	35	13	0	0	0	0	0	0	0	0	0	0	48
02:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37
03:00	1	32	7	0	3	0	0	1	0	0	0	0	0	44
04:00	1	72	31	0	5	2	0	0	1	0	0	0	0	112
05:00	3	164	65	1	9	3	0	0	1	0	0	0	0	246
06:00	2	442	148	3	46	0	0	5	4	0	0	1	0	651
07:00	1	1062	256	5	45	0	0	9	6	0	0	0	0	1384
08:00	3	884	212	3	37	4	0	9	4	0	0	0	0	1156
09:00	2	765	178	2	48	2	1	3	2	0	0	0	0	1003
10:00	2	761	203	4	47	1	0	6	4	0	0	0	0	1028
11:00	1	834	224	8	41	0	0	5	3	0	0	0	0	1116
12 PM	4	938	218	7	52	1	0	12	4	0	0	0	0	1236
13:00	6	1002	241	5	56	4	0	7	0	0	0	0	0	1321
14:00	2	985	251	7	61	2	0	18	3	0	0	0	0	1329
15:00	1	1016	261	6	62	2	1	20	1	0	0	0	0	1370
16:00	6	912	226	0	36	0	0	7	0	0	0	0	0	1187
17:00	3	974	192	1	31	0	0	4	2	0	0	0	0	1207
18:00	1	760	131	2	27	0	0	3	2	0	0	0	0	926
19:00	0	606	130	0	22	0	0	0	0	0	0	0	0	758
20:00	1	465	82	0	21	0	0	1	1	0	0	0	0	571
21:00	1	360	74	0	11	0	0	0	0	0	0	0	0	446
22:00	0	262	54	0	10	0	0	0	2	0	0	0	0	328
23:00	0	133	12	0	2	0	0	0	0	0	0	0	0	147
Total	41	13553	3238	54	673	21	2	110	40	0	0	1	0	17733
Percent	0.2%	76.4%	18.3%	0.3%	3.8%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	07:00	11:00	09:00	08:00	09:00	07:00	07:00	07:00	06:00	06:00	07:00	07:00
Vol.	3	1062	256	8	48	4	1	9	6	6	1	1	1384	
PM Peak	13:00	15:00	15:00	12:00	15:00	13:00	15:00	15:00	12:00	12:00	15:00	15:00	15:00	
Vol.	6	1016	261	7	62	4	1	20	4	4	4	4	1370	
Grand Total	41	13553	3238	54	673	21	2	110	40	0	0	1	0	17733
Percent	0.2%	76.4%	18.3%	0.3%	3.8%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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 24 Hour Directional Classification Count

LQAWAN11WDC  
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## Southbound

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/06/14	0	85	13	1	4	0	0	0	2	0	0	0	0	105
01:00	0	40	7	0	3	0	0	0	0	0	0	0	0	50
02:00	1	26	9	1	1	0	0	1	1	0	0	0	0	40
03:00	1	41	5	1	3	1	0	1	0	0	0	0	0	53
04:00	0	51	16	0	4	0	0	1	5	0	0	0	0	77
05:00	1	109	38	4	15	1	0	6	6	0	0	0	0	180
06:00	2	253	105	1	28	0	0	7	4	0	0	0	0	400
07:00	4	680	174	6	55	2	0	13	5	0	0	0	0	939
08:00	5	778	221	6	55	0	0	10	4	0	0	0	0	1079
09:00	1	729	188	10	57	1	0	11	5	0	0	0	0	1002
10:00	1	814	186	5	43	1	0	7	3	0	0	0	0	1060
11:00	5	871	225	2	36	3	0	9	1	0	0	0	0	1152
12 PM	6	908	218	6	55	1	0	9	3	0	0	0	0	1206
13:00	7	882	212	7	46	0	0	8	5	0	0	0	0	1167
14:00	2	998	253	8	41	1	0	6	3	0	0	0	0	1312
15:00	5	1057	237	6	47	1	0	14	1	1	0	0	0	1369
16:00	7	1063	225	4	35	1	0	4	2	0	0	0	0	1341
17:00	1	1160	195	0	41	0	0	6	0	0	0	0	0	1403
18:00	1	820	161	0	42	0	0	2	3	0	0	0	0	1029
19:00	2	581	106	1	26	1	0	2	3	0	0	0	0	722
20:00	0	486	96	0	22	0	0	0	0	0	0	0	0	604
21:00	1	342	50	0	10	0	0	0	2	0	0	0	0	405
22:00	3	225	35	0	3	0	0	0	0	0	0	0	0	266
23:00	1	119	19	1	5	0	0	1	1	0	0	0	0	147
Total	57	13118	2994	70	677	14	0	118	59	1	0	0	0	17108
Percent	0.3%	76.7%	17.5%	0.4%	4.0%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	09:00	11:00		07:00	05:00					11:00
Vol.	5	871	225	10	57	3		13	6					1152
PM Peak	13:00	17:00	14:00	14:00	12:00	12:00		15:00	13:00	15:00				17:00
Vol.	7	1160	253	8	55	1		14	5	1				1403
Grand Total	57	13118	2994	70	677	14	0	118	59	1	0	0	0	17108
Percent	0.3%	76.7%	17.5%	0.4%	4.0%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	



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24 Hour Directional Classification Count

LQAWAN11WDC  
Site Code: 051-14190

## Northbound, Southbound

Start Time	Cats & Trailers		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	Bikes	Trailers												
05/06/14	0	148	31	1	5	0	0	0	2	0	0	0	0	187
01:00	0	75	20	0	3	0	0	0	0	0	0	0	0	98
02:00	1	52	20	1	1	0	0	1	1	0	0	0	0	77
03:00	2	73	12	1	6	1	0	2	0	0	0	0	0	97
04:00	1	123	47	0	9	2	0	1	6	0	0	0	0	189
05:00	4	273	103	5	24	4	0	6	7	0	0	0	0	426
06:00	4	695	253	4	74	0	0	12	8	0	0	1	0	1051
07:00	5	1742	430	11	100	2	0	22	11	0	0	0	0	2323
08:00	8	1662	433	9	92	4	0	19	8	0	0	0	0	2235
09:00	3	1494	366	12	105	3	1	14	7	0	0	0	0	2005
10:00	3	1575	389	9	90	2	0	13	7	0	0	0	0	2088
11:00	6	1705	449	10	77	3	0	14	4	0	0	0	0	2268
12 PM	10	1846	436	13	107	2	0	21	7	0	0	0	0	2442
13:00	13	1884	453	12	102	4	0	15	5	0	0	0	0	2488
14:00	4	1983	504	15	102	3	0	24	6	0	0	0	0	2641
15:00	6	2073	498	12	109	3	1	34	2	1	0	0	0	2739
16:00	13	1975	451	4	71	1	0	11	2	0	0	0	0	2528
17:00	4	2134	387	1	72	0	0	10	2	0	0	0	0	2610
18:00	2	1580	292	2	69	0	0	5	5	0	0	0	0	1955
19:00	2	1187	236	1	48	1	0	2	3	0	0	0	0	1480
20:00	1	951	178	0	43	0	0	1	1	0	0	0	0	1175
21:00	2	702	124	0	21	0	0	0	2	0	0	0	0	851
22:00	3	487	89	0	13	0	0	0	2	0	0	0	0	594
23:00	1	252	31	1	7	0	0	1	1	0	0	0	0	294
Total	98	26671	6232	124	1350	35	2	228	99	1	0	1	0	34841
Percent	0.3%	76.6%	17.9%	0.4%	3.9%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	8	1742	449	12	105	4	1	22	11	1	0	0	0	2323
PM Peak Vol.	13	2134	504	15	109	4	1	34	7	1	0	0	0	2739
Grand Total	98	26671	6232	124	1350	35	2	228	99	1	0	1	0	34841
Percent	0.3%	76.6%	17.9%	0.4%	3.9%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

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**APPENDIX 3.2:**






















**EXISTING (2014) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	686	29	25	1375	40	28	6	17	20	2	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	27	754	31	27	1511	0	31	7	7	22	2	84
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	104	2936	118	100	3230	472	139	77	77	275	3	118
Arrive On Green	0.06	0.60	0.60	0.06	0.60	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1762	4899	197	1694	5388	787	1281	503	503	1422	18	774
Grp Volume(v), veh/h	27	542	243	27	1511	0	31	0	14	22	0	86
Grp Sat Flow(s),veh/h/ln	1762	1776	1544	1694	1796	787	1281	0	1006	1422	0	793
Q Serve(g_s), s	1.4	6.9	7.1	1.4	14.8	0.0	2.2	0.0	1.1	1.3	0.0	9.8
Cycle Q Clear(g_c), s	1.4	6.9	7.1	1.4	14.8	0.0	12.1	0.0	1.1	2.4	0.0	9.8
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	104	2129	925	100	3230	472	139	0	153	275	0	121
V/C Ratio(X)	0.26	0.25	0.26	0.27	0.47	0.00	0.22	0.00	0.09	0.08	0.00	0.71
Avail Cap(c_a), veh/h	241	2129	925	232	3230	472	375	0	338	537	0	267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	9.0	9.1	42.8	10.6	0.0	44.1	0.0	34.6	35.7	0.0	38.3
Incr Delay (d2), s/veh	0.5	0.3	0.7	0.5	0.5	0.0	0.3	0.0	0.1	0.0	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	3.4	3.2	0.7	7.4	0.0	0.8	0.0	0.3	0.5	0.0	2.2
LnGrp Delay(d),s/veh	43.2	9.3	9.7	43.3	11.1	0.0	44.4	0.0	34.7	35.7	0.0	41.2
LnGrp LOS	D	A	A	D	B		D		C	D		D
Approach Vol, veh/h		812			1538			45			108	
Approach Delay, s/veh		10.6			11.7			41.4			40.1	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	64.0		20.5	10.6	64.0		20.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.4	9.1		11.8	3.4	16.8		14.1				
Green Ext Time (p_c), s	0.0	39.8		0.7	0.0	34.3		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.1									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	↕
Volume (veh/h)	40	7	79	13	8	139	4	1313	14	79	967	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	61	14	9	68	4	1427	15	86	1051	135
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	24	78	159	88	114	20	3034	32	177	2808	357
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.57	0.57	0.10	0.66	0.66
Sat Flow, veh/h	297	169	558	709	629	819	1727	5317	56	1727	4243	539
Grp Volume(v), veh/h	112	0	0	23	0	68	4	974	468	86	897	289
Grp Sat Flow(s),veh/h/ln1024	0	0	1337	0	819	1727	1814	1745	1727	1814	1154	
Q Serve(g_s), s	7.0	0.0	0.0	0.0	0.0	7.5	0.2	15.2	15.2	4.5	10.7	10.9
Cycle Q Clear(g_c), s	10.1	0.0	0.0	1.1	0.0	7.5	0.2	15.2	15.2	4.5	10.7	10.9
Prop In Lane	0.38		0.54	0.61		1.00	1.00		0.03	1.00		0.47
Lane Grp Cap(c), veh/h	195	0	0	247	0	114	20	2070	996	177	2401	764
V/C Ratio(X)	0.57	0.00	0.00	0.09	0.00	0.59	0.20	0.47	0.47	0.48	0.37	0.38
Avail Cap(c_a), veh/h	377	0	0	516	0	263	197	2070	996	287	2401	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	0.0	36.1	0.0	38.9	47.2	12.1	12.1	40.8	7.3	7.4
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	1.8	1.8	0.8	1.6	0.8	0.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	0.5	0.0	1.8	0.1	7.8	7.7	2.2	5.4	3.8
LnGrp Delay(d),s/veh	40.9	0.0	0.0	36.2	0.0	40.7	49.0	12.9	13.7	41.6	7.8	8.8
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		112			91			1446			1272	
Approach Delay, s/veh		40.9			39.6			13.3			10.3	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	62.0		19.5	6.1	70.8		19.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	10.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+10), s	10.5	17.2		12.1	2.2	12.9		9.5				
Green Ext Time (p_c), s	0.0	34.7		1.0	0.0	42.4		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.9								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗
Volume (veh/h)	69	364	194	64	699	239	746	960	63	245	748	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	75	396	115	70	760	188	811	1043	0	266	813	49
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	264	1796	850	268	1790	336	905	1743	270	433	1209	174
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.34	0.17	0.32	0.00	0.08	0.23	0.23
Sat Flow, veh/h	3356	5337	1661	3455	5337	798	5233	5495	850	5132	5286	759
Grp Volume(v), veh/h	75	396	115	70	760	188	811	1043	0	266	813	49
Grp Sat Flow(s),veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Q Serve(g_s), s	2.7	6.9	4.8	2.5	14.4	23.3	19.8	20.8	0.0	6.5	18.3	6.9
Cycle Q Clear(g_c), s	2.7	6.9	4.8	2.5	14.4	23.3	19.8	20.8	0.0	6.5	18.3	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	1796	850	268	1790	336	905	1743	270	433	1209	174
V/C Ratio(X)	0.28	0.22	0.14	0.26	0.42	0.56	0.90	0.60	0.00	0.61	0.67	0.28
Avail Cap(c_a), veh/h	283	2170	966	292	2170	393	1124	1939	300	433	1209	174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	31.0	16.8	56.6	33.6	28.7	52.8	37.5	0.0	57.6	45.8	41.4
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2	0.3	3.1	7.2	0.8	0.0	1.9	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.4	1.1	1.2	7.1	5.4	10.1	10.7	0.0	3.2	9.1	1.5	
LnGrp Delay(d),s/veh	56.8	31.1	17.0	56.8	33.9	31.8	60.0	38.3	0.0	59.5	47.8	43.3
LnGrp LOS	E	C	B	E	C	C	E	D		E	D	D
Approach Vol, veh/h		586			1018			1854			1128	
Approach Delay, s/veh		31.6			35.1			47.8			50.4	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	50.9	27.5	36.8	15.3	50.7	16.0	48.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	53.0	28.0	29.0	11.0	53.0	11.0	46.0					
Max Q Clear Time (g_c+1), s	8.9	21.8	20.3	4.7	25.3	8.5	22.8					
Green Ext Time (p_c), s	0.0	24.7	0.8	7.9	0.0	18.4	0.1	18.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.5									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	24	3	2	20	0	13	2	1865	44	22	1049	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	26	3	0	22	0	6	2	2049	48	24	1153	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	132	0	165	0	48	598	3468	520	87	1768	270
Arrive On Green	0.05	0.07	0.00	0.05	0.00	0.06	0.35	0.64	0.64	0.05	0.32	0.32
Sat Flow, veh/h	1727	1814	0	3455	0	813	1727	5441	816	1727	5441	832
Grp Volume(v), veh/h	26	3	0	22	0	6	2	2049	48	24	1153	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	813	1727	1814	816	1727	1814	832
Q Serve(g_s), s	1.7	0.2	0.0	0.7	0.0	0.8	0.1	26.3	1.5	1.6	21.8	0.5
Cycle Q Clear(g_c), s	1.7	0.2	0.0	0.7	0.0	0.8	0.1	26.3	1.5	1.6	21.8	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	132	0	165	0	48	598	3468	520	87	1768	270
V/C Ratio(X)	0.28	0.02	0.00	0.13	0.00	0.12	0.00	0.59	0.09	0.28	0.65	0.03
Avail Cap(c_a), veh/h	158	544	0	317	0	244	598	3468	520	158	1768	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	54.6	51.7	0.0	54.8	0.0	53.5	25.7	12.7	2.6	54.9	34.7	16.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.4	0.0	0.7	0.4	0.5	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.1	0.0	0.0	0.4	0.0	0.2	0.0	13.3	0.4	0.8	11.2	0.1
LnGrp Delay(d),s/veh	55.2	51.7	0.0	54.9	0.0	53.9	25.7	13.4	2.9	55.4	36.3	17.0
LnGrp LOS	E	D		D		D	C	B	A	E	D	B
Approach Vol, veh/h		29			28			2099			1184	
Approach Delay, s/veh		54.9			54.7			13.2			36.6	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	83.5	12.4	13.1	48.5	46.0	10.7	14.7				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	39.0	11.0	* 36	11.0	* 39	11.0	36.0					
Max Q Clear Time (g_c+1), s	28.3	3.7	2.8	2.1	23.8	2.7	2.2					
Green Ext Time (p_c), s	0.0	10.1	0.0	0.0	8.4	10.0	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



**Intersection**

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	1	1936	3	4	1067
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2151	3	4	1186

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2634	1076	0 0 2151 0
Stage 1	2151	-	- - - -
Stage 2	483	-	- - - -
Critical Hdwy	5.74	4.1	- - 2.3 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*72	458	- - 644 -
Stage 1	*45	-	- - - -
Stage 2	*692	-	- - - -
Platoon blocked, %	1	-	- - - -
Mov Cap-1 Maneuver	*72	458	- - 644 -
Mov Cap-2 Maneuver	*72	-	- - - -
Stage 1	*45	-	- - - -
Stage 2	*687	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 458	644	-
HCM Lane V/C Ratio	-	- 0.002	0.007	-
HCM Control Delay (s)	-	- 12.9	10.6	-
HCM Lane LOS	-	- B	B	-
HCM 95th %tile Q(veh)	-	- 0	0	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	6	4	19	32	35	40	1896	70	65	959	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	7	0	22	37	14	47	2205	79	76	1115	47
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	28	31	63	107	78	135	2445	85	105	2442	103
Arrive On Green	0.04	0.04	0.00	0.10	0.10	0.10	0.08	0.48	0.48	0.06	0.49	0.49
Sat Flow, veh/h	992	772	833	664	1117	817	1727	5050	176	1727	4986	209
Grp Volume(v), veh/h	16	0	0	59	0	14	47	1567	717	76	810	352
Grp Sat Flow(s),veh/h/ln	1764	0	833	1781	0	817	1727	1814	1598	1727	1814	1567
Q Serve(g_s), s	0.8	0.0	0.0	2.7	0.0	1.4	2.2	34.0	36.4	3.7	12.7	12.8
Cycle Q Clear(g_c), s	0.8	0.0	0.0	2.7	0.0	1.4	2.2	34.0	36.4	3.7	12.7	12.8
Prop In Lane	0.56		1.00	0.37		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	65	0	31	170	0	78	135	1757	774	105	1777	768
V/C Ratio(X)	0.25	0.00	0.00	0.35	0.00	0.18	0.35	0.89	0.93	0.73	0.46	0.46
Avail Cap(c_a), veh/h	203	0	96	657	0	301	199	1757	774	199	1777	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	0.0	36.7	0.0	36.1	37.9	20.3	20.9	40.0	14.5	14.6
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.5	0.0	0.4	0.6	7.3	18.8	3.6	0.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.5	0.0	0.0	1.3	0.0	0.3	1.1	18.8	20.0	1.9	6.5	5.9
LnGrp Delay(d),s/veh	47.5	0.0	0.0	37.1	0.0	36.5	38.5	27.6	39.7	43.6	15.4	16.5
LnGrp LOS	D			D		D	D	C	D	D	B	B
Approach Vol, veh/h		16			73			2331			1238	
Approach Delay, s/veh		47.5			37.0			31.6			17.4	
Approach LOS		D			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	49.0		10.2	11.8	49.5		15.3				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.7	38.4		2.8	4.2	14.8		4.7				
Green Ext Time (p_c), s	0.2	3.5		0.0	0.0	14.6		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.0									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	15	1953	6	64	919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	2170	7	71	1021

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2721	1085	0	0	2170	0
Stage 1	2170	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	38	182	-	-	102	-
Stage 1	44	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	12	182	-	-	102	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	44	-	-	-	-	-
Stage 2	150	-	-	-	-	-



















Approach	WB	WB	NB	SB
HCM Control Delay, s	26.8		0	6.3
HCM LOS	D			

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	102	-
HCM Lane V/C Ratio	-	-	0.092	0.697	-
HCM Control Delay (s)	-	-	26.8	97.5	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	3.6	-

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	663	18	23	960	12	37	10	17	26	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1788	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	721	20	25	1043	12	40	11	7	28	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	75	1968	54	594	3711	43	181	59	38	163	148	0
Arrive On Green	0.05	0.39	0.39	0.35	0.71	0.71	0.09	0.09	0.09	0.09	0.09	0.00
Sat Flow, veh/h	1519	5025	137	1678	5203	60	1377	675	430	1169	1684	0
Grp Volume(v), veh/h	23	506	235	25	712	343	40	0	18	28	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1613	1678	1778	1708	1377	0	1105	1169	1684	0
Q Serve(g_s), s	1.8	12.1	12.5	1.2	8.6	8.7	3.3	0.0	1.8	2.3	0.1	0.0
Cycle Q Clear(g_c), s	1.8	12.1	12.5	1.2	8.6	8.7	3.3	0.0	1.8	4.1	0.1	0.0
Prop In Lane	1.00		0.09	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	75	1390	632	594	2535	1218	181	0	97	163	148	0
V/C Ratio(X)	0.31	0.36	0.37	0.04	0.28	0.28	0.22	0.00	0.19	0.17	0.01	0.00
Avail Cap(c_a), veh/h	177	1390	632	594	2535	1218	544	0	387	533	589	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.91	0.91	0.91	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	25.9	26.0	25.4	6.2	6.2	51.5	0.0	50.8	52.6	50.0	0.0
Incr Delay (d2), s/veh	0.8	0.7	1.6	0.0	0.3	0.5	0.2	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.8	6.0	5.8	0.5	4.2	4.2	1.3	0.0	0.6	0.9	0.0	0.0
LnGrp Delay(d),s/veh	55.9	26.6	27.6	25.4	6.4	6.7	51.7	0.0	51.1	52.8	50.0	0.0
LnGrp LOS	E	C	C	C	A	A	D		D	D	D	
Approach Vol, veh/h		764			1080			58				29
Approach Delay, s/veh		27.8			7.0			51.5				52.7
Approach LOS		C			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	92.6		16.5	49.5	54.0		16.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	13.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.8	10.7		5.3	3.2	14.5		6.1				
Green Ext Time (p_c), s	0.0	14.7		0.3	3.2	9.4		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			17.2									
HCM 2010 LOS			B									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	40	585	20	55	1016	50	10	21	14	10	13	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1820	1850
Adj Flow Rate, veh/h	42	616	21	58	1069	49	11	22	10	11	14	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	159	1343	191	404	1893	86	44	120	54	49	62	80
Arrive On Green	0.09	0.25	0.25	0.23	0.39	0.39	0.03	0.13	0.13	0.03	0.13	0.13
Sat Flow, veh/h	1762	5388	766	1727	4817	220	1587	923	419	1762	478	614
Grp Volume(v), veh/h	42	616	21	58	782	336	11	0	32	11	0	32
Grp Sat Flow(s),veh/h/ln	1762	1796	766	1727	1766	1505	1587	0	1342	1762	0	1092
Q Serve(g_s), s	1.4	6.2	1.0	1.7	11.0	11.2	0.4	0.0	1.4	0.4	0.0	1.7
Cycle Q Clear(g_c), s	1.4	6.2	1.0	1.7	11.0	11.2	0.4	0.0	1.4	0.4	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.31	1.00		0.56
Lane Grp Cap(c), veh/h	159	1343	191	404	1388	591	44	0	174	49	0	142
V/C Ratio(X)	0.26	0.46	0.11	0.14	0.56	0.57	0.25	0.00	0.18	0.22	0.00	0.23
Avail Cap(c_a), veh/h	303	2864	407	404	1877	800	248	0	881	275	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	20.3	9.4	19.4	15.1	15.2	30.4	0.0	24.8	30.4	0.0	25.0
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.1	0.8	1.8	1.1	0.0	0.2	0.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.1	0.2	0.8	5.5	4.9	0.2	0.0	0.5	0.2	0.0	0.5	0.5
LnGrp Delay(d),s/veh	27.5	20.9	10.0	19.5	15.9	17.0	31.5	0.0	25.0	31.3	0.0	25.3
LnGrp LOS	C	C	A	B	B	B	C		C	C		C
Approach Vol, veh/h		679			1176			43			43	
Approach Delay, s/veh		20.9			16.4			26.7			26.8	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	22.9	6.8	14.3	10.8	32.1	6.8	14.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	34.0	10.0	42.0	11.0	34.0	10.0	42.0					
Max Q Clear Time (g_c+1), s	8.2	2.4	3.7	3.4	13.2	2.4	3.4					
Green Ext Time (p_c), s	0.0	7.5	0.0	0.3	0.0	12.0	0.0	0.3				

**Intersection Summary**

HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

**Intersection**

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	5	19	0	20	5	20	0	21	5	22	0	42	5	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	21	0	22	5	22	0	23	5	24	0	46	5	45
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	7.4	7.4	7.6	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	81%	0%	45%	44%	89%	0%
Vol Thru, %	19%	0%	11%	11%	11%	0%
Vol Right, %	0%	100%	43%	44%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	44	45	47	41
LT Vol	21	0	20	20	42	0
Through Vol	5	0	5	5	5	0
RT Vol	0	22	19	20	0	41
Lane Flow Rate	28	24	48	49	51	45
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.04	0.027	0.055	0.056	0.073	0.05
Departure Headway (Hd)	5.159	4.053	4.166	4.155	5.179	4.029
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	688	873	865	867	688	881
Service Time	2.934	1.827	2.167	2.156	2.942	1.792
HCM Lane V/C Ratio	0.041	0.027	0.055	0.057	0.074	0.051
HCM Control Delay	8.2	6.9	7.4	7.4	8.4	7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2	0.2	0.2

**Intersection**

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	18	73	11	21	52	10	29	20	7	11	19	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	86	13	25	61	12	34	24	8	13	22	16

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	88	0	0	252	241	88	257	241	61
Stage 1	-	-	-	-	-	-	130	130	-	111	111	-
Stage 2	-	-	-	-	-	-	122	111	-	146	130	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1508	-	-	701	660	970	696	660	1004
Stage 1	-	-	-	-	-	-	874	789	-	894	804	-
Stage 2	-	-	-	-	-	-	882	804	-	857	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1508	-	-	654	639	968	655	639	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	639	-	655	639	-
Stage 1	-	-	-	-	-	-	860	777	-	881	790	-
Stage 2	-	-	-	-	-	-	829	790	-	812	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.9	10.6	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	654	701	1542	-	-	1508	-	-	645	1004
HCM Lane V/C Ratio	0.052	0.045	0.014	-	-	0.016	-	-	0.055	0.016
HCM Control Delay (s)	10.8	10.4	7.4	0	-	7.4	0	-	10.9	8.6
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.2	0.1

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA  
 11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	514	21	61	903	120	136	417	42	139	259	88
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	102	571	20	68	1003	122	151	463	27	154	288	51
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	329	2054	307	292	2029	312	288	822	179	285	814	257
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	790	3293	5337	820	3489	3700	806	3455	3663	802
Grp Volume(v), veh/h	102	571	20	68	1003	122	151	463	27	154	288	51
Grp Sat Flow(s),veh/h/ln	1694	1762	790	1647	1779	820	1744	1850	806	1727	1832	802
Q Serve(g_s), s	3.0	8.0	1.7	2.1	15.5	11.7	4.5	12.0	2.9	4.6	7.2	5.0
Cycle Q Clear(g_c), s	3.0	8.0	1.7	2.1	15.5	11.7	4.5	12.0	2.9	4.6	7.2	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	2054	307	292	2029	312	288	822	179	285	814	257
V/C Ratio(X)	0.31	0.28	0.07	0.23	0.49	0.39	0.52	0.56	0.15	0.54	0.35	0.20
Avail Cap(c_a), veh/h	346	2054	307	336	2029	312	323	1698	370	320	1681	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	22.6	20.7	45.7	25.5	24.3	47.4	37.3	33.8	47.5	35.4	26.7
Incr Delay (d2), s/veh	0.2	0.3	0.4	0.1	0.9	3.7	0.5	0.2	0.1	0.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.4	3.9	0.4	1.0	7.8	3.0	2.2	6.1	0.7	2.2	3.6	1.1
LnGrp Delay(d),s/veh	45.5	22.9	21.1	45.9	26.4	28.0	48.0	37.5	33.9	48.1	35.5	26.8
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		693			1193			641			493	
Approach Delay, s/veh		26.2			27.7			39.8			38.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	48.9	13.9	30.5	15.5	48.0	13.9	30.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.1	10.0	6.5	9.2	5.0	17.5	6.6	14.0				
Green Ext Time (p_c), s	0.0	22.6	0.1	3.5	0.0	18.2	0.1	3.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.7									
HCM 2010 LOS			C									



HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	10	10	19	17	9	30	539	41	7	292	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	58	12	10	23	21	6	37	665	37	9	360	36
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	48	40	76	124	57	92	2107	117	34	1850	177
Arrive On Green	0.06	0.08	0.08	0.04	0.07	0.07	0.05	0.65	0.65	0.02	0.62	0.62
Sat Flow, veh/h	1727	637	531	1727	1814	833	1727	3229	179	1727	2990	287
Grp Volume(v), veh/h	58	0	22	23	21	6	37	372	330	9	212	184
Grp Sat Flow(s),veh/h/ln	1727	0	1167	1727	1814	833	1727	1814	1595	1727	1814	1463
Q Serve(g_s), s	3.9	0.0	2.1	1.5	1.3	0.8	2.5	10.8	10.9	0.6	6.1	6.6
Cycle Q Clear(g_c), s	3.9	0.0	2.1	1.5	1.3	0.8	2.5	10.8	10.9	0.6	6.1	6.6
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.11	1.00		0.20
Lane Grp Cap(c), veh/h	111	0	88	76	124	57	92	1183	1040	34	1122	905
V/C Ratio(X)	0.52	0.00	0.25	0.30	0.17	0.11	0.40	0.31	0.32	0.27	0.19	0.20
Avail Cap(c_a), veh/h	187	0	287	158	416	191	158	1183	1040	130	1122	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.4	0.0	52.2	55.6	52.7	52.5	55.0	9.1	9.1	58.0	9.9	10.0
Incr Delay (d2), s/veh	1.4	0.0	0.5	0.8	0.2	0.3	1.1	0.7	0.8	1.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.7	0.8	0.7	0.2	1.2	5.6	5.0	0.3	3.1	2.8	
LnGrp Delay(d),s/veh	55.8	0.0	52.8	56.4	52.9	52.8	56.0	9.8	9.9	59.5	10.2	10.5
LnGrp LOS	E		D	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		80			50			739			405	
Approach Delay, s/veh		55.0			54.5			12.2			11.4	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	85.3	11.8	15.6	11.4	81.2	12.7	14.7				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	47.0	11.0	* 30	11.0	45.0	13.0	27.5					
Max Q Clear Time (g_c+1), s	12.9	3.5	4.1	4.5	8.6	5.9	3.3					
Green Ext Time (p_c), s	0.0	15.0	0.0	0.1	0.0	15.4	0.0	0.1				

Intersection Summary

HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B






















Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1433	72	31	1007	29	47	13	44	51	7	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1808	1850	1779	1786	1850
Adj Flow Rate, veh/h	57	1493	67	32	1049	0	49	14	24	53	7	22
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	159	3086	138	118	3247	493	190	41	70	178	24	76
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	4916	220	1762	5388	817	1403	378	648	1338	224	704
Grp Volume(v), veh/h	57	1092	468	32	1049	0	49	0	38	53	0	29
Grp Sat Flow(s),veh/h/ln	1727	1799	1539	1762	1796	817	1403	0	1026	1338	0	929
Q Serve(g_s), s	2.8	14.8	14.8	1.6	8.8	0.0	3.0	0.0	3.1	3.5	0.0	2.6
Cycle Q Clear(g_c), s	2.8	14.8	14.8	1.6	8.8	0.0	5.7	0.0	3.1	6.6	0.0	2.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.63	1.00		0.76
Lane Grp Cap(c), veh/h	159	2258	966	118	3247	493	190	0	111	178	0	100
V/C Ratio(X)	0.36	0.48	0.48	0.27	0.32	0.00	0.26	0.00	0.34	0.30	0.00	0.29
Avail Cap(c_a), veh/h	246	2258	966	251	3247	493	561	0	382	531	0	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.1	9.1	40.5	8.9	0.0	40.1	0.0	37.7	40.8	0.0	37.5
Incr Delay (d2), s/veh	0.5	0.7	1.7	0.5	0.3	0.0	0.3	0.0	0.7	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.4	7.5	6.7	0.8	4.4	0.0	1.2	0.0	0.9	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	9.8	10.8	40.9	9.2	0.0	40.3	0.0	38.4	41.1	0.0	38.1
LnGrp LOS	D	A	B	D	A		D		D	D		D
Approach Vol, veh/h		1617			1081			87				82
Approach Delay, s/veh		11.2			10.2			39.5				40.0
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.3		15.9	13.4	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	16.8		8.6	4.8	10.8		7.7				
Green Ext Time (p_c), s	0.0	34.9		0.5	0.0	39.9		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	↕
Volume (veh/h)	95	13	85	78	15	241	25	1118	6	179	1306	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	104	14	74	86	16	98	27	1229	7	197	1435	93
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	26	82	294	50	212	96	2421	14	225	2496	162
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.45	0.45	0.13	0.53	0.53
Sat Flow, veh/h	408	99	318	908	192	820	1727	5373	31	1727	4753	308
Grp Volume(v), veh/h	192	0	0	102	0	98	27	830	406	197	1095	433
Grp Sat Flow(s),veh/h/ln	825	0	0	1100	0	820	1727	1814	1776	1727	1814	1433
Q Serve(g_s), s	17.8	0.0	0.0	0.0	0.0	11.3	1.7	18.3	18.3	12.6	23.1	23.1
Cycle Q Clear(g_c), s	26.3	0.0	0.0	8.6	0.0	11.3	1.7	18.3	18.3	12.6	23.1	23.1
Prop In Lane	0.54		0.39	0.84		1.00	1.00		0.02	1.00		0.21
Lane Grp Cap(c), veh/h	263	0	0	344	0	212	96	1634	800	225	1905	753
V/C Ratio(X)	0.73	0.00	0.00	0.30	0.00	0.46	0.28	0.51	0.51	0.87	0.57	0.58
Avail Cap(c_a), veh/h	291	0	0	379	0	233	169	1634	800	400	1905	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	0.0	33.9	0.0	35.1	50.9	22.0	22.0	47.9	18.1	18.1
Incr Delay (d2), s/veh	6.6	0.0	0.0	0.2	0.0	0.6	0.6	1.1	2.3	4.1	1.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	2.6	0.0	2.6	0.8	9.4	9.4	6.3	11.9	9.8
LnGrp Delay(d),s/veh	49.8	0.0	0.0	34.1	0.0	35.6	51.5	23.1	24.3	52.1	19.4	21.3
LnGrp LOS	D			C		D	D	C	C	D	B	C
Approach Vol, veh/h		192			200			1263			1725	
Approach Delay, s/veh		49.8			34.9			24.1			23.6	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	57.6		35.1	11.3	66.0		35.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	20.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+M), s	14.6	20.3		28.3	3.7	25.1		13.3				
Green Ext Time (p_c), s	0.1	22.6		0.7	0.0	31.8		2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				25.9								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗
Volume (veh/h)	173	730	608	172	644	349	431	646	180	429	957	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	178	753	474	177	664	292	444	666	0	442	987	42
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	278	2015	804	280	2055	393	522	1467	234	493	1465	220
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.10	0.27	0.00	0.09	0.27	0.27
Sat Flow, veh/h	3489	5337	1683	3524	5441	830	5233	5337	850	5233	5441	817
Grp Volume(v), veh/h	178	753	474	177	664	292	444	666	0	442	987	42
Grp Sat Flow(s),veh/h/ln	1744	1779	842	1762	1814	830	1744	1779	850	1744	1814	817
Q Serve(g_s), s	6.8	14.1	28.3	6.7	11.9	39.6	11.5	14.3	0.0	11.5	22.4	5.5
Cycle Q Clear(g_c), s	6.8	14.1	28.3	6.7	11.9	39.6	11.5	14.3	0.0	11.5	22.4	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	2015	804	280	2055	393	522	1467	234	493	1465	220
V/C Ratio(X)	0.64	0.37	0.59	0.63	0.32	0.74	0.85	0.45	0.00	0.90	0.67	0.19
Avail Cap(c_a), veh/h	278	2015	804	306	2088	398	644	1700	271	493	1576	237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	31.1	26.2	61.6	30.5	29.7	61.1	41.5	0.0	61.9	45.0	38.9
Incr Delay (d2), s/veh	3.8	0.2	1.8	2.4	0.2	8.8	7.5	0.5	0.0	18.5	1.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.9	6.7	3.4	6.0	10.0	5.9	7.1	0.0	6.4	11.4	1.3	
LnGrp Delay(d),s/veh	65.5	31.4	28.0	64.0	30.7	38.5	68.7	41.9	0.0	80.3	46.5	39.8
LnGrp LOS	E	C	C	E	C	D	E	D		F	D	D
Approach Vol, veh/h		1405			1133			1110			1471	
Approach Delay, s/veh		34.6			37.9			52.6			56.5	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.0	59.1	18.8	44.2	16.0	59.1	18.0	45.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+10), s	10.7	30.3	13.5	24.4	8.8	41.6	13.5	16.3				
Green Ext Time (p_c), s	0.1	19.6	0.3	12.8	0.0	10.6	0.0	20.5				

Intersection Summary

HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	75	2	50	11	1278	57	98	1649	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	80	2	17	12	1360	54	104	1754	22
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	33	50	372	11	93	55	2365	362	200	2822	432
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.03	0.43	0.43	0.12	0.52	0.52
Sat Flow, veh/h	1727	420	630	3455	92	779	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	13	0	5	80	0	19	12	1360	54	104	1754	22
Grp Sat Flow(s),veh/h/ln	1727	0	1050	1727	0	871	1727	1814	833	1727	1814	833
Q Serve(g_s), s	0.6	0.0	0.4	1.8	0.0	1.7	0.6	16.5	2.2	5.0	20.0	0.6
Cycle Q Clear(g_c), s	0.6	0.0	0.4	1.8	0.0	1.7	0.6	16.5	2.2	5.0	20.0	0.6
Prop In Lane	1.00		0.60	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	83	372	0	104	55	2365	362	200	2822	432
V/C Ratio(X)	0.11	0.00	0.06	0.21	0.00	0.18	0.22	0.58	0.15	0.52	0.62	0.05
Avail Cap(c_a), veh/h	217	0	432	435	0	358	217	2365	362	237	2822	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	37.3	35.6	0.0	34.7	41.3	18.6	6.1	36.4	15.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.3	0.7	1.0	0.9	0.8	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	0.4	0.3	8.4	0.8	2.4	10.2	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.4	35.7	0.0	35.0	42.0	19.7	7.0	37.1	16.0	2.7
LnGrp LOS	D		D	D		C	D	B	A	D	B	A
Approach Vol, veh/h		18			99			1426			1880	
Approach Delay, s/veh		38.2			35.6			19.4			17.0	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	45.0	10.9	16.4	7.8	52.3	14.4	12.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	11.0	39.0	11.0	36.0				
Max Q Clear Time (g_c+1), s	17.0	18.5	2.6	3.7	2.6	22.0	3.8	2.4				
Green Ext Time (p_c), s	0.0	19.2	0.1	0.1	0.0	16.7	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.6								
HCM 2010 LOS				B								

**Intersection**

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	17	1408	17	24	1706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1482	18	25	1796

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2251	741	0	0	1482	0
Stage 1	1482	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*202	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*379	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*195	*587	-	-	*738	-
Mov Cap-2 Maneuver	*195	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*366	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.03	0.034	-
HCM Control Delay (s)	-	-	11.3	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-























**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	8	4	56	8	80	10	1337	63	35	1668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	9	1	60	9	25	11	1422	64	37	1774	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	35	33	139	21	74	44	2940	132	102	3406	2
Arrive On Green	0.04	0.04	0.04	0.09	0.09	0.09	0.03	0.59	0.59	0.06	0.63	0.63
Sat Flow, veh/h	885	885	833	1511	227	809	1727	4956	223	1727	5435	3
Grp Volume(v), veh/h	18	0	1	69	0	25	11	1041	445	37	1184	591
Grp Sat Flow(s),veh/h/ln	1769	0	833	1738	0	809	1727	1814	1551	1727	1814	1810
Q Serve(g_s), s	1.2	0.0	0.1	4.5	0.0	3.5	0.7	19.6	19.6	2.5	21.7	21.7
Cycle Q Clear(g_c), s	1.2	0.0	0.1	4.5	0.0	3.5	0.7	19.6	19.6	2.5	21.7	21.7
Prop In Lane	0.50		1.00	0.87		1.00	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	69	0	33	160	0	74	44	2152	920	102	2273	1134
V/C Ratio(X)	0.26	0.00	0.03	0.43	0.00	0.34	0.25	0.48	0.48	0.36	0.52	0.52
Avail Cap(c_a), veh/h	147	0	69	464	0	216	144	2152	920	144	2273	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	55.5	51.5	0.0	51.0	57.3	13.9	13.9	54.3	12.4	12.4
Incr Delay (d2), s/veh	7.0	0.0	1.4	0.7	0.0	1.0	1.1	0.8	1.8	0.8	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	0.0	0.0	2.2	0.0	0.8	0.4	10.1	8.9	1.2	11.1	11.4
LnGrp Delay(d),s/veh	63.0	0.0	56.8	52.2	0.0	52.0	58.4	14.7	15.7	55.1	13.3	14.1
LnGrp LOS	E		E	D		D	E	B	B	E	B	B
Approach Vol, veh/h		19			94			1497			1812	
Approach Delay, s/veh		62.7			52.2			15.3			14.4	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	78.2		11.7	8.1	82.2		18.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	42.0		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	21.6		3.2	2.7	23.7		6.5				
Green Ext Time (p_c), s	0.0	20.0		0.0	0.0	18.0		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.1									
HCM 2010 LOS			B									

**Intersection**

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1286	14	65	1663
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1326	14	67	1714

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2146	663	0
Stage 1	1326	-	-
Stage 2	820	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	*315	346	-
Stage 1	*152	-	-
Stage 2	*558	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*237	346	-
Mov Cap-2 Maneuver	*237	-	-
Stage 1	*152	-	-
Stage 2	*420	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	272
HCM Lane V/C Ratio	-	-	0.03	0.246
HCM Control Delay (s)	-	-	15.7	22.5
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.1	0.9

**Notes**



















-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	1263	42	70	1089	59	70	15	78	144	24	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1816	1850	1850	1823	1850	1850	1837	1850
Adj Flow Rate, veh/h	80	1302	41	72	1123	52	72	15	20	148	25	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	150	2966	93	147	2877	133	280	78	104	271	170	61
Arrive On Green	0.09	0.58	0.58	0.08	0.58	0.58	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1762	5086	160	1762	4950	228	1200	423	564	1152	929	334
Grp Volume(v), veh/h	80	928	415	72	823	352	72	0	35	148	0	34
Grp Sat Flow(s),veh/h/ln	1762	1813	1620	1762	1816	1547	1200	0	987	1152	0	1263
Q Serve(g_s), s	5.2	17.2	17.2	4.7	14.7	14.8	5.6	0.0	3.6	12.2	0.0	2.7
Cycle Q Clear(g_c), s	5.2	17.2	17.2	4.7	14.7	14.8	8.3	0.0	3.6	15.8	0.0	2.7
Prop In Lane	1.00		0.10	1.00		0.15	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	150	2115	944	147	2110	899	280	0	181	271	0	232
V/C Ratio(X)	0.53	0.44	0.44	0.49	0.39	0.39	0.26	0.00	0.19	0.55	0.00	0.15
Avail Cap(c_a), veh/h	191	2115	944	191	2110	899	519	0	354	512	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	14.0	14.0	52.6	13.6	13.6	44.6	0.0	41.5	48.2	0.0	41.1
Incr Delay (d2), s/veh	0.9	0.5	1.2	0.8	0.5	1.1	0.2	0.0	0.2	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.6	8.7	8.0	2.3	7.5	6.5	2.1	0.0	1.0	4.7	0.0	1.0
LnGrp Delay(d),s/veh	53.5	14.6	15.2	53.4	14.1	14.8	44.8	0.0	41.7	48.8	0.0	41.2
LnGrp LOS	D	B	B	D	B	B	D		D	D		D
Approach Vol, veh/h		1423			1247			107				182
Approach Delay, s/veh		16.9			16.5			43.7				47.4
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	76.7		28.0	15.0	77.0		28.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	13.0	46.0		43.0				
Max Q Clear Time (g_c+I1), s	7.2	16.8		10.3	6.7	19.2		17.8				
Green Ext Time (p_c), s	0.0	26.7		1.3	0.0	24.7		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑↑	↵	↵	↑↑↑	↵	↵	↑	↵	↵	↑	↵
Volume (veh/h)	48	1362	77	145	1110	84	83	29	84	50	29	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1836	1850	1850	1850	1850
Adj Flow Rate, veh/h	49	1404	77	149	1144	84	86	30	72	52	30	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	157	2059	317	224	1947	142	182	41	97	147	94	56
Arrive On Green	0.09	0.38	0.38	0.13	0.42	0.42	0.10	0.14	0.14	0.08	0.12	0.12
Sat Flow, veh/h	1762	5441	839	1762	4678	342	1762	295	708	1762	796	478
Grp Volume(v), veh/h	49	1404	77	149	887	341	86	0	102	52	0	48
Grp Sat Flow(s),veh/h/ln	1762	1814	839	1762	1816	1388	1762	0	1003	1762	0	1274
Q Serve(g_s), s	2.2	18.2	5.3	6.8	15.9	16.0	3.9	0.0	8.2	2.3	0.0	2.9
Cycle Q Clear(g_c), s	2.2	18.2	5.3	6.8	15.9	16.0	3.9	0.0	8.2	2.3	0.0	2.9
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.71	1.00		0.38
Lane Grp Cap(c), veh/h	157	2059	317	224	1512	578	182	0	138	147	0	150
V/C Ratio(X)	0.31	0.68	0.24	0.67	0.59	0.59	0.47	0.00	0.74	0.35	0.00	0.32
Avail Cap(c_a), veh/h	231	2137	329	252	1512	578	231	0	501	210	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	21.9	17.9	35.0	19.0	19.0	35.5	0.0	34.8	36.4	0.0	34.0
Incr Delay (d2), s/veh	0.4	1.2	0.8	3.9	0.9	2.5	0.7	0.0	2.9	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	9.3	1.3	3.6	8.1	6.5	1.9	0.0	2.4	1.2	0.0	1.0	
LnGrp Delay(d),s/veh	36.3	23.0	18.7	38.9	19.9	21.5	36.3	0.0	37.7	36.9	0.0	34.4
LnGrp LOS	D	C	B	D	B	C	D		D	D		C
Approach Vol, veh/h		1530			1377			188			100	
Approach Delay, s/veh		23.3			22.3			37.1			35.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	38.8	13.7	15.9	12.5	42.0	12.0	17.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	11.0	41.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+1), s	10.8	20.2	5.9	4.9	4.2	18.0	4.3	10.2				
Green Ext Time (p_c), s	0.0	11.6	0.0	1.0	0.0	15.5	0.0	1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					24.1							
HCM 2010 LOS					C							

**Intersection**

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	95	5	74	0	75	5	96	0	43	5	43	0	123	5	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	5	80	0	82	5	104	0	47	5	47	0	134	5	134
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.8	9.7	9	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	90%	0%	55%	43%	96%	0%
Vol Thru, %	10%	0%	3%	3%	4%	0%
Vol Right, %	0%	100%	43%	55%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	43	174	176	128	123
LT Vol	43	0	95	75	123	0
Through Vol	5	0	5	5	5	0
RT Vol	0	43	74	96	0	123
Lane Flow Rate	52	47	189	191	139	134
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.092	0.067	0.261	0.259	0.234	0.18
Departure Headway (Hd)	6.35	5.185	4.961	4.868	6.052	4.859
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	695	717	729	587	729
Service Time	4.05	2.885	3.048	2.953	3.852	2.657
HCM Lane V/C Ratio	0.092	0.068	0.264	0.262	0.237	0.184
HCM Control Delay	9.7	8.3	9.8	9.7	10.7	8.7
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.3	0.2	1	1	0.9	0.7

**Intersection**

Int Delay, s/veh 6.6

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	36	74	17	28	69	29	29	26	36	39	80	35
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	77	18	29	72	30	30	27	38	41	83	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	78	0	0	325	283	79	315	283	72
Stage 1	-	-	-	-	-	-	153	153	-	130	130	-
Stage 2	-	-	-	-	-	-	172	130	-	185	153	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1520	-	-	628	626	981	638	626	990
Stage 1	-	-	-	-	-	-	849	771	-	874	789	-
Stage 2	-	-	-	-	-	-	830	789	-	817	771	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1519	-	-	521	597	979	571	597	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	597	-	571	597	-
Stage 1	-	-	-	-	-	-	826	750	-	851	773	-
Stage 2	-	-	-	-	-	-	699	773	-	737	750	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	1.6	10.8	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	521	772	1528	-	-	1519	-	-	588	990
HCM Lane V/C Ratio	0.058	0.084	0.025	-	-	0.019	-	-	0.211	0.037
HCM Control Delay (s)	12.3	10.1	7.4	0	-	7.4	0	-	12.8	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.3	0.1	-	-	0.1	-	-	0.8	0.1

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	207	1113	99	119	1095	204	105	290	53	249	327	147
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	223	1197	80	128	1177	154	113	312	28	268	352	76
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	370	2078	293	365	2064	309	292	685	156	333	739	261
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.19	0.19	0.09	0.20	0.20
Sat Flow, veh/h	3489	5441	768	3524	5441	816	3489	3558	811	3524	3627	839
Grp Volume(v), veh/h	223	1197	80	128	1177	154	113	312	28	268	352	76
Grp Sat Flow(s),veh/h/ln	1744	1814	768	1762	1814	816	1744	1779	811	1762	1814	839
Q Serve(g_s), s	6.3	18.0	7.4	3.5	17.7	14.9	3.2	8.0	3.0	7.7	8.9	7.1
Cycle Q Clear(g_c), s	6.3	18.0	7.4	3.5	17.7	14.9	3.2	8.0	3.0	7.7	8.9	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	2078	293	365	2064	309	292	685	156	333	739	261
V/C Ratio(X)	0.60	0.58	0.27	0.35	0.57	0.50	0.39	0.46	0.18	0.80	0.48	0.29
Avail Cap(c_a), veh/h	439	2078	293	375	2064	309	304	1685	384	409	1824	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	25.3	22.1	43.1	25.4	24.6	44.9	37.0	34.9	45.9	36.3	27.1
Incr Delay (d2), s/veh	0.7	1.2	2.3	0.2	1.1	5.6	0.3	0.2	0.2	7.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.1	9.2	1.8	1.7	9.0	3.8	1.5	4.0	0.7	4.1	4.5	1.7
LnGrp Delay(d),s/veh	44.8	26.5	24.3	43.3	26.6	30.2	45.2	37.1	35.1	53.3	36.5	27.3
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1500			1459			453			696	
Approach Delay, s/veh		29.1			28.4			39.0			42.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.6	27.6	16.0	46.2	14.8	26.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.5	20.0	5.2	10.9	8.3	19.7	9.7	10.0				
Green Ext Time (p_c), s	0.1	18.5	0.0	3.3	0.1	17.0	0.1	3.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	35	56	58	44	41	42	348	61	51	492	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	65	38	36	64	48	19	46	382	48	56	541	32
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	74	70	158	228	103	131	1037	124	147	1194	70
Arrive On Green	0.09	0.13	0.13	0.09	0.13	0.13	0.08	0.36	0.36	0.09	0.37	0.37
Sat Flow, veh/h	1727	587	556	1727	1814	820	1727	2859	343	1727	3209	187
Grp Volume(v), veh/h	65	0	74	64	48	19	46	236	194	56	303	270
Grp Sat Flow(s),veh/h/ln	1727	0	1143	1727	1814	820	1727	1814	1388	1727	1814	1583
Q Serve(g_s), s	2.5	0.0	4.3	2.5	1.7	1.5	1.8	6.7	7.3	2.2	8.8	9.1
Cycle Q Clear(g_c), s	2.5	0.0	4.3	2.5	1.7	1.5	1.8	6.7	7.3	2.2	8.8	9.1
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.25	1.00		0.12
Lane Grp Cap(c), veh/h	159	0	144	158	228	103	131	658	504	147	675	589
V/C Ratio(X)	0.41	0.00	0.51	0.41	0.21	0.18	0.35	0.36	0.39	0.38	0.45	0.46
Avail Cap(c_a), veh/h	221	0	471	221	748	338	221	658	504	221	675	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	28.7	30.1	27.6	27.5	30.8	16.4	16.6	30.4	16.6	16.7
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.6	0.2	0.3	0.6	1.5	2.2	0.6	2.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	1.4	1.2	0.9	0.3	0.9	3.6	3.1	1.1	4.8	4.4	
LnGrp Delay(d),s/veh	30.7	0.0	29.7	30.8	27.8	27.8	31.4	17.9	18.8	31.0	18.8	19.3
LnGrp LOS	C		C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		139			131			476			629	
Approach Delay, s/veh		30.2			29.2			19.6			20.1	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	32.5	11.4	15.4	10.3	33.2	11.5	15.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	25.5	9.0	29.0	9.0	25.5	9.0	29.0					
Max Q Clear Time (g_c+1), s	9.3	4.5	6.3	3.8	11.1	4.5	3.7					
Green Ext Time (p_c), s	0.0	8.9	0.0	0.6	0.0	8.2	0.0	0.6				






















Intersection Summary

HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1089	57	42	1098	35	62	12	44	51	19	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1134	53	44	1144	0	65	12	21	53	20	24
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2780	129	151	3115	482	208	46	81	222	62	74
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	4925	229	1762	5495	850	1357	372	650	1398	497	597
Grp Volume(v), veh/h	42	834	353	44	1144	0	65	0	33	53	0	44
Grp Sat Flow(s),veh/h/ln	1711	1814	1527	1762	1832	850	1357	0	1022	1398	0	1094
Q Serve(g_s), s	1.8	10.4	10.4	1.9	9.1	0.0	3.7	0.0	2.3	2.8	0.0	2.9
Cycle Q Clear(g_c), s	1.8	10.4	10.4	1.9	9.1	0.0	6.6	0.0	2.3	5.2	0.0	2.9
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.64	1.00		0.55
Lane Grp Cap(c), veh/h	143	2048	862	151	3115	482	208	0	127	222	0	135
V/C Ratio(X)	0.29	0.41	0.41	0.29	0.37	0.00	0.31	0.00	0.26	0.24	0.00	0.32
Avail Cap(c_a), veh/h	279	2048	862	287	3115	482	619	0	436	646	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	9.8	9.8	34.2	9.4	0.0	34.9	0.0	31.6	34.0	0.0	31.9
Incr Delay (d2), s/veh	0.4	0.6	1.4	0.4	0.3	0.0	0.3	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.9	5.3	4.7	0.9	4.7	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.7	10.4	11.3	34.5	9.8	0.0	35.2	0.0	32.0	34.2	0.0	32.4
LnGrp LOS	C	B	B	C	A		D		C	C		C
Approach Vol, veh/h		1229			1188			98				97
Approach Delay, s/veh		11.5			10.7			34.1				33.4
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	52.0		15.9	11.7	52.2		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	12.4		7.2	3.8	11.1		8.6				
Green Ext Time (p_c), s	0.0	28.6		0.6	0.0	29.7		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.8								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕↕		↕↕↕		
Volume (veh/h)	108	28	121	117	13	189	43	982	11	173	964	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	111	29	97	121	13	59	44	1012	9	178	994	85
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	44	106	340	33	270	131	2019	18	208	1936	163
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.08	0.38	0.38	0.12	0.42	0.42
Sat Flow, veh/h	331	134	322	834	101	822	1727	5336	47	1727	4580	386
Grp Volume(v), veh/h	237	0	0	134	0	59	44	687	334	178	784	295
Grp Sat Flow(s),veh/h/ln	786	0	0	935	0	822	1727	1814	1756	1727	1814	1339
Q Serve(g_s), s	19.6	0.0	0.0	0.0	0.0	5.4	2.5	15.1	15.2	10.5	16.6	17.0
Cycle Q Clear(g_c), s	31.6	0.0	0.0	12.0	0.0	5.4	2.5	15.1	15.2	10.5	16.6	17.0
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.29
Lane Grp Cap(c), veh/h	309	0	0	373	0	270	131	1373	664	208	1534	566
V/C Ratio(X)	0.77	0.00	0.00	0.36	0.00	0.22	0.33	0.50	0.50	0.86	0.51	0.52
Avail Cap(c_a), veh/h	328	0	0	396	0	284	199	1373	664	365	1534	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	27.4	0.0	25.3	45.6	24.8	24.8	44.9	22.1	22.2
Incr Delay (d2), s/veh	8.7	0.0	0.0	0.2	0.0	0.1	0.6	1.3	2.7	3.9	1.2	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	3.0	0.0	1.2	1.2	7.8	7.8	5.3	8.5	6.8
LnGrp Delay(d),s/veh	46.3	0.0	0.0	27.6	0.0	25.5	46.1	26.1	27.5	48.8	23.3	25.6
LnGrp LOS	D			C		C	D	C	C	D	C	C
Approach Vol, veh/h		237			193			1065			1257	
Approach Delay, s/veh		46.3			27.0			27.4			27.5	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	46.4		40.2	12.9	51.0		40.2				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+12.5), s	12.5	17.2		33.6	4.5	19.0		14.0				
Green Ext Time (p_c), s	0.1	15.0		0.6	0.0	21.5		2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.0								
HCM 2010 LOS				C								



HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗
Volume (veh/h)	161	672	262	210	690	345	590	669	106	481	644	77
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	163	679	148	212	697	252	596	676	0	486	651	34
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	287	2068	835	293	2069	397	682	1411	218	520	1240	190
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.13	0.26	0.00	0.10	0.23	0.23
Sat Flow, veh/h	3421	5495	1642	3489	5495	831	5233	5495	850	5233	5495	842
Grp Volume(v), veh/h	163	679	148	212	697	252	596	676	0	486	651	34
Grp Sat Flow(s),veh/h/ln	1711	1832	821	1744	1832	831	1744	1832	850	1744	1832	842
Q Serve(g_s), s	6.0	11.5	6.4	7.8	11.8	29.8	14.6	13.6	0.0	12.1	13.6	4.3
Cycle Q Clear(g_c), s	6.0	11.5	6.4	7.8	11.8	29.8	14.6	13.6	0.0	12.1	13.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	2068	835	293	2069	397	682	1411	218	520	1240	190
V/C Ratio(X)	0.57	0.33	0.18	0.72	0.34	0.64	0.87	0.48	0.00	0.93	0.52	0.18
Avail Cap(c_a), veh/h	288	2100	845	373	2226	420	840	1848	286	520	1512	232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	29.0	17.5	58.4	29.1	25.8	55.8	41.2	0.0	58.5	44.5	40.9
Incr Delay (d2), s/veh	1.7	0.2	0.2	3.2	0.2	4.4	7.5	0.5	0.0	24.0	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.8	1.5	3.9	6.0	7.3	7.5	7.0	0.0	7.0	7.0	1.0	
LnGrp Delay(d),s/veh	59.3	29.2	17.7	61.6	29.3	30.2	63.3	41.7	0.0	82.4	45.2	41.8
LnGrp LOS	E	C	B	E	C	C	E	D		F	D	D
Approach Vol, veh/h		990			1161			1272			1171	
Approach Delay, s/veh		32.5			35.4			51.8			60.6	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	56.2	22.1	36.5	16.0	56.3	18.0	40.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+1), s	19.8	13.5	16.6	15.6	8.0	31.8	14.1	15.6				
Green Ext Time (p_c), s	0.1	26.6	0.4	13.7	0.0	17.2	0.0	17.1				

Intersection Summary

HCM 2010 Ctrl Delay	45.7
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	19	1	4	62	6	55	11	1403	74	131	1065	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	2	65	6	35	12	1477	75	138	1121	27
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	29	58	298	18	105	566	2781	426	170	1434	220
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.66	1.00	1.00	0.10	0.26	0.26
Sat Flow, veh/h	1727	339	678	3455	132	772	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	20	0	3	65	0	41	12	1477	75	138	1121	27
Grp Sat Flow(s),veh/h/ln	1727	0	1016	1727	0	905	1727	1814	833	1727	1814	833
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	4.5	0.3	0.0	0.0	8.6	21.0	2.7
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	4.5	0.3	0.0	0.0	8.6	21.0	2.7
Prop In Lane	1.00		0.67	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	0	87	298	0	123	566	2781	426	170	1434	220
V/C Ratio(X)	0.25	0.00	0.03	0.22	0.00	0.33	0.02	0.53	0.18	0.81	0.78	0.12
Avail Cap(c_a), veh/h	173	0	333	345	0	296	566	2781	426	173	1434	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.7	0.0	46.1	46.8	0.0	43.1	12.8	0.0	0.0	48.6	37.6	30.8
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.1	0.0	0.6	0.0	0.7	0.9	20.8	3.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	1.1	0.1	0.2	0.1	5.1	11.0	0.7
LnGrp Delay(d),s/veh	51.3	0.0	46.2	46.9	0.0	43.6	12.8	0.7	0.9	69.3	41.5	31.9
LnGrp LOS	D		D	D		D	B	A	A	E	D	C
Approach Vol, veh/h		23			106			1564			1286	
Approach Delay, s/veh		50.6			45.7			0.8			44.3	
Approach LOS		D			D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	63.2	10.0	20.9	43.1	36.0	15.5	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	*7	6.0	*6				
Max Green Setting (Gmax), s	10.0	29.0	11.0	36.0	11.0	*29	11.0	*36				
Max Q Clear Time (g_c+M), s	10.0	2.0	3.2	6.5	2.3	23.0	3.9	2.3				
Green Ext Time (p_c), s	0.0	19.4	0.0	0.3	7.5	4.5	0.1	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				21.6								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1365	36	31	1100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1422	38	32	1146

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1945	711	0 0 1422 0
Stage 1	1422	-	- - - -
Stage 2	523	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*317	*604	- - *760 -
Stage 1	*620	-	- - - -
Stage 2	*693	-	- - - -
Platoon blocked, %	1	1	- - 1 -
Mov Cap-1 Maneuver	*304	*604	- - *760 -
Mov Cap-2 Maneuver	*304	-	- - - -
Stage 1	*620	-	- - - -
Stage 2	*664	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 604	* 760	-
HCM Lane V/C Ratio	-	- 0.031	0.042	-
HCM Control Delay (s)	-	- 11.2	9.9	-
HCM Lane LOS	-	- B	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0.1	-





















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA






















11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	11	6	77	11	83	20	1309	123	40	1041	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	10	11	2	80	11	29	21	1364	125	42	1084	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	43	38	135	19	74	74	2556	234	114	3072	54
Arrive On Green	0.05	0.05	0.05	0.09	0.09	0.09	0.04	0.56	0.56	0.13	1.00	1.00
Sat Flow, veh/h	844	928	833	1527	210	833	1727	4536	416	1727	5242	92
Grp Volume(v), veh/h	21	0	2	91	0	29	21	1091	398	42	749	354
Grp Sat Flow(s),veh/h/ln	1772	0	833	1737	0	833	1727	1814	1325	1727	1814	1706
Q Serve(g_s), s	1.3	0.0	0.3	5.5	0.0	3.6	1.3	20.6	20.6	2.4	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.3	5.5	0.0	3.6	1.3	20.6	20.6	2.4	0.0	0.0
Prop In Lane	0.48		1.00	0.88		1.00	1.00		0.31	1.00		0.05
Lane Grp Cap(c), veh/h	81	0	38	154	0	74	74	2044	746	114	2126	1000
V/C Ratio(X)	0.26	0.00	0.05	0.59	0.00	0.39	0.28	0.53	0.53	0.37	0.35	0.35
Avail Cap(c_a), veh/h	161	0	76	505	0	242	157	2044	746	157	2126	1000
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	50.2	48.2	0.0	47.3	51.0	15.0	15.0	45.7	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.0	2.0	1.3	0.0	1.3	0.8	1.0	2.7	0.7	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.8	0.0	0.1	2.7	0.0	0.9	0.6	10.6	8.1	1.2	0.1	0.3
LnGrp Delay(d),s/veh	56.6	0.0	52.2	49.6	0.0	48.6	51.7	16.0	17.7	46.4	0.5	1.0
LnGrp LOS	E		D	D		D	D	B	B	D	A	A
Approach Vol, veh/h		23			120			1510			1145	
Approach Delay, s/veh		56.2			49.3			16.9			2.3	
Approach LOS		E			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	69.0		12.0	9.7	71.5		16.7				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.4	22.6		3.3	3.3	2.0		7.5				
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	27.8		0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	41	6	77	41	83	142	1309	123	40	1041	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	170	43	2	80	43	29	148	1364	125	42	1084	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	32	76	103	55	75	157	2345	215	114	1974	322
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.52	0.52	0.13	0.98	0.98
Sat Flow, veh/h	1392	352	833	1143	614	833	1727	4536	416	1727	4016	655
Grp Volume(v), veh/h	213	0	2	123	0	29	148	1091	398	42	978	284
Grp Sat Flow(s),veh/h/ln	1744	0	833	1757	0	833	1727	1814	1325	1727	1814	1043
Q Serve(g_s), s	10.0	0.0	0.2	7.5	0.0	3.6	9.4	22.9	22.9	2.4	1.1	1.1
Cycle Q Clear(g_c), s	10.0	0.0	0.2	7.5	0.0	3.6	9.4	22.9	22.9	2.4	1.1	1.1
Prop In Lane	0.80		1.00	0.65		1.00	1.00		0.31	1.00		0.63
Lane Grp Cap(c), veh/h	159	0	76	158	0	75	157	1875	685	114	1783	513
V/C Ratio(X)	1.34	0.00	0.03	0.78	0.00	0.39	0.94	0.58	0.58	0.37	0.55	0.55
Avail Cap(c_a), veh/h	159	0	76	511	0	242	157	1875	685	157	1783	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	45.6	49.0	0.0	47.2	49.7	18.4	18.4	45.7	0.5	0.5
Incr Delay (d2), s/veh	190.5	0.0	0.5	3.1	0.0	1.2	54.2	1.3	3.6	0.7	1.2	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	13.2	0.0	0.1	3.8	0.0	0.9	6.8	11.7	9.0	1.2	0.6	0.8
LnGrp Delay(d),s/veh	240.5	0.0	46.1	52.0	0.0	48.4	104.0	19.7	22.0	46.4	1.7	4.7
LnGrp LOS	F		D	D		D	F	B	C	D	A	A
Approach Vol, veh/h		215			152			1637			1304	
Approach Delay, s/veh		238.7			51.3			27.9			3.8	
Approach LOS		F			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	63.9		17.0	15.0	61.1		16.9				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.4	24.9		12.0	11.4	3.1		9.5				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	27.5		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.2									
HCM 2010 LOS			C									

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1262	1	73	1142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1315	1	76	1190

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1943	657	0 0 1315 0
Stage 1	1315	-	- - - -
Stage 2	628	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*247	349	- - 275 -
Stage 1	*155	-	- - - -
Stage 2	*669	-	- - - -
Platoon blocked, %	1	-	- - - -
Mov Cap-1 Maneuver	*178	349	- - 275 -
Mov Cap-2 Maneuver	*178	-	- - - -
Stage 1	*155	-	- - - -
Stage 2	*484	-	- - - -



















Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 349	275	-
HCM Lane V/C Ratio	-	- 0.054	0.277	-
HCM Control Delay (s)	-	- 15.9	23	-
HCM Lane LOS	-	- C	C	-
HCM 95th %tile Q(veh)	-	- 0.2	1.1	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	1223	43	73	1131	83	84	29	108	166	25	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	127	1274	44	76	1178	77	88	30	29	173	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	171	1813	63	441	2525	165	331	115	112	289	201	69
Arrive On Green	0.10	0.35	0.35	0.50	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1744	5113	176	1762	4808	313	1246	541	523	1048	942	326
Grp Volume(v), veh/h	127	913	405	76	897	358	88	0	59	173	0	35
Grp Sat Flow(s),veh/h/ln	1744	1832	1625	1762	1833	1456	1246	0	1065	1048	0	1267
Q Serve(g_s), s	7.8	23.6	23.6	2.6	0.0	0.0	6.0	0.0	5.1	13.6	0.0	2.5
Cycle Q Clear(g_c), s	7.8	23.6	23.6	2.6	0.0	0.0	8.5	0.0	5.1	18.7	0.0	2.5
Prop In Lane	1.00		0.11	1.00		0.22	1.00		0.49	1.00		0.26
Lane Grp Cap(c), veh/h	171	1299	576	441	1925	765	331	0	227	289	0	270
V/C Ratio(X)	0.74	0.70	0.70	0.17	0.47	0.47	0.27	0.00	0.26	0.60	0.00	0.13
Avail Cap(c_a), veh/h	238	1299	576	441	1925	765	566	0	406	514	0	484
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	30.5	30.5	21.2	0.0	0.0	38.4	0.0	36.0	43.8	0.0	35.0
Incr Delay (d2), s/veh	3.5	2.6	5.8	0.1	0.7	1.8	0.2	0.0	0.2	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.9	12.4	11.5	1.2	0.2	0.4	2.3	0.0	1.5	5.1	0.0	0.9
LnGrp Delay(d),s/veh	51.7	33.2	36.4	21.3	0.7	1.8	38.6	0.0	36.3	44.6	0.0	35.1
LnGrp LOS	D	C	D	C	A	A	D		D	D		D
Approach Vol, veh/h		1445			1331			147			208	
Approach Delay, s/veh		35.7			2.2			37.7			43.0	
Approach LOS		D			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	64.8		29.5	34.5	46.0		29.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	11.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	9.8	2.0		10.5	4.6	25.6		20.7				
Green Ext Time (p_c), s	0.0	17.9		1.7	0.3	9.8		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.0								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 9: La Quinta Center Drive & Highway 111



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗		↖	↗	
Volume (veh/h)	74	1313	114	182	1115	129	119	65	130	61	44	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1838	1850	1850	1850	1850
Adj Flow Rate, veh/h	76	1340	110	186	1138	122	121	66	119	62	45	56
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	159	2228	345	176	1853	198	155	78	140	136	98	122
Arrive On Green	0.18	0.81	0.81	0.10	0.42	0.42	0.09	0.21	0.21	0.08	0.20	0.20
Sat Flow, veh/h	1762	5495	850	1762	4463	476	1744	373	673	1762	498	620
Grp Volume(v), veh/h	76	1340	110	186	934	326	121	0	185	62	0	101
Grp Sat Flow(s),veh/h/ln	1762	1832	850	1762	1834	1272	1744	0	1046	1762	0	1118
Q Serve(g_s), s	4.3	9.9	3.6	11.0	22.0	22.2	7.5	0.0	18.7	3.7	0.0	8.8
Cycle Q Clear(g_c), s	4.3	9.9	3.6	11.0	22.0	22.2	7.5	0.0	18.7	3.7	0.0	8.8
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.64	1.00		0.55
Lane Grp Cap(c), veh/h	159	2228	345	176	1523	528	155	0	218	136	0	220
V/C Ratio(X)	0.48	0.60	0.32	1.06	0.61	0.62	0.78	0.00	0.85	0.46	0.00	0.46
Avail Cap(c_a), veh/h	176	2228	345	176	1523	528	159	0	399	160	0	427
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	7.1	6.5	49.5	25.2	25.3	49.1	0.0	41.9	48.5	0.0	39.0
Incr Delay (d2), s/veh	0.8	1.1	2.2	78.1	1.6	4.6	19.7	0.0	3.5	0.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	4.9	1.0	9.2	11.5	8.5	4.4	0.0	5.6	1.8	0.0	2.8	
LnGrp Delay(d),s/veh	43.5	8.2	8.8	127.6	26.8	29.9	68.7	0.0	45.4	49.4	0.0	39.6
LnGrp LOS	D	A	A	F	C	C	E		D	D		D
Approach Vol, veh/h		1526			1446			306			163	
Approach Delay, s/veh		10.0			40.5			54.6			43.3	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	51.6	14.8	27.6	14.9	52.7	13.5	28.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	24.0	10.0	42.0	11.0	24.0	10.0	42.0					
Max Q Clear Time (g_c+M3), s	11.9	9.5	10.8	6.3	24.2	5.7	20.7					
Green Ext Time (p_c), s	0.0	11.8	0.0	2.1	0.0	0.0	1.9					
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.4									
HCM 2010 LOS			C									



Intersection																
Intersection Delay, s/veh11.6																
Intersection LOS B																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	154	5	71	0	71	5	155	0	52	5	53	0	168	5	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	5	77	0	77	5	168	0	57	5	58	0	183	5	182
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.3	11.6	10	11.6
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	91%	0%	67%	31%	97%	0%
Vol Thru, %	9%	0%	2%	2%	3%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	53	230	231	173	167
LT Vol	52	0	154	71	168	0
Through Vol	5	0	5	5	5	0
RT Vol	0	53	71	155	0	167
Lane Flow Rate	62	58	250	251	188	182
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.12	0.093	0.391	0.374	0.346	0.273
Departure Headway (Hd)	6.995	5.814	5.63	5.359	6.629	5.423
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	613	638	670	542	661
Service Time	4.76	3.579	3.681	3.409	4.378	3.172
HCM Lane V/C Ratio	0.121	0.095	0.392	0.375	0.347	0.275
HCM Control Delay	10.7	9.2	12.3	11.6	12.9	10.2
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	0.4	0.3	1.9	1.7	1.5	1.1

Intersection												
Int Delay, s/veh	6.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	98	10	30	64	30	19	35	20	45	74	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	111	11	34	73	34	22	40	23	51	84	32

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	111	0	0	397	355	111	386	355	73
Stage 1	-	-	-	-	-	-	214	214	-	141	141	-
Stage 2	-	-	-	-	-	-	183	141	-	245	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1479	-	-	563	571	942	573	571	989
Stage 1	-	-	-	-	-	-	788	725	-	862	780	-
Stage 2	-	-	-	-	-	-	819	780	-	759	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	1479	-	-	458	537	942	504	537	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	537	-	504	537	-
Stage 1	-	-	-	-	-	-	760	699	-	831	761	-
Stage 2	-	-	-	-	-	-	687	761	-	673	699	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	1.8	11.8	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	458	637	1527	-	-	1479	-	-	524	989
HCM Lane V/C Ratio	0.047	0.098	0.033	-	-	0.023	-	-	0.258	0.032
HCM Control Delay (s)	13.2	11.3	7.4	0	-	7.5	0	-	14.2	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.1	-	-	1	0.1

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA  
 11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	229	1184	76	140	1163	205	109	190	67	270	235	155
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	234	1208	60	143	1187	157	111	194	32	276	240	63
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	408	2292	353	396	2278	343	314	449	103	348	486	208
Arrive On Green	0.12	0.42	0.42	0.11	0.41	0.41	0.09	0.12	0.12	0.10	0.13	0.13
Sat Flow, veh/h	3524	5495	846	3489	5495	826	3489	3663	844	3524	3700	838
Grp Volume(v), veh/h	234	1208	60	143	1187	157	111	194	32	276	240	63
Grp Sat Flow(s),veh/h/ln	1762	1832	846	1744	1832	826	1744	1832	844	1762	1850	838
Q Serve(g_s), s	6.0	15.6	4.2	3.6	15.3	13.0	2.8	4.6	3.3	7.3	5.7	5.8
Cycle Q Clear(g_c), s	6.0	15.6	4.2	3.6	15.3	13.0	2.8	4.6	3.3	7.3	5.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	408	2292	353	396	2278	343	314	449	103	348	486	208
V/C Ratio(X)	0.57	0.53	0.17	0.36	0.52	0.46	0.35	0.43	0.31	0.79	0.49	0.30
Avail Cap(c_a), veh/h	484	2292	353	405	2278	343	332	1895	437	446	2031	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	20.6	17.3	38.8	20.7	20.0	40.5	38.5	37.9	41.7	38.2	29.0
Incr Delay (d2), s/veh	0.5	0.9	1.0	0.2	0.9	4.4	0.3	0.2	0.6	5.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.9	8.0	1.1	1.7	7.9	3.4	1.4	2.4	0.8	3.8	2.9	1.4
LnGrp Delay(d),s/veh	40.1	21.5	18.4	39.0	21.6	24.4	40.8	38.7	38.5	47.3	38.5	29.3
LnGrp LOS	D	C	B	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1502			1487			337			579	
Approach Delay, s/veh		24.3			23.5			39.4			41.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.5	19.0	16.0	46.3	14.3	18.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	17.6	4.8	7.8	8.0	17.3	9.3	6.6				
Green Ext Time (p_c), s	0.1	20.7	0.0	2.2	0.1	19.2	0.1	2.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	54	65	56	47	48	62	252	67	54	332	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	76	62	61	64	54	40	71	290	62	62	382	47
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	80	78	155	274	126	163	871	169	152	969	114
Arrive On Green	0.10	0.14	0.14	0.09	0.15	0.15	0.09	0.34	0.34	0.09	0.34	0.34
Sat Flow, veh/h	1727	577	568	1727	1814	833	1727	2551	495	1727	2888	340
Grp Volume(v), veh/h	76	0	123	64	54	40	71	198	154	62	234	195
Grp Sat Flow(s),veh/h/ln	1727	0	1145	1727	1814	833	1727	1814	1232	1727	1814	1414
Q Serve(g_s), s	3.0	0.0	7.6	2.6	1.9	3.1	2.8	5.9	6.9	2.5	7.2	7.8
Cycle Q Clear(g_c), s	3.0	0.0	7.6	2.6	1.9	3.1	2.8	5.9	6.9	2.5	7.2	7.8
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.40	1.00		0.24
Lane Grp Cap(c), veh/h	167	0	158	155	274	126	163	620	421	152	609	475
V/C Ratio(X)	0.45	0.00	0.78	0.41	0.20	0.32	0.44	0.32	0.37	0.41	0.38	0.41
Avail Cap(c_a), veh/h	213	0	455	213	721	331	213	620	421	213	609	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	30.4	31.4	27.1	27.6	31.2	17.8	18.1	31.5	18.5	18.7
Incr Delay (d2), s/veh	0.7	0.0	3.1	0.7	0.1	0.5	0.7	1.4	2.5	0.6	1.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	2.5	1.3	1.0	0.7	1.4	3.1	2.6	1.2	3.9	3.4
LnGrp Delay(d),s/veh	31.8	0.0	33.5	32.1	27.2	28.1	31.9	19.1	20.5	32.1	20.3	21.3
LnGrp LOS	C		C	C	C	C	C	B	C	C	C	C
Approach Vol, veh/h		199			158			423			491	
Approach Delay, s/veh		32.9			29.4			21.8			22.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	31.9	13.0	16.6	11.9	31.5	12.1	17.5				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	24.5	9.0	9.0	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+1), s	8.9	8.9	4.6	9.6	4.8	9.8	5.0	5.1				
Green Ext Time (p_c), s	0.0	7.1	0.1	0.5	0.0	6.8	0.0	0.4				

Intersection Summary

HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**APPENDIX 3.3:**

**EXISTING (2014) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2014) Conditions - Weekday PM Peak Hour**

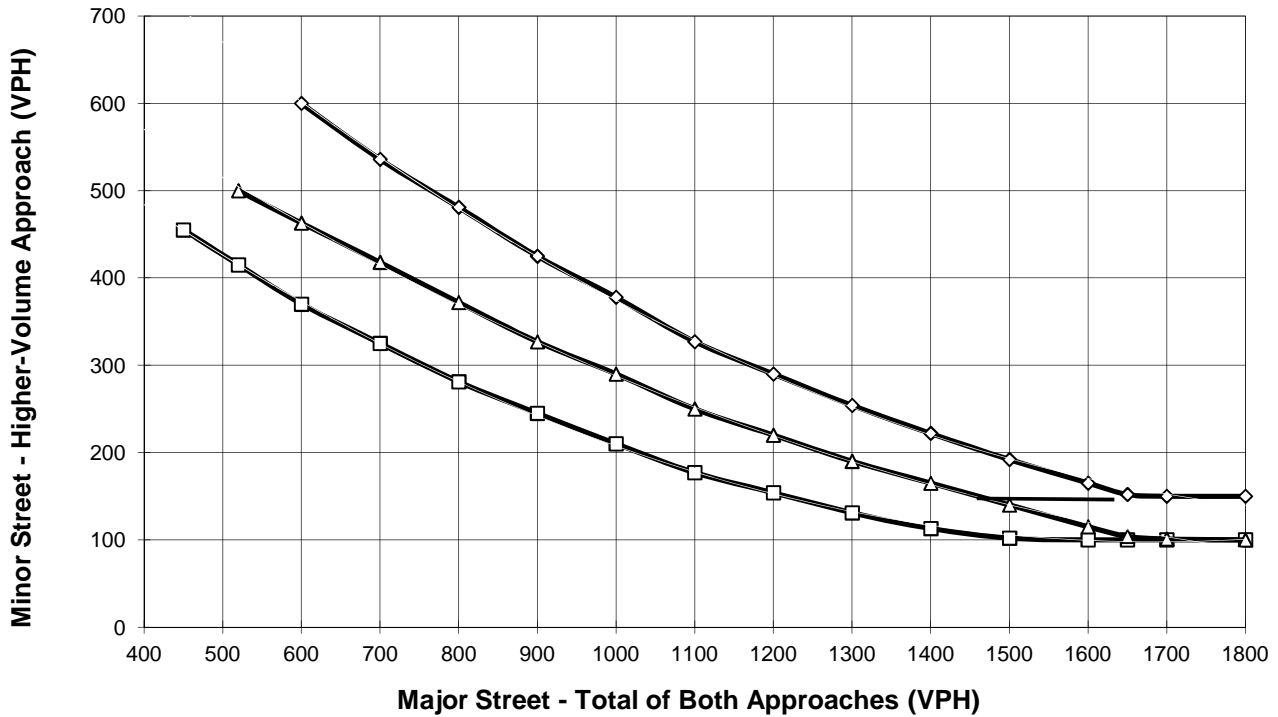
Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **245**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **127**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \*— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

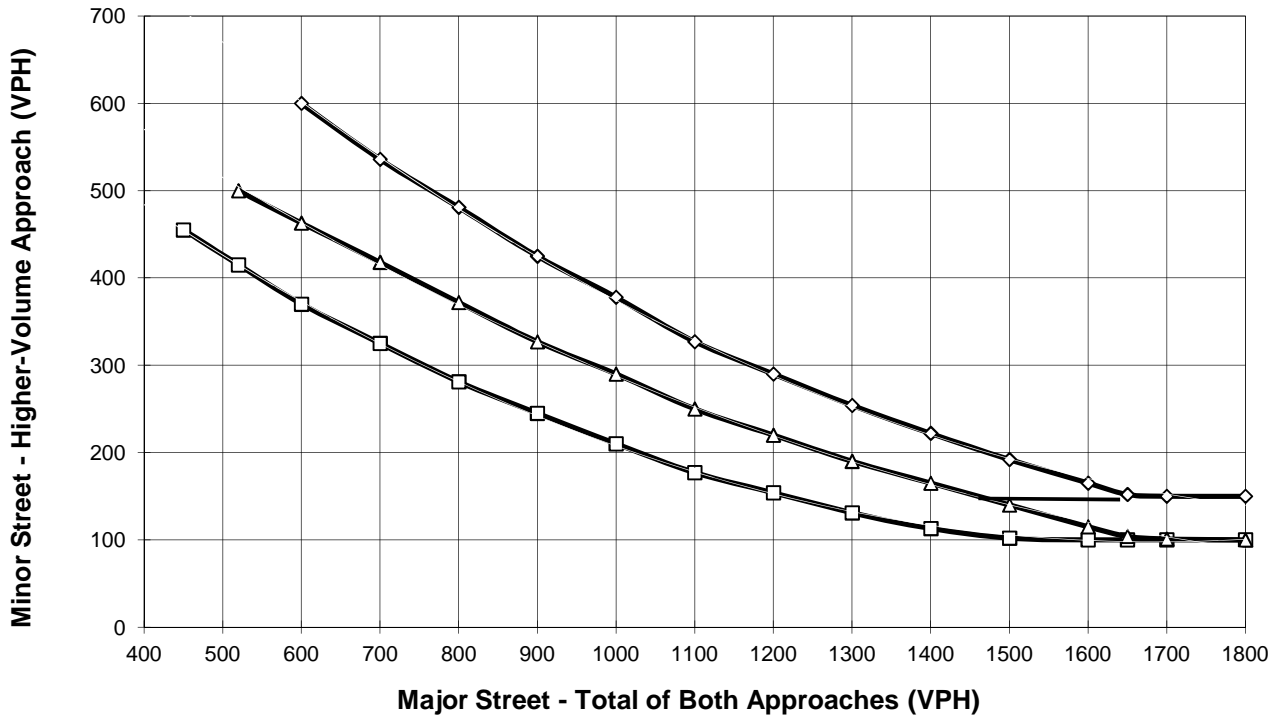
### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2012) Conditions - Weekday PM Peak Hour**

Major Street Name = **La Quinta Center Drive**      Total of Both Approaches (VPH) = **342**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway**      High Volume Approach (VPH) = **176**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- \*— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane



**APPENDIX 6.1:**






















**EXISTING PLUS PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS  
WORKSHEETS**

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HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	695	29	25	1383	40	28	6	17	20	2	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	27	764	31	27	1520	0	31	7	7	22	2	84
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	104	2939	117	100	3230	472	139	77	77	275	3	118
Arrive On Green	0.06	0.60	0.60	0.06	0.60	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1762	4904	195	1694	5388	787	1281	503	503	1422	18	774
Grp Volume(v), veh/h	27	549	246	27	1520	0	31	0	14	22	0	86
Grp Sat Flow(s),veh/h/ln	1762	1776	1547	1694	1796	787	1281	0	1006	1422	0	793
Q Serve(g_s), s	1.4	7.0	7.2	1.4	15.0	0.0	2.2	0.0	1.1	1.3	0.0	9.8
Cycle Q Clear(g_c), s	1.4	7.0	7.2	1.4	15.0	0.0	12.1	0.0	1.1	2.4	0.0	9.8
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	104	2129	927	100	3230	472	139	0	153	275	0	121
V/C Ratio(X)	0.26	0.26	0.27	0.27	0.47	0.00	0.22	0.00	0.09	0.08	0.00	0.71
Avail Cap(c_a), veh/h	241	2129	927	232	3230	472	375	0	338	537	0	267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	9.0	9.1	42.8	10.6	0.0	44.1	0.0	34.6	35.7	0.0	38.3
Incr Delay (d2), s/veh	0.5	0.3	0.7	0.5	0.5	0.0	0.3	0.0	0.1	0.0	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	3.4	3.3	0.7	7.5	0.0	0.8	0.0	0.3	0.5	0.0	2.2
LnGrp Delay(d),s/veh	43.2	9.3	9.8	43.3	11.1	0.0	44.4	0.0	34.7	35.7	0.0	41.2
LnGrp LOS	D	A	A	D	B		D		C	D		D
Approach Vol, veh/h		822			1547			45				108
Approach Delay, s/veh		10.6			11.7			41.4				40.1
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	64.0		20.5	10.6	64.0		20.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.4	9.2		11.8	3.4	17.0		14.1				
Green Ext Time (p_c), s	0.0	40.0		0.7	0.0	34.4		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.1									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Volume (veh/h)	40	7	79	13	8	139	4	1318	14	79	973	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	61	14	9	68	4	1433	15	86	1058	135
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	24	78	159	88	114	20	3035	32	177	2812	355
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.57	0.57	0.10	0.66	0.66
Sat Flow, veh/h	297	169	558	709	629	819	1727	5317	56	1727	4248	536
Grp Volume(v), veh/h	112	0	0	23	0	68	4	978	470	86	902	291
Grp Sat Flow(s),veh/h/ln1024	0	0	1337	0	819	1727	1814	1745	1727	1814	1157	
Q Serve(g_s), s	7.0	0.0	0.0	0.0	0.0	7.5	0.2	15.3	15.3	4.5	10.8	11.0
Cycle Q Clear(g_c), s	10.1	0.0	0.0	1.1	0.0	7.5	0.2	15.3	15.3	4.5	10.8	11.0
Prop In Lane	0.38		0.54	0.61		1.00	1.00		0.03	1.00		0.46
Lane Grp Cap(c), veh/h	195	0	0	247	0	114	20	2070	996	177	2401	766
V/C Ratio(X)	0.57	0.00	0.00	0.09	0.00	0.59	0.20	0.47	0.47	0.48	0.38	0.38
Avail Cap(c_a), veh/h	377	0	0	516	0	263	197	2070	996	287	2401	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	0.0	36.1	0.0	38.9	47.2	12.2	12.2	40.8	7.3	7.4
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	1.8	1.8	0.8	1.6	0.8	0.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	0.5	0.0	1.8	0.1	7.8	7.8	2.2	5.5	3.8
LnGrp Delay(d),s/veh	40.9	0.0	0.0	36.2	0.0	40.7	49.0	12.9	13.8	41.6	7.8	8.8
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		112			91			1452			1279	
Approach Delay, s/veh		40.9			39.6			13.3			10.3	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	62.0		19.5	6.1	70.8		19.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	10.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+10), s	10.5	17.3		12.1	2.2	13.0		9.5				
Green Ext Time (p_c), s	0.0	34.7		1.0	0.0	42.5		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.9								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗↖	↑↑↑	↖↗	↖↗↖	↑↑↑	↖↗
Volume (veh/h)	69	372	195	64	706	243	747	961	63	249	749	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	75	404	116	70	767	192	812	1045	0	271	814	49
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	263	1810	854	267	1804	338	905	1738	269	431	1201	173
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.34	0.17	0.32	0.00	0.08	0.23	0.23
Sat Flow, veh/h	3356	5337	1661	3455	5337	798	5233	5495	850	5132	5286	759
Grp Volume(v), veh/h	75	404	116	70	767	192	812	1045	0	271	814	49
Grp Sat Flow(s),veh/h/ln	1768	1779	830	1727	1779	798	1744	1832	850	1711	1762	759
Q Serve(g_s), s	2.8	7.1	4.8	2.5	14.6	24.0	19.9	21.0	0.0	6.7	18.4	7.0
Cycle Q Clear(g_c), s	2.8	7.1	4.8	2.5	14.6	24.0	19.9	21.0	0.0	6.7	18.4	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	1810	854	267	1804	338	905	1738	269	431	1201	173
V/C Ratio(X)	0.28	0.22	0.14	0.26	0.43	0.57	0.90	0.60	0.00	0.63	0.68	0.28
Avail Cap(c_a), veh/h	282	2159	963	290	2159	391	1118	1929	298	431	1201	173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	31.0	16.8	56.9	33.5	28.8	53.0	37.8	0.0	58.0	46.2	41.8
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2	0.3	3.2	7.4	0.8	0.0	2.2	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.5	1.1	1.2	7.2	5.6	10.2	10.8	0.0	3.3	9.2	1.6	
LnGrp Delay(d),s/veh	57.1	31.1	16.9	57.1	33.9	32.0	60.5	38.6	0.0	60.3	48.3	43.7
LnGrp LOS	E	C	B	E	C	C	E	D		E	D	D
Approach Vol, veh/h		595			1029			1857			1134	
Approach Delay, s/veh		31.6			35.1			48.2			50.9	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	51.1	51.4	27.7	36.8	15.3	51.3	16.0	48.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	53.0	28.0	29.0	11.0	53.0	11.0	46.0					
Max Q Clear Time (g_c+1), s	9.1	21.9	20.4	4.8	26.0	8.7	23.0					
Green Ext Time (p_c), s	0.0	25.1	0.8	7.8	0.0	18.3	0.1	18.4				

Intersection Summary

HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	24	3	2	20	0	13	2	1867	44	22	1051	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	26	3	0	22	0	6	2	2052	48	24	1155	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	132	0	165	0	48	598	3468	520	87	1768	270
Arrive On Green	0.05	0.07	0.00	0.05	0.00	0.06	0.35	0.64	0.64	0.05	0.32	0.32
Sat Flow, veh/h	1727	1814	0	3455	0	813	1727	5441	816	1727	5441	832
Grp Volume(v), veh/h	26	3	0	22	0	6	2	2052	48	24	1155	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	813	1727	1814	816	1727	1814	832
Q Serve(g_s), s	1.7	0.2	0.0	0.7	0.0	0.8	0.1	26.3	1.5	1.6	21.8	0.5
Cycle Q Clear(g_c), s	1.7	0.2	0.0	0.7	0.0	0.8	0.1	26.3	1.5	1.6	21.8	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	132	0	165	0	48	598	3468	520	87	1768	270
V/C Ratio(X)	0.28	0.02	0.00	0.13	0.00	0.12	0.00	0.59	0.09	0.28	0.65	0.03
Avail Cap(c_a), veh/h	158	544	0	317	0	244	598	3468	520	158	1768	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	54.6	51.7	0.0	54.8	0.0	53.5	25.7	12.7	2.6	54.9	34.7	16.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.4	0.0	0.7	0.4	0.5	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.1	0.0	0.0	0.4	0.0	0.2	0.0	13.4	0.4	0.8	11.2	0.1
LnGrp Delay(d),s/veh	55.2	51.7	0.0	54.9	0.0	53.9	25.7	13.4	2.9	55.4	36.3	17.0
LnGrp LOS	E	D		D		D	C	B	A	E	D	B
Approach Vol, veh/h		29			28			2102			1186	
Approach Delay, s/veh		54.9			54.7			13.2			36.6	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	83.5	12.4	13.1	48.5	46.0	10.7	14.7				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	39.0	11.0	* 36	11.0	* 39	11.0	36.0					
Max Q Clear Time (g_c+1), s	28.3	3.7	2.8	2.1	23.8	2.7	2.2					
Green Ext Time (p_c), s	0.0	10.0	0.0	0.0	8.4	10.0	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	3	1936	7	6	1067
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	2151	8	7	1186





















Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2639	1076	0	0	2151	0
Stage 1	2151	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	5.74	4.1	-	-	2.3	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*71	458	-	-	644	-
Stage 1	*45	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*71	458	-	-	644	-
Mov Cap-2 Maneuver	*71	-	-	-	-	-
Stage 1	*45	-	-	-	-	-
Stage 2	*684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	644	-
HCM Lane V/C Ratio	-	-	0.007	0.01	-
HCM Control Delay (s)	-	-	12.9	10.6	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	7	4	26	33	35	40	1900	74	65	959	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	8	0	30	38	14	47	2209	84	76	1115	47
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	32	32	77	98	81	135	2419	89	105	2426	102
Arrive On Green	0.04	0.04	0.00	0.10	0.10	0.10	0.08	0.48	0.48	0.06	0.49	0.49
Sat Flow, veh/h	935	832	833	783	992	817	1727	5028	186	1727	4986	209
Grp Volume(v), veh/h	17	0	0	68	0	14	47	1575	718	76	810	352
Grp Sat Flow(s),veh/h/ln	1767	0	833	1775	0	817	1727	1814	1586	1727	1814	1567
Q Serve(g_s), s	0.8	0.0	0.0	3.1	0.0	1.4	2.3	34.8	37.5	3.8	12.9	13.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	3.1	0.0	1.4	2.3	34.8	37.5	3.8	12.9	13.0
Prop In Lane	0.53		1.00	0.44		1.00	1.00		0.12	1.00		0.13
Lane Grp Cap(c), veh/h	68	0	32	175	0	81	135	1745	763	105	1765	763
V/C Ratio(X)	0.25	0.00	0.00	0.39	0.00	0.17	0.35	0.90	0.94	0.73	0.46	0.46
Avail Cap(c_a), veh/h	202	0	95	651	0	299	198	1745	763	198	1765	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	0.0	36.9	0.0	36.1	38.1	20.8	21.5	40.3	14.8	14.8
Incr Delay (d2), s/veh	6.7	0.0	0.0	0.5	0.0	0.4	0.6	8.1	21.0	3.6	0.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.5	0.0	0.0	1.6	0.0	0.3	1.1	19.2	20.6	1.9	6.6	6.0
LnGrp Delay(d),s/veh	47.4	0.0	0.0	37.4	0.0	36.4	38.7	28.8	42.4	43.9	15.7	16.8
LnGrp LOS	D			D		D	D	C	D	D	B	B
Approach Vol, veh/h		17			82			2340			1238	
Approach Delay, s/veh		47.4			37.2			33.2			17.7	
Approach LOS		D			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	49.0		10.4	11.8	49.5		15.6				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.8	39.5		2.8	4.3	15.0		5.1				
Green Ext Time (p_c), s	0.2	2.5		0.0	0.0	14.5		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.1									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



**Intersection**

Int Delay, s/veh 2.3




















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	15	1961	6	64	926
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	2179	7	71	1029

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2733	1089	0	0	2179	0
Stage 1	2179	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	37	181	-	-	101	-
Stage 1	43	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	11	181	-	-	101	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	43	-	-	-	-	-
Stage 2	146	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.9	0	6.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	101	-
HCM Lane V/C Ratio	-	-	0.092	0.704	-
HCM Control Delay (s)	-	-	26.9	99.5	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	3.6	-

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	675	18	23	971	12	37	10	17	26	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1788	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	734	20	25	1055	12	40	11	7	28	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	75	1970	53	594	3712	42	181	59	38	163	148	0
Arrive On Green	0.05	0.39	0.39	0.35	0.71	0.71	0.09	0.09	0.09	0.09	0.09	0.00
Sat Flow, veh/h	1519	5030	135	1678	5205	59	1377	675	430	1169	1684	0
Grp Volume(v), veh/h	23	515	239	25	720	347	40	0	18	28	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1616	1678	1778	1708	1377	0	1105	1169	1684	0
Q Serve(g_s), s	1.8	12.4	12.7	1.2	8.7	8.8	3.3	0.0	1.8	2.3	0.1	0.0
Cycle Q Clear(g_c), s	1.8	12.4	12.7	1.2	8.7	8.8	3.3	0.0	1.8	4.1	0.1	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	75	1390	633	594	2536	1218	181	0	97	163	148	0
V/C Ratio(X)	0.31	0.37	0.38	0.04	0.28	0.28	0.22	0.00	0.19	0.17	0.01	0.00
Avail Cap(c_a), veh/h	177	1390	633	594	2536	1218	544	0	387	533	589	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	26.0	26.1	25.4	6.2	6.2	51.5	0.0	50.8	52.6	50.0	0.0
Incr Delay (d2), s/veh	0.8	0.7	1.6	0.0	0.3	0.5	0.2	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.8	6.2	5.9	0.5	4.4	4.3	1.3	0.0	0.6	0.9	0.0	0.0
LnGrp Delay(d),s/veh	55.9	26.7	27.7	25.4	6.4	6.7	51.7	0.0	51.1	52.8	50.0	0.0
LnGrp LOS	E	C	C	C	A	A	D		D	D	D	
Approach Vol, veh/h		777			1092			58				29
Approach Delay, s/veh		27.9			7.0			51.5				52.7
Approach LOS		C			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	92.6		16.5	49.5	54.0		16.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	13.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.8	10.8		5.3	3.2	14.7		6.1				
Green Ext Time (p_c), s	0.0	14.9		0.3	3.3	9.6		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.3								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗		↖	↗	
Volume (veh/h)	40	585	32	69	1016	50	21	23	26	10	15	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1820	1850
Adj Flow Rate, veh/h	42	616	34	73	1069	49	22	24	22	11	16	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	156	1320	188	390	1841	84	80	97	89	49	71	80
Arrive On Green	0.09	0.25	0.25	0.23	0.38	0.38	0.05	0.16	0.16	0.03	0.14	0.14
Sat Flow, veh/h	1762	5388	766	1727	4817	220	1587	611	560	1762	526	592
Grp Volume(v), veh/h	42	616	34	73	782	336	22	0	46	11	0	34
Grp Sat Flow(s),veh/h/ln	1762	1796	766	1727	1766	1505	1587	0	1172	1762	0	1119
Q Serve(g_s), s	1.5	6.5	1.6	2.3	11.8	11.9	0.9	0.0	2.3	0.4	0.0	1.8
Cycle Q Clear(g_c), s	1.5	6.5	1.6	2.3	11.8	11.9	0.9	0.0	2.3	0.4	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.48	1.00		0.53
Lane Grp Cap(c), veh/h	156	1320	188	390	1350	575	80	0	185	49	0	152
V/C Ratio(X)	0.27	0.47	0.18	0.19	0.58	0.58	0.28	0.00	0.25	0.23	0.00	0.22
Avail Cap(c_a), veh/h	289	2736	389	390	1793	764	237	0	735	263	0	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	21.5	9.7	21.0	16.4	16.5	30.6	0.0	24.7	31.9	0.0	25.8
Incr Delay (d2), s/veh	0.3	0.6	1.0	0.1	0.8	2.0	0.7	0.0	0.3	0.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.3	0.4	1.1	5.8	5.3	0.4	0.0	0.8	0.2	0.0	0.6	
LnGrp Delay(d),s/veh	28.8	22.1	10.7	21.0	17.3	18.5	31.3	0.0	25.0	32.7	0.0	26.1
LnGrp LOS	C	C	B	C	B	B	C		C	C		C
Approach Vol, veh/h		692			1191			68			45	
Approach Delay, s/veh		21.9			17.8			27.0			27.7	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	23.4	8.4	15.1	10.9	32.6	6.9	16.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	34.0	10.0	42.0	11.0	34.0	10.0	42.0					
Max Q Clear Time (g_c+1), s	8.5	2.9	3.8	3.5	13.9	2.4	4.3					
Green Ext Time (p_c), s	0.0	7.7	0.0	0.5	0.0	11.7	0.0	0.5				

Intersection Summary												
HCM 2010 Ctrl Delay											19.8	
HCM 2010 LOS											B	

**Intersection**

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	5	19	0	20	5	20	0	21	30	22	0	42	33	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	21	0	22	5	22	0	23	33	24	0	46	36	45
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	7.6	7.6	7.8	8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	41%	0%	45%	44%	56%	0%
Vol Thru, %	59%	0%	11%	11%	44%	0%
Vol Right, %	0%	100%	43%	44%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	22	44	45	75	41
LT Vol	21	0	20	20	42	0
Through Vol	30	0	5	5	33	0
RT Vol	0	22	19	20	0	41
Lane Flow Rate	55	24	48	49	82	45
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.077	0.027	0.057	0.058	0.114	0.05
Departure Headway (Hd)	4.977	4.069	4.307	4.296	5.026	4.044
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	711	866	836	838	707	874
Service Time	2.769	1.861	2.309	2.298	2.805	1.822
HCM Lane V/C Ratio	0.077	0.028	0.057	0.058	0.116	0.051
HCM Control Delay	8.2	7	7.6	7.6	8.5	7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.2	0.4	0.2

Intersection												
Int Delay, s/veh	5											

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	73	11	21	52	15	29	22	7	15	21	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	86	13	25	61	18	34	26	8	18	25	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	88	0	0	265	253	88	270	253	61
Stage 1	-	-	-	-	-	-	142	142	-	111	111	-
Stage 2	-	-	-	-	-	-	123	111	-	159	142	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1508	-	-	688	650	970	683	650	1004
Stage 1	-	-	-	-	-	-	861	779	-	894	804	-
Stage 2	-	-	-	-	-	-	881	804	-	843	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1508	-	-	631	626	968	638	626	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	631	626	-	638	626	-
Stage 1	-	-	-	-	-	-	843	763	-	877	790	-
Stage 2	-	-	-	-	-	-	817	790	-	792	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.8	10.8	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	631	684	1542	-	-	1508	-	-	631	1004
HCM Lane V/C Ratio	0.054	0.05	0.018	-	-	0.016	-	-	0.067	0.026
HCM Control Delay (s)	11	10.5	7.4	0	-	7.4	0	-	11.1	8.7
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.1	-	-	0.2	0.1

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	94	525	21	62	915	120	136	419	42	139	261	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	104	583	20	69	1017	122	151	466	27	154	290	53
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	330	2051	307	293	2026	311	288	825	180	285	817	258
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	790	3293	5337	820	3489	3700	806	3455	3663	802
Grp Volume(v), veh/h	104	583	20	69	1017	122	151	466	27	154	290	53
Grp Sat Flow(s),veh/h/ln	1694	1762	790	1647	1779	820	1744	1850	806	1727	1832	802
Q Serve(g_s), s	3.1	8.2	1.7	2.1	15.8	11.7	4.5	12.1	2.9	4.6	7.2	5.2
Cycle Q Clear(g_c), s	3.1	8.2	1.7	2.1	15.8	11.7	4.5	12.1	2.9	4.6	7.2	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	2051	307	293	2026	311	288	825	180	285	817	258
V/C Ratio(X)	0.32	0.28	0.07	0.24	0.50	0.39	0.53	0.57	0.15	0.54	0.36	0.21
Avail Cap(c_a), veh/h	345	2051	307	335	2026	311	323	1696	369	320	1679	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	22.7	20.8	45.8	25.7	24.4	47.5	37.3	33.7	47.6	35.4	26.7
Incr Delay (d2), s/veh	0.2	0.3	0.4	0.2	0.9	3.7	0.6	0.2	0.1	0.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.5	4.1	0.4	1.0	7.9	3.0	2.2	6.2	0.7	2.2	3.7	1.2
LnGrp Delay(d),s/veh	45.6	23.1	21.2	45.9	26.6	28.1	48.1	37.5	33.9	48.2	35.5	26.9
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		707			1208			644			497	
Approach Delay, s/veh		26.3			27.8			39.9			38.5	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	48.9	13.9	30.6	15.5	48.0	13.9	30.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.1	10.2	6.5	9.2	5.1	17.8	6.6	14.1				
Green Ext Time (p_c), s	0.0	22.8	0.1	3.6	0.0	18.2	0.1	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	10	12	19	17	9	32	539	41	7	292	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	62	12	13	23	21	6	40	665	37	9	360	40
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	41	44	79	125	57	95	2100	116	34	1804	191
Arrive On Green	0.07	0.08	0.08	0.05	0.07	0.07	0.06	0.65	0.65	0.02	0.61	0.61
Sat Flow, veh/h	1727	533	577	1727	1814	833	1727	3229	179	1727	2935	311
Grp Volume(v), veh/h	62	0	25	23	21	6	40	372	330	9	216	184
Grp Sat Flow(s),veh/h/ln	1727	0	1110	1727	1814	833	1727	1814	1595	1727	1814	1433
Q Serve(g_s), s	4.2	0.0	2.6	1.5	1.3	0.8	2.7	10.8	11.0	0.6	6.3	6.8
Cycle Q Clear(g_c), s	4.2	0.0	2.6	1.5	1.3	0.8	2.7	10.8	11.0	0.6	6.3	6.8
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.11	1.00		0.22
Lane Grp Cap(c), veh/h	113	0	85	79	125	57	95	1180	1037	34	1115	880
V/C Ratio(X)	0.55	0.00	0.30	0.29	0.17	0.10	0.42	0.32	0.32	0.27	0.19	0.21
Avail Cap(c_a), veh/h	187	0	273	158	416	191	158	1180	1037	130	1115	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.3	0.0	52.4	55.4	52.6	52.4	54.8	9.2	9.2	58.0	10.1	10.2
Incr Delay (d2), s/veh	1.5	0.0	0.7	0.7	0.2	0.3	1.1	0.7	0.8	1.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.8	0.8	0.7	0.2	1.3	5.6	5.0	0.3	3.2	2.8
LnGrp Delay(d),s/veh	55.9	0.0	53.1	56.1	52.9	52.7	55.9	9.9	10.1	59.5	10.5	10.7
LnGrp LOS	E		D	E	D	D	E	A	B	E	B	B
Approach Vol, veh/h		87			50			742			409	
Approach Delay, s/veh		55.1			54.3			12.5			11.7	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	85.0	12.0	15.6	11.6	80.8	12.9	14.8				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	47.0	11.0	* 30	11.0	45.0	13.0	27.5					
Max Q Clear Time (g_c+1), s	13.0	3.5	4.6	4.7	8.8	6.2	3.3					
Green Ext Time (p_c), s	0.0	15.1	0.0	0.1	0.0	15.5	0.0	0.1				

Intersection Summary

HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B






















Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	1476	72	31	1041	29	47	13	44	51	7	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1808	1850	1779	1786	1850
Adj Flow Rate, veh/h	57	1538	67	32	1084	0	49	14	24	53	7	22
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	159	3094	135	118	3247	493	190	41	70	178	24	76
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	4929	214	1762	5388	817	1403	378	648	1338	224	704
Grp Volume(v), veh/h	57	1122	483	32	1084	0	49	0	38	53	0	29
Grp Sat Flow(s),veh/h/ln	1727	1799	1546	1762	1796	817	1403	0	1026	1338	0	929
Q Serve(g_s), s	2.8	15.4	15.4	1.6	9.1	0.0	3.0	0.0	3.1	3.5	0.0	2.6
Cycle Q Clear(g_c), s	2.8	15.4	15.4	1.6	9.1	0.0	5.7	0.0	3.1	6.6	0.0	2.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.63	1.00		0.76
Lane Grp Cap(c), veh/h	159	2258	971	118	3247	493	190	0	111	178	0	100
V/C Ratio(X)	0.36	0.50	0.50	0.27	0.33	0.00	0.26	0.00	0.34	0.30	0.00	0.29
Avail Cap(c_a), veh/h	246	2258	971	251	3247	493	561	0	382	531	0	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.2	9.2	40.5	9.0	0.0	40.1	0.0	37.7	40.8	0.0	37.5
Incr Delay (d2), s/veh	0.5	0.8	1.8	0.5	0.3	0.0	0.3	0.0	0.7	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.4	7.7	6.9	0.8	4.6	0.0	1.2	0.0	0.9	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	10.0	11.0	40.9	9.3	0.0	40.3	0.0	38.4	41.1	0.0	38.1
LnGrp LOS	D	A	B	D	A		D		D	D		D
Approach Vol, veh/h		1662			1116			87				82
Approach Delay, s/veh		11.3			10.2			39.5				40.0
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.3		15.9	13.4	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	17.4		8.6	4.8	11.1		7.7				
Green Ext Time (p_c), s	0.0	34.8		0.5	0.0	40.2		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.5									
HCM 2010 LOS			B									



HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Volume (veh/h)	95	13	85	78	15	241	25	1139	6	179	1333	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	104	14	74	86	16	98	27	1252	7	197	1465	93
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	26	82	294	50	212	96	2421	14	225	2503	159
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.45	0.45	0.13	0.53	0.53
Sat Flow, veh/h	408	99	318	908	192	820	1727	5374	30	1727	4765	302
Grp Volume(v), veh/h	192	0	0	102	0	98	27	845	414	197	1115	443
Grp Sat Flow(s),veh/h/ln	825	0	0	1100	0	820	1727	1814	1777	1727	1814	1440
Q Serve(g_s), s	17.8	0.0	0.0	0.0	0.0	11.3	1.7	18.7	18.8	12.6	23.7	23.7
Cycle Q Clear(g_c), s	26.3	0.0	0.0	8.6	0.0	11.3	1.7	18.7	18.8	12.6	23.7	23.7
Prop In Lane	0.54		0.39	0.84		1.00	1.00		0.02	1.00		0.21
Lane Grp Cap(c), veh/h	263	0	0	344	0	212	96	1634	801	225	1905	756
V/C Ratio(X)	0.73	0.00	0.00	0.30	0.00	0.46	0.28	0.52	0.52	0.87	0.59	0.59
Avail Cap(c_a), veh/h	291	0	0	379	0	233	169	1634	801	400	1905	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	0.0	33.9	0.0	35.1	50.9	22.1	22.1	47.9	18.3	18.3
Incr Delay (d2), s/veh	6.6	0.0	0.0	0.2	0.0	0.6	0.6	1.2	2.4	4.1	1.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	2.6	0.0	2.6	0.8	9.7	9.7	6.3	12.1	10.0
LnGrp Delay(d),s/veh	49.8	0.0	0.0	34.1	0.0	35.6	51.5	23.3	24.5	52.1	19.6	21.6
LnGrp LOS	D			C		D	D	C	C	D	B	C
Approach Vol, veh/h		192			200			1286			1755	
Approach Delay, s/veh		49.8			34.9			24.3			23.7	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	57.6		35.1	11.3	66.0		35.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	20.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+M), s	11.6	20.8		28.3	3.7	25.7		13.3				
Green Ext Time (p_c), s	0.1	22.3		0.7	0.0	31.5		2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				26.0								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗
Volume (veh/h)	173	769	613	172	674	365	435	651	180	450	964	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	178	793	479	177	695	308	448	671	0	464	994	42
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	277	2015	805	280	2055	393	526	1472	235	491	1465	220
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.10	0.28	0.00	0.09	0.27	0.27
Sat Flow, veh/h	3489	5337	1683	3524	5441	830	5233	5337	850	5233	5441	817
Grp Volume(v), veh/h	178	793	479	177	695	308	448	671	0	464	994	42
Grp Sat Flow(s),veh/h/ln	1744	1779	842	1762	1814	830	1744	1779	850	1744	1814	817
Q Serve(g_s), s	6.9	15.0	28.8	6.7	12.6	43.2	11.7	14.4	0.0	12.2	22.6	5.5
Cycle Q Clear(g_c), s	6.9	15.0	28.8	6.7	12.6	43.2	11.7	14.4	0.0	12.2	22.6	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	2015	805	280	2055	393	526	1472	235	491	1465	220
V/C Ratio(X)	0.64	0.39	0.60	0.63	0.34	0.78	0.85	0.46	0.00	0.94	0.68	0.19
Avail Cap(c_a), veh/h	277	2015	805	305	2082	397	642	1695	270	491	1571	236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	31.5	26.4	61.8	30.8	30.8	61.3	41.5	0.0	62.4	45.2	39.0
Incr Delay (d2), s/veh	3.9	0.3	1.8	2.5	0.2	11.4	7.8	0.5	0.0	27.0	1.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	7.5	6.9	3.4	6.3	11.1	6.0	7.1	0.0	7.1	11.5	1.3	
LnGrp Delay(d),s/veh	65.8	31.8	28.2	64.3	31.0	42.1	69.1	42.0	0.0	89.4	46.8	39.9
LnGrp LOS	E	C	C	E	C	D	E	D		F	D	D
Approach Vol, veh/h		1450			1180			1119			1500	
Approach Delay, s/veh		34.8			38.9			52.9			59.8	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.0	59.3	18.9	44.3	16.0	59.3	18.0	45.2				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+10), s	19.5	30.8	13.7	24.6	8.9	45.2	14.2	16.4				
Green Ext Time (p_c), s	0.1	19.5	0.3	12.7	0.0	7.1	0.0	20.5				

Intersection Summary

HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	12	2	7	75	2	50	11	1287	57	98	1660	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	80	2	17	12	1369	54	104	1766	22
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	33	50	372	11	93	55	2365	362	200	2822	432
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.03	0.43	0.43	0.12	0.52	0.52
Sat Flow, veh/h	1727	420	630	3455	92	779	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	13	0	5	80	0	19	12	1369	54	104	1766	22
Grp Sat Flow(s),veh/h/ln	1727	0	1050	1727	0	871	1727	1814	833	1727	1814	833
Q Serve(g_s), s	0.6	0.0	0.4	1.8	0.0	1.7	0.6	16.6	2.2	5.0	20.2	0.6
Cycle Q Clear(g_c), s	0.6	0.0	0.4	1.8	0.0	1.7	0.6	16.6	2.2	5.0	20.2	0.6
Prop In Lane	1.00		0.60	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	83	372	0	104	55	2365	362	200	2822	432
V/C Ratio(X)	0.11	0.00	0.06	0.21	0.00	0.18	0.22	0.58	0.15	0.52	0.63	0.05
Avail Cap(c_a), veh/h	217	0	432	435	0	358	217	2365	362	237	2822	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	37.3	35.6	0.0	34.7	41.3	18.7	6.1	36.4	15.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.3	0.7	1.0	0.9	0.8	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	0.4	0.3	8.5	0.8	2.4	10.3	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.4	35.7	0.0	35.0	42.0	19.7	7.0	37.1	16.1	2.7
LnGrp LOS	D		D	D		C	D	B	A	D	B	A
Approach Vol, veh/h		18			99			1435			1892	
Approach Delay, s/veh		38.2			35.6			19.4			17.1	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	45.0	10.9	16.4	7.8	52.3	14.4	12.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	11.0	39.0	11.0	36.0				
Max Q Clear Time (g_c+1), s	17.0	18.6	2.6	3.7	2.6	22.2	3.8	2.4				
Green Ext Time (p_c), s	0.0	19.1	0.1	0.1	0.0	16.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.7								
HCM 2010 LOS				B								

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	26	1408	38	35	1706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	1482	40	37	1796





















Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2274	741	0 0 1482 0
Stage 1	1482	-	- - - -
Stage 2	792	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*194	*587	- - *738 -
Stage 1	*602	-	- - - -
Stage 2	*369	-	- - - -
Platoon blocked, %	1	1	- - 1 -
Mov Cap-1 Maneuver	*184	*587	- - *738 -
Mov Cap-2 Maneuver	*184	-	- - - -
Stage 1	*602	-	- - - -
Stage 2	*351	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 587	* 738	-
HCM Lane V/C Ratio	-	- 0.047	0.05	-
HCM Control Delay (s)	-	- 11.4	10.1	-
HCM Lane LOS	-	- B	B	-
HCM 95th %tile Q(veh)	-	- 0.1	0.2	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	13	4	84	13	80	10	1355	81	35	1668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	11	14	1	89	14	25	11	1441	83	37	1774	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	48	40	142	22	76	44	2813	162	102	3343	2
Arrive On Green	0.05	0.05	0.05	0.09	0.09	0.09	0.03	0.58	0.58	0.06	0.62	0.62
Sat Flow, veh/h	781	994	833	1502	236	809	1727	4835	278	1727	5435	3
Grp Volume(v), veh/h	25	0	1	103	0	25	11	1081	443	37	1184	591
Grp Sat Flow(s),veh/h/ln	1775	0	833	1739	0	809	1727	1814	1486	1727	1814	1810
Q Serve(g_s), s	1.6	0.0	0.1	6.8	0.0	3.5	0.7	21.3	21.3	2.5	22.4	22.4
Cycle Q Clear(g_c), s	1.6	0.0	0.1	6.8	0.0	3.5	0.7	21.3	21.3	2.5	22.4	22.4
Prop In Lane	0.44		1.00	0.86		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	86	0	40	164	0	76	44	2110	864	102	2231	1114
V/C Ratio(X)	0.29	0.00	0.02	0.63	0.00	0.33	0.25	0.51	0.51	0.36	0.53	0.53
Avail Cap(c_a), veh/h	148	0	69	464	0	216	144	2110	864	144	2231	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	0.0	54.4	52.3	0.0	50.8	57.3	15.0	15.0	54.3	13.2	13.2
Incr Delay (d2), s/veh	6.7	0.0	0.9	1.5	0.0	0.9	1.1	0.9	2.2	0.8	0.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.0	0.0	0.0	3.4	0.0	0.8	0.4	10.9	9.3	1.2	11.5	11.7
LnGrp Delay(d),s/veh	61.8	0.0	55.3	53.8	0.0	51.7	58.4	15.8	17.1	55.1	14.1	15.0
LnGrp LOS	E		E	D		D	E	B	B	E	B	B
Approach Vol, veh/h		26			128			1535			1812	
Approach Delay, s/veh		61.5			53.4			16.5			15.2	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	76.8		12.8	8.1	80.8		18.3				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	42.0		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	23.3		3.6	2.7	24.4		8.8				
Green Ext Time (p_c), s	0.0	18.4		0.1	0.0	17.4		0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			17.5									
HCM 2010 LOS			B									

**Intersection**

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1322	14	65	1691
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1363	14	67	1743

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2194	681	0
Stage 1	1363	-	-
Stage 2	831	-	-
Critical Hdwy	5.74	7.14	5.34
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	3.12
Pot Cap-1 Maneuver	*330	337	260
Stage 1	*144	-	-
Stage 2	*535	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*245	337	260
Mov Cap-2 Maneuver	*245	-	-
Stage 1	*144	-	-
Stage 2	*397	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	337	260
HCM Lane V/C Ratio	-	-	0.031	0.258
HCM Control Delay (s)	-	-	16	23.6
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.1	1



















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	78	1322	42	70	1135	59	70	15	78	144	24	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1815	1850	1850	1823	1850	1850	1837	1850
Adj Flow Rate, veh/h	80	1363	41	72	1170	52	72	15	20	148	25	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	150	1955	59	469	2887	128	280	78	104	271	170	61
Arrive On Green	0.09	0.38	0.38	0.53	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1762	5100	153	1762	4967	220	1200	423	564	1152	929	334
Grp Volume(v), veh/h	80	969	435	72	854	368	72	0	35	148	0	34
Grp Sat Flow(s),veh/h/ln	1762	1813	1627	1762	1815	1556	1200	0	987	1152	0	1263
Q Serve(g_s), s	5.2	27.0	27.0	2.5	0.0	0.0	5.6	0.0	3.6	12.2	0.0	2.7
Cycle Q Clear(g_c), s	5.2	27.0	27.0	2.5	0.0	0.0	8.3	0.0	3.6	15.8	0.0	2.7
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	150	1390	624	469	2110	905	280	0	181	271	0	232
V/C Ratio(X)	0.53	0.70	0.70	0.15	0.40	0.41	0.26	0.00	0.19	0.55	0.00	0.15
Avail Cap(c_a), veh/h	191	1390	624	469	2110	905	519	0	354	512	0	453
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	31.1	31.1	21.1	0.0	0.0	44.6	0.0	41.5	48.2	0.0	41.1
Incr Delay (d2), s/veh	0.9	2.3	5.1	0.0	0.5	1.2	0.2	0.0	0.2	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.6	13.9	13.0	1.2	0.2	0.3	2.1	0.0	1.0	4.7	0.0	1.0
LnGrp Delay(d),s/veh	53.4	33.5	36.2	21.2	0.5	1.2	44.8	0.0	41.7	48.8	0.0	41.2
LnGrp LOS	D	C	D	C	A	A	D		D	D		D
Approach Vol, veh/h		1484			1294			107				182
Approach Delay, s/veh		35.3			1.9			43.7				47.4
Approach LOS		D			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	76.7		28.0	39.0	53.0		28.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	13.0	* 46		43.0				
Max Q Clear Time (g_c+I1), s	7.2	2.0		10.3	4.5	29.0		17.8				
Green Ext Time (p_c), s	0.0	19.8		1.3	4.7	12.4		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.2								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	48	1362	136	213	1110	84	129	38	137	50	40	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1836	1850	1850	1850	1850
Adj Flow Rate, veh/h	49	1404	138	220	1144	84	133	39	126	52	41	18
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	130	2423	374	176	2207	161	158	44	144	121	163	71
Arrive On Green	0.15	0.89	0.89	0.10	0.47	0.47	0.09	0.19	0.19	0.07	0.17	0.17
Sat Flow, veh/h	1762	5441	839	1762	4680	342	1762	229	738	1762	940	413
Grp Volume(v), veh/h	49	1404	138	220	887	341	133	0	165	52	0	59
Grp Sat Flow(s),veh/h/ln	1762	1814	839	1762	1816	1389	1762	0	967	1762	0	1352
Q Serve(g_s), s	3.0	7.0	3.2	12.0	20.5	20.6	8.9	0.0	19.9	3.4	0.0	4.5
Cycle Q Clear(g_c), s	3.0	7.0	3.2	12.0	20.5	20.6	8.9	0.0	19.9	3.4	0.0	4.5
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.76	1.00		0.31
Lane Grp Cap(c), veh/h	130	2423	374	176	1713	655	158	0	188	121	0	234
V/C Ratio(X)	0.38	0.58	0.37	1.25	0.52	0.52	0.84	0.00	0.88	0.43	0.00	0.25
Avail Cap(c_a), veh/h	162	2423	374	176	1713	655	162	0	338	147	0	462
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	4.0	3.8	54.0	22.2	22.2	53.8	0.0	47.0	53.6	0.0	42.9
Incr Delay (d2), s/veh	0.6	0.9	2.6	144.5	0.9	2.4	28.7	0.0	5.1	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.3	0.9	12.9	10.4	8.3	5.6	0.0	5.6	1.7	0.0	1.7	
LnGrp Delay(d),s/veh	49.3	4.9	6.4	198.5	23.1	24.6	82.5	0.0	52.0	54.5	0.0	43.1
LnGrp LOS	D	A	A	F	C	C	F		D	D		D
Approach Vol, veh/h		1591			1448			298			111	
Approach Delay, s/veh		6.4			50.1			65.6			48.5	
Approach LOS		A			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	60.4	15.8	26.8	13.9	63.6	13.2	29.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	11.0	41.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+M), s	11.0	9.0	10.9	6.5	5.0	22.6	5.4	21.9				
Green Ext Time (p_c), s	0.0	23.0	0.0	1.7	0.0	11.1	0.0	1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.2									
HCM 2010 LOS			C									



**Intersection**

Intersection Delay, s/veh12.2

Intersection LOS B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	95	5	74	0	75	5	96	0	43	113	43	0	123	143	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	5	80	0	82	5	104	0	47	123	47	0	134	155	134
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.5	11.4	11.3	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	55%	43%	46%	0%
Vol Thru, %	72%	0%	3%	3%	54%	0%
Vol Right, %	0%	100%	43%	55%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	43	174	176	266	123
LT Vol	43	0	95	75	123	0
Through Vol	113	0	5	5	143	0
RT Vol	0	43	74	96	0	123
Lane Flow Rate	170	47	189	191	289	134
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.303	0.072	0.308	0.307	0.501	0.197
Departure Headway (Hd)	6.431	5.578	5.864	5.769	6.239	5.293
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	638	609	620	575	675
Service Time	4.197	3.343	3.93	3.834	3.993	3.047
HCM Lane V/C Ratio	0.306	0.074	0.31	0.308	0.503	0.199
HCM Control Delay	12	8.8	11.5	11.4	15.1	9.4
HCM Lane LOS	B	A	B	B	C	A
HCM 95th-tile Q	1.3	0.2	1.3	1.3	2.8	0.7

Intersection												
Int Delay, s/veh	7.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	59	74	17	28	69	52	29	37	36	57	89	69
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	77	18	29	72	54	30	39	38	59	93	72

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	78	0	0	378	331	79	369	331	72
Stage 1	-	-	-	-	-	-	201	201	-	130	130	-
Stage 2	-	-	-	-	-	-	177	130	-	239	201	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1520	-	-	580	588	981	588	588	990
Stage 1	-	-	-	-	-	-	801	735	-	874	789	-
Stage 2	-	-	-	-	-	-	825	789	-	764	735	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1519	-	-	446	551	979	510	551	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	551	-	510	551	-
Stage 1	-	-	-	-	-	-	767	704	-	837	772	-
Stage 2	-	-	-	-	-	-	659	772	-	665	704	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	1.4	11.6	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	446	702	1528	-	-	1519	-	-	534	990
HCM Lane V/C Ratio	0.068	0.108	0.04	-	-	0.019	-	-	0.285	0.073
HCM Control Delay (s)	13.7	10.8	7.5	0	-	7.4	0	-	14.4	8.9
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.4	0.1	-	-	0.1	-	-	1.2	0.2

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA  
 11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	214	1159	99	121	1154	204	105	299	55	249	338	156
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	230	1246	80	130	1241	154	113	322	30	268	363	86
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	369	2069	292	364	2056	308	291	696	159	333	750	263
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	3489	5441	768	3524	5441	816	3489	3558	811	3524	3627	839
Grp Volume(v), veh/h	230	1246	80	130	1241	154	113	322	30	268	363	86
Grp Sat Flow(s),veh/h/ln	1744	1814	768	1762	1814	816	1744	1779	811	1762	1814	839
Q Serve(g_s), s	6.6	19.1	7.5	3.6	19.1	15.0	3.2	8.3	3.2	7.7	9.2	8.2
Cycle Q Clear(g_c), s	6.6	19.1	7.5	3.6	19.1	15.0	3.2	8.3	3.2	7.7	9.2	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	2069	292	364	2056	308	291	696	159	333	750	263
V/C Ratio(X)	0.62	0.60	0.27	0.36	0.60	0.50	0.39	0.46	0.19	0.80	0.48	0.33
Avail Cap(c_a), veh/h	437	2069	292	373	2056	308	302	1678	383	407	1816	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	25.9	22.3	43.4	26.0	24.8	45.1	37.0	34.9	46.1	36.3	27.3
Incr Delay (d2), s/veh	1.0	1.3	2.3	0.2	1.3	5.7	0.3	0.2	0.2	7.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.2	9.8	1.8	1.7	9.8	3.9	1.6	4.1	0.7	4.1	4.6	1.9
LnGrp Delay(d),s/veh	45.5	27.2	24.6	43.6	27.4	30.5	45.4	37.1	35.1	53.7	36.5	27.6
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1556			1525			465			717	
Approach Delay, s/veh		29.8			29.1			39.0			41.9	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.7	28.0	16.0	46.3	14.8	26.8				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	21.1	5.2	11.2	8.6	21.1	9.7	10.3				
Green Ext Time (p_c), s	0.1	17.7	0.0	3.5	0.1	15.8	0.1	3.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	35	63	58	44	41	51	348	61	51	492	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	77	38	43	64	48	19	56	382	48	56	541	47
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	69	78	157	227	103	146	1028	123	146	1096	94
Arrive On Green	0.10	0.13	0.13	0.09	0.12	0.12	0.08	0.36	0.36	0.08	0.36	0.36
Sat Flow, veh/h	1727	519	587	1727	1814	820	1727	2859	343	1727	3046	260
Grp Volume(v), veh/h	77	0	81	64	48	19	56	236	194	56	318	270
Grp Sat Flow(s),veh/h/ln	1727	0	1106	1727	1814	820	1727	1814	1388	1727	1814	1493
Q Serve(g_s), s	3.0	0.0	4.9	2.5	1.7	1.5	2.2	6.8	7.4	2.2	9.7	10.0
Cycle Q Clear(g_c), s	3.0	0.0	4.9	2.5	1.7	1.5	2.2	6.8	7.4	2.2	9.7	10.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.25	1.00		0.17
Lane Grp Cap(c), veh/h	171	0	147	157	227	103	146	652	499	146	652	537
V/C Ratio(X)	0.45	0.00	0.55	0.41	0.21	0.19	0.38	0.36	0.39	0.38	0.49	0.50
Avail Cap(c_a), veh/h	219	0	452	219	742	336	219	652	499	219	652	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	28.7	30.4	27.9	27.8	30.7	16.7	16.9	30.7	17.6	17.7
Incr Delay (d2), s/veh	0.7	0.0	1.2	0.6	0.2	0.3	0.6	1.6	2.3	0.6	2.6	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	1.5	1.2	0.9	0.3	1.1	3.7	3.1	1.1	5.2	4.6	
LnGrp Delay(d),s/veh	30.8	0.0	29.9	31.1	28.1	28.1	31.3	18.3	19.2	31.3	20.2	21.1
LnGrp LOS	C		C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		158			131			486			644	
Approach Delay, s/veh		30.4			29.5			20.1			21.5	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	32.5	11.4	15.9	11.0	32.5	12.0	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	25.5	9.0	29.0	9.0	25.5	9.0	29.0					
Max Q Clear Time (g_c+1), s	9.4	4.5	6.9	4.2	12.0	5.0	3.7					
Green Ext Time (p_c), s	0.0	9.1	0.0	0.6	0.0	8.0	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1133	57	42	1138	35	62	12	44	51	19	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1180	53	44	1185	0	65	12	21	53	20	24
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2790	125	151	3115	482	208	46	81	222	62	74
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	4943	221	1762	5495	850	1357	372	650	1398	497	597
Grp Volume(v), veh/h	42	865	368	44	1185	0	65	0	33	53	0	44
Grp Sat Flow(s),veh/h/ln	1711	1814	1537	1762	1832	850	1357	0	1022	1398	0	1094
Q Serve(g_s), s	1.8	10.9	10.9	1.9	9.5	0.0	3.7	0.0	2.3	2.8	0.0	2.9
Cycle Q Clear(g_c), s	1.8	10.9	10.9	1.9	9.5	0.0	6.6	0.0	2.3	5.2	0.0	2.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.64	1.00		0.55
Lane Grp Cap(c), veh/h	143	2048	868	151	3115	482	208	0	127	222	0	135
V/C Ratio(X)	0.29	0.42	0.42	0.29	0.38	0.00	0.31	0.00	0.26	0.24	0.00	0.32
Avail Cap(c_a), veh/h	279	2048	868	287	3115	482	619	0	436	646	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	9.9	9.9	34.2	9.5	0.0	34.9	0.0	31.6	34.0	0.0	31.9
Incr Delay (d2), s/veh	0.4	0.6	1.5	0.4	0.4	0.0	0.3	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.9	5.6	5.0	0.9	4.8	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.7	10.6	11.5	34.5	9.9	0.0	35.2	0.0	32.0	34.2	0.0	32.4
LnGrp LOS	C	B	B	C	A		D		C	C		C
Approach Vol, veh/h		1275			1229			98			97	
Approach Delay, s/veh		11.6			10.8			34.1			33.4	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	52.0		15.9	11.7	52.2		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	12.9		7.2	3.8	11.5		8.6				
Green Ext Time (p_c), s	0.0	28.7		0.6	0.0	29.9		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.8								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Volume (veh/h)	108	28	121	117	13	189	43	1008	11	173	992	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	111	29	97	121	13	59	44	1039	9	178	1023	85
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	44	106	340	33	270	131	2020	17	208	1944	160
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.08	0.38	0.38	0.12	0.42	0.42
Sat Flow, veh/h	331	134	322	834	101	822	1727	5339	46	1727	4599	378
Grp Volume(v), veh/h	237	0	0	134	0	59	44	705	343	178	804	304
Grp Sat Flow(s),veh/h/ln	786	0	0	935	0	822	1727	1814	1757	1727	1814	1349
Q Serve(g_s), s	19.6	0.0	0.0	0.0	0.0	5.4	2.5	15.6	15.7	10.5	17.1	17.4
Cycle Q Clear(g_c), s	31.6	0.0	0.0	12.0	0.0	5.4	2.5	15.6	15.7	10.5	17.1	17.4
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.28
Lane Grp Cap(c), veh/h	309	0	0	373	0	270	131	1373	665	208	1534	570
V/C Ratio(X)	0.77	0.00	0.00	0.36	0.00	0.22	0.33	0.51	0.52	0.86	0.52	0.53
Avail Cap(c_a), veh/h	328	0	0	396	0	284	199	1373	665	365	1534	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	27.4	0.0	25.3	45.6	25.0	25.0	44.9	22.3	22.4
Incr Delay (d2), s/veh	8.7	0.0	0.0	0.2	0.0	0.1	0.6	1.4	2.8	3.9	1.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	3.0	0.0	1.2	1.2	8.1	8.1	5.3	8.8	7.1
LnGrp Delay(d),s/veh	46.3	0.0	0.0	27.6	0.0	25.5	46.1	26.3	27.8	48.8	23.6	25.9
LnGrp LOS	D			C		C	D	C	C	D	C	C
Approach Vol, veh/h		237			193			1092			1286	
Approach Delay, s/veh		46.3			27.0			27.6			27.6	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	46.4		40.2	12.9	51.0		40.2				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+12.5), s	17.7	17.7		33.6	4.5	19.4		14.0				
Green Ext Time (p_c), s	0.1	14.8		0.6	0.0	21.4		2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.1								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗
Volume (veh/h)	161	711	267	210	726	364	594	675	106	502	651	77
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	163	718	153	212	733	272	600	682	0	507	658	34
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	284	2092	843	290	2093	399	685	1409	218	514	1230	188
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.13	0.26	0.00	0.10	0.22	0.22
Sat Flow, veh/h	3421	5495	1642	3489	5495	831	5233	5495	850	5233	5495	842
Grp Volume(v), veh/h	163	718	153	212	733	272	600	682	0	507	658	34
Grp Sat Flow(s),veh/h/ln	1711	1832	821	1744	1832	831	1744	1832	850	1744	1832	842
Q Serve(g_s), s	6.1	12.3	6.6	7.8	12.6	33.5	14.9	13.9	0.0	12.8	14.0	4.3
Cycle Q Clear(g_c), s	6.1	12.3	6.6	7.8	12.6	33.5	14.9	13.9	0.0	12.8	14.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	2092	843	290	2093	399	685	1409	218	514	1230	188
V/C Ratio(X)	0.57	0.34	0.18	0.73	0.35	0.68	0.88	0.48	0.00	0.99	0.54	0.18
Avail Cap(c_a), veh/h	285	2092	843	369	2202	416	831	1828	283	514	1496	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	29.2	17.4	59.2	29.2	26.7	56.4	41.7	0.0	59.5	45.3	41.5
Incr Delay (d2), s/veh	1.8	0.2	0.2	3.5	0.2	5.8	7.9	0.6	0.0	35.7	0.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.3	1.5	3.9	6.4	8.3	7.7	7.1	0.0	7.9	7.2	1.1	
LnGrp Delay(d),s/veh	60.2	29.4	17.6	62.7	29.5	32.5	64.4	42.3	0.0	95.3	46.0	42.5
LnGrp LOS	E	C	B	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1034			1217			1282			1199	
Approach Delay, s/veh		32.5			35.9			52.6			66.7	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	57.3	22.3	36.6	16.0	57.4	18.0	40.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+I), s	19.8	14.3	16.9	16.0	8.1	35.5	14.8	15.9				
Green Ext Time (p_c), s	0.1	27.3	0.4	13.6	0.0	14.7	0.0	17.2				

Intersection Summary												
HCM 2010 Ctrl Delay											47.5	
HCM 2010 LOS											D	

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	19	1	4	62	6	55	11	1414	74	131	1077	26
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	2	65	6	35	12	1488	75	138	1134	27
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	29	58	298	18	105	566	2781	426	170	1434	220
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.66	1.00	1.00	0.10	0.26	0.26
Sat Flow, veh/h	1727	339	678	3455	132	772	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	20	0	3	65	0	41	12	1488	75	138	1134	27
Grp Sat Flow(s),veh/h/ln	1727	0	1016	1727	0	905	1727	1814	833	1727	1814	833
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	4.5	0.3	0.0	0.0	8.6	21.3	2.7
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	4.5	0.3	0.0	0.0	8.6	21.3	2.7
Prop In Lane	1.00		0.67	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	0	87	298	0	123	566	2781	426	170	1434	220
V/C Ratio(X)	0.25	0.00	0.03	0.22	0.00	0.33	0.02	0.53	0.18	0.81	0.79	0.12
Avail Cap(c_a), veh/h	173	0	333	345	0	296	566	2781	426	173	1434	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.7	0.0	46.1	46.8	0.0	43.1	12.8	0.0	0.0	48.6	37.7	30.8
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.1	0.0	0.6	0.0	0.7	0.9	20.8	4.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	1.1	0.1	0.2	0.1	5.1	11.3	0.7
LnGrp Delay(d),s/veh	51.3	0.0	46.2	46.9	0.0	43.6	12.8	0.7	0.9	69.3	41.8	31.9
LnGrp LOS	D		D	D		D	B	A	A	E	D	C
Approach Vol, veh/h		23			106			1575			1299	
Approach Delay, s/veh		50.6			45.7			0.8			44.5	
Approach LOS		D			D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	63.2	10.0	20.9	43.1	36.0	15.5	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	*7	6.0	*6				
Max Green Setting (Gmax), s	10.0	29.0	11.0	36.0	11.0	*29	11.0	*36				
Max Q Clear Time (g_c+10), s	10.0	2.0	3.2	6.5	2.3	23.3	3.9	2.3				
Green Ext Time (p_c), s	0.0	19.5	0.0	0.3	7.5	4.4	0.1	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



**Intersection**

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	29	1365	57	43	1100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	1422	59	45	1146

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1970	711	0 0 1422 0
Stage 1	1422	-	- - - -
Stage 2	548	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*304	*604	- - *760 -
Stage 1	*620	-	- - - -
Stage 2	*693	-	- - - -
Platoon blocked, %	1	1	- - 1 -
Mov Cap-1 Maneuver	*286	*604	- - *760 -
Mov Cap-2 Maneuver	*286	-	- - - -
Stage 1	*620	-	- - - -
Stage 2	*652	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 604	* 760	-
HCM Lane V/C Ratio	-	- 0.05	0.059	-
HCM Control Delay (s)	-	- 11.3	10	-
HCM Lane LOS	-	- B	B	-
HCM 95th %tile Q(veh)	-	- 0.2	0.2	-





















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA






















11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	16	6	111	17	83	20	1328	142	40	1041	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	12	17	2	116	18	29	21	1383	145	42	1084	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	58	46	147	23	81	74	2413	253	114	2974	52
Arrive On Green	0.06	0.06	0.06	0.10	0.10	0.10	0.04	0.54	0.54	0.13	1.00	1.00
Sat Flow, veh/h	735	1042	833	1505	234	833	1727	4431	464	1727	5242	92
Grp Volume(v), veh/h	29	0	2	134	0	29	21	1132	396	42	749	354
Grp Sat Flow(s),veh/h/ln	1777	0	833	1738	0	833	1727	1814	1268	1727	1814	1706
Q Serve(g_s), s	1.7	0.0	0.2	8.3	0.0	3.6	1.3	22.7	22.7	2.4	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.2	8.3	0.0	3.6	1.3	22.7	22.7	2.4	0.0	0.0
Prop In Lane	0.41		1.00	0.87		1.00	1.00		0.37	1.00		0.05
Lane Grp Cap(c), veh/h	99	0	46	170	0	81	74	1976	690	114	2058	968
V/C Ratio(X)	0.29	0.00	0.04	0.79	0.00	0.36	0.28	0.57	0.57	0.37	0.36	0.37
Avail Cap(c_a), veh/h	162	0	76	506	0	242	157	1976	690	157	2058	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	0.0	49.2	48.5	0.0	46.4	51.0	16.6	16.6	45.7	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	1.4	3.1	0.0	1.0	0.8	1.2	3.4	0.7	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.0	0.0	0.1	4.1	0.0	0.8	0.6	11.7	8.6	1.2	0.1	0.3
LnGrp Delay(d),s/veh	55.7	0.0	50.5	51.6	0.0	47.4	51.7	17.8	20.0	46.4	0.5	1.1
LnGrp LOS	E		D	D		D	D	B	C	D	A	A
Approach Vol, veh/h		31			163			1549			1145	
Approach Delay, s/veh		55.4			50.9			18.8			2.4	
Approach LOS		E			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	66.9		13.1	9.7	69.4		17.7				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.4	24.7		3.7	3.3	2.0		10.3				
Green Ext Time (p_c), s	0.0	7.1		0.1	0.0	28.0		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	46	6	111	47	83	142	1328	142	40	1041	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	172	48	2	116	49	29	148	1383	145	42	1084	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	35	76	142	60	96	157	2178	228	114	1873	305
Arrive On Green	0.09	0.09	0.09	0.12	0.12	0.12	0.09	0.49	0.49	0.13	0.93	0.93
Sat Flow, veh/h	1365	381	833	1232	520	833	1727	4431	464	1727	4016	655
Grp Volume(v), veh/h	220	0	2	165	0	29	148	1132	396	42	978	284
Grp Sat Flow(s),veh/h/ln	1745	0	833	1752	0	833	1727	1814	1268	1727	1814	1043
Q Serve(g_s), s	10.0	0.0	0.2	10.1	0.0	3.5	9.4	25.4	25.4	2.4	4.3	4.4
Cycle Q Clear(g_c), s	10.0	0.0	0.2	10.1	0.0	3.5	9.4	25.4	25.4	2.4	4.3	4.4
Prop In Lane	0.78		1.00	0.70		1.00	1.00		0.37	1.00		0.63
Lane Grp Cap(c), veh/h	159	0	76	202	0	96	157	1783	623	114	1692	487
V/C Ratio(X)	1.39	0.00	0.03	0.82	0.00	0.30	0.94	0.63	0.64	0.37	0.58	0.58
Avail Cap(c_a), veh/h	159	0	76	510	0	242	157	1783	623	157	1692	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	45.6	47.5	0.0	44.6	49.7	20.7	20.7	45.7	2.1	2.1
Incr Delay (d2), s/veh	207.9	0.0	0.5	3.1	0.0	0.6	54.2	1.7	4.9	0.7	1.4	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	14.0	0.0	0.1	5.1	0.0	0.8	6.8	13.0	9.6	1.2	2.0	1.6
LnGrp Delay(d),s/veh	257.9	0.0	46.1	50.6	0.0	45.2	104.0	22.4	25.6	46.4	3.6	7.2
LnGrp LOS	F		D	D		D	F	C	C	D	A	A
Approach Vol, veh/h		222			194			1676			1304	
Approach Delay, s/veh		256.0			49.8			30.3			5.7	
Approach LOS		F			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	61.1		17.0	15.0	58.3		19.7				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.4	27.4		12.0	11.4	6.4		12.1				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	24.6		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			36.8									
HCM 2010 LOS			D									

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1299	1	73	1176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1353	1	76	1225

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1995	677	0 0 1353 0
Stage 1	1353	-	- - - -
Stage 2	642	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*227	339	- - 263 -
Stage 1	*146	-	- - - -
Stage 2	*669	-	- - - -
Platoon blocked, %	1	-	- - - -
Mov Cap-1 Maneuver	*161	339	- - 263 -
Mov Cap-2 Maneuver	*161	-	- - - -
Stage 1	*146	-	- - - -
Stage 2	*476	-	- - - -



















Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 339	263	-
HCM Lane V/C Ratio	-	- 0.055	0.289	-
HCM Control Delay (s)	-	- 16.2	24.2	-
HCM Lane LOS	-	- C	C	-
HCM 95th %tile Q(veh)	-	- 0.2	1.2	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	1283	43	73	1186	83	84	29	108	166	25	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	127	1336	44	76	1235	77	88	30	29	173	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	171	1819	60	441	2540	158	331	115	112	289	201	69
Arrive On Green	0.10	0.35	0.35	0.25	0.53	0.53	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1744	5129	169	1762	4835	301	1246	541	523	1048	942	326
Grp Volume(v), veh/h	127	954	426	76	936	376	88	0	59	173	0	35
Grp Sat Flow(s),veh/h/ln	1744	1832	1634	1762	1833	1470	1246	0	1065	1048	0	1267
Q Serve(g_s), s	7.8	25.0	25.0	3.7	17.9	18.0	6.0	0.0	5.1	13.6	0.0	2.5
Cycle Q Clear(g_c), s	7.8	25.0	25.0	3.7	17.9	18.0	8.5	0.0	5.1	18.7	0.0	2.5
Prop In Lane	1.00		0.10	1.00		0.20	1.00		0.49	1.00		0.26
Lane Grp Cap(c), veh/h	171	1299	579	441	1925	772	331	0	227	289	0	270
V/C Ratio(X)	0.74	0.73	0.73	0.17	0.49	0.49	0.27	0.00	0.26	0.60	0.00	0.13
Avail Cap(c_a), veh/h	238	1299	579	441	1925	772	566	0	406	514	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	31.0	31.0	32.3	16.6	16.7	38.4	0.0	36.0	43.8	0.0	35.0
Incr Delay (d2), s/veh	3.4	3.0	6.6	0.1	0.7	1.8	0.2	0.0	0.2	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.9	13.1	12.3	1.8	9.2	7.6	2.3	0.0	1.5	5.1	0.0	0.9
LnGrp Delay(d),s/veh	51.7	34.0	37.5	32.4	17.4	18.5	38.6	0.0	36.3	44.6	0.0	35.1
LnGrp LOS	D	C	D	C	B	B	D		D	D		D
Approach Vol, veh/h		1507			1388			147			208	
Approach Delay, s/veh		36.5			18.5			37.7			43.0	
Approach LOS		D			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	64.8		29.5	34.5	46.0		29.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	11.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	9.8	20.0		10.5	5.7	27.0		20.7				
Green Ext Time (p_c), s	0.0	10.8		1.7	0.2	9.2		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	74	1313	174	251	1115	129	174	76	194	61	56	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1840	1850	1850	1850	1850
Adj Flow Rate, veh/h	76	1340	172	256	1138	122	178	78	184	62	57	56
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	149	1742	269	235	1633	174	174	86	202	128	152	149
Arrive On Green	0.08	0.32	0.32	0.13	0.37	0.37	0.10	0.29	0.29	0.07	0.26	0.26
Sat Flow, veh/h	1762	5495	850	1762	4463	476	1744	300	707	1762	589	579
Grp Volume(v), veh/h	76	1340	172	256	934	326	178	0	262	62	0	113
Grp Sat Flow(s),veh/h/ln	1762	1832	850	1762	1834	1272	1744	0	1007	1762	0	1168
Q Serve(g_s), s	5.0	26.4	20.8	16.0	26.0	26.2	12.0	0.0	30.2	4.1	0.0	9.5
Cycle Q Clear(g_c), s	5.0	26.4	20.8	16.0	26.0	26.2	12.0	0.0	30.2	4.1	0.0	9.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.70	1.00		0.50
Lane Grp Cap(c), veh/h	149	1742	269	235	1342	466	174	0	287	128	0	301
V/C Ratio(X)	0.51	0.77	0.64	1.09	0.70	0.70	1.02	0.00	0.91	0.48	0.00	0.38
Avail Cap(c_a), veh/h	162	1742	269	235	1342	466	174	0	361	147	0	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	37.0	35.1	52.0	32.4	32.4	54.0	0.0	41.4	53.5	0.0	36.6
Incr Delay (d2), s/veh	0.9	3.0	10.1	79.7	2.5	7.1	73.6	0.0	21.0	1.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	13.9	5.6	13.0	13.6	10.1	9.3	0.0	10.0	2.0	0.0	0.0	3.1
LnGrp Delay(d),s/veh	53.5	40.1	45.2	131.7	34.9	39.6	127.8	0.0	62.5	54.5	0.0	36.9
LnGrp LOS	D	D	D	F	C	D	F		E	D		D
Approach Vol, veh/h		1588			1516			440			175	
Approach Delay, s/veh		41.2			52.2			88.9			43.1	
Approach LOS		D			D			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	45.0	17.0	37.0	15.1	50.9	13.7	40.2				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	28.0	12.0	41.0	11.0	33.0	10.0	43.0				
Max Q Clear Time (g_c+119), s	10.0	28.4	14.0	11.5	7.0	28.2	6.1	32.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	4.7	0.0	1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				51.4								
HCM 2010 LOS				D								

Intersection																
Intersection Delay, s/veh16.6																
Intersection LOS C																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	154	5	71	0	71	5	155	0	52	135	53	0	168	146	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	5	77	0	77	5	168	0	57	147	58	0	183	159	182
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	15.8	14.9	14.1	19
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	67%	31%	54%	0%
Vol Thru, %	72%	0%	2%	2%	46%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	53	230	231	314	167
LT Vol	52	0	154	71	168	0
Through Vol	135	0	5	5	146	0
RT Vol	0	53	71	155	0	167
Lane Flow Rate	203	58	250	251	341	182
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.416	0.104	0.471	0.454	0.669	0.306
Departure Headway (Hd)	7.365	6.502	6.782	6.515	7.061	6.071
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	550	530	552	512	590
Service Time	5.125	4.262	4.839	4.572	4.814	3.823
HCM Lane V/C Ratio	0.416	0.105	0.472	0.455	0.666	0.308
HCM Control Delay	15.3	10	15.8	14.9	23	11.5
HCM Lane LOS	C	A	C	B	C	B
HCM 95th-tile Q	2	0.3	2.5	2.3	4.9	1.3

Intersection												
Int Delay, s/veh	8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	68	98	10	30	64	53	19	47	20	67	85	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	111	11	34	73	60	22	53	23	76	97	77

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	111	0	0	455	407	111	445	407	73
Stage 1	-	-	-	-	-	-	266	266	-	141	141	-
Stage 2	-	-	-	-	-	-	189	141	-	304	266	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1479	-	-	515	533	942	523	533	989
Stage 1	-	-	-	-	-	-	739	689	-	862	780	-
Stage 2	-	-	-	-	-	-	813	780	-	705	689	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	1479	-	-	380	492	942	441	492	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	380	492	-	441	492	-
Stage 1	-	-	-	-	-	-	699	652	-	815	761	-
Stage 2	-	-	-	-	-	-	638	761	-	598	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	1.5	12.8	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	380	574	1527	-	-	1479	-	-	468	989
HCM Lane V/C Ratio	0.057	0.133	0.051	-	-	0.023	-	-	0.369	0.078
HCM Control Delay (s)	15	12.2	7.5	0	-	7.5	0	-	17.1	8.9
HCM Lane LOS	C	B	A	A	-	A	A	-	C	A
HCM 95th %tile Q(veh)	0.2	0.5	0.2	-	-	0.1	-	-	1.7	0.3



HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	237	1239	76	143	1223	205	109	201	69	270	247	164
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	242	1264	60	146	1248	157	111	205	34	276	252	72
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	404	2266	349	392	2254	339	311	481	111	347	521	214
Arrive On Green	0.11	0.41	0.41	0.11	0.41	0.41	0.09	0.13	0.13	0.10	0.14	0.14
Sat Flow, veh/h	3524	5495	846	3489	5495	826	3489	3663	844	3524	3700	838
Grp Volume(v), veh/h	242	1264	60	146	1248	157	111	205	34	276	252	72
Grp Sat Flow(s),veh/h/ln	1762	1832	846	1744	1832	826	1744	1832	844	1762	1850	838
Q Serve(g_s), s	6.3	16.8	4.3	3.7	16.6	13.3	2.9	4.9	3.5	7.3	6.0	6.7
Cycle Q Clear(g_c), s	6.3	16.8	4.3	3.7	16.6	13.3	2.9	4.9	3.5	7.3	6.0	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	2266	349	392	2254	339	311	481	111	347	521	214
V/C Ratio(X)	0.60	0.56	0.17	0.37	0.55	0.46	0.36	0.43	0.31	0.80	0.48	0.34
Avail Cap(c_a), veh/h	478	2266	349	401	2254	339	328	1874	432	441	2009	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	21.5	17.8	39.4	21.6	20.6	41.0	38.3	37.7	42.2	37.9	29.1
Incr Delay (d2), s/veh	0.6	1.0	1.1	0.2	1.0	4.5	0.3	0.2	0.6	5.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.1	8.6	1.1	1.8	8.5	3.5	1.4	2.5	0.8	3.8	3.1	1.6
LnGrp Delay(d),s/veh	40.9	22.5	18.9	39.6	22.5	25.1	41.3	38.5	38.2	48.1	38.2	29.4
LnGrp LOS	D	C	B	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1566			1551			350			600	
Approach Delay, s/veh		25.2			24.4			39.4			41.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.5	20.0	16.0	46.3	14.4	19.1				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.7	18.8	4.9	8.7	8.3	18.6	9.3	6.9				
Green Ext Time (p_c), s	0.1	19.8	0.0	2.3	0.1	18.2	0.1	2.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	79	54	74	56	47	48	71	252	67	54	332	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	91	62	71	64	54	40	82	290	62	62	382	63
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	78	89	153	283	130	170	866	168	151	889	139
Arrive On Green	0.10	0.15	0.15	0.09	0.16	0.16	0.10	0.34	0.34	0.09	0.33	0.33
Sat Flow, veh/h	1727	519	595	1727	1814	833	1727	2551	495	1727	2708	422
Grp Volume(v), veh/h	91	0	133	64	54	40	82	198	154	62	249	196
Grp Sat Flow(s),veh/h/ln	1727	0	1114	1727	1814	833	1727	1814	1232	1727	1814	1317
Q Serve(g_s), s	3.7	0.0	8.6	2.6	1.9	3.2	3.4	6.0	7.1	2.5	8.0	8.8
Cycle Q Clear(g_c), s	3.7	0.0	8.6	2.6	1.9	3.2	3.4	6.0	7.1	2.5	8.0	8.8
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.40	1.00		0.32
Lane Grp Cap(c), veh/h	177	0	167	153	283	130	170	616	418	151	595	432
V/C Ratio(X)	0.51	0.00	0.80	0.42	0.19	0.31	0.48	0.32	0.37	0.41	0.42	0.45
Avail Cap(c_a), veh/h	208	0	433	208	705	324	208	616	418	208	595	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	30.6	32.2	27.4	27.9	31.8	18.3	18.6	32.3	19.5	19.8
Incr Delay (d2), s/veh	0.9	0.0	3.3	0.7	0.1	0.5	0.8	1.4	2.5	0.7	2.2	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	2.8	1.3	1.0	0.8	1.6	3.3	2.7	1.2	4.4	3.6
LnGrp Delay(d),s/veh	32.6	0.0	33.9	32.9	27.5	28.4	32.6	19.6	21.1	32.9	21.7	23.2
LnGrp LOS	C		C	C	C	C	C	B	C	C	C	C
Approach Vol, veh/h		224			158			434			507	
Approach Delay, s/veh		33.4			29.9			22.6			23.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	32.3	13.1	17.7	12.4	31.5	12.6	18.2				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	24.5	9.0	* 29	9.0	24.5	9.0	29.0					
Max Q Clear Time (g_c+14), s	9.1	4.6	10.6	5.4	10.8	5.7	5.2					
Green Ext Time (p_c), s	0.0	7.2	0.1	0.6	0.0	6.7	0.0	0.4				

Intersection Summary

HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**APPENDIX 6.2:**  
**EXISTING PLUS PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS**  
**WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing plus Project Conditions - PM Peak Hour**

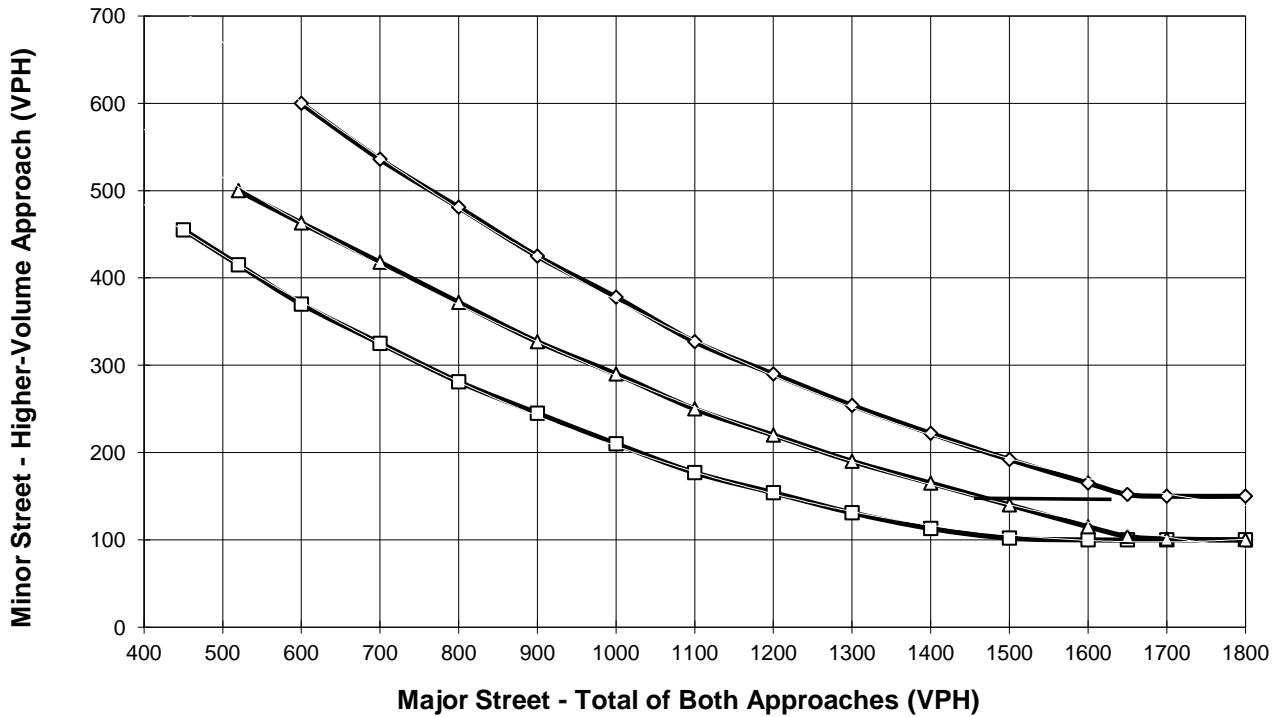
Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **299**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **215**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- \*— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

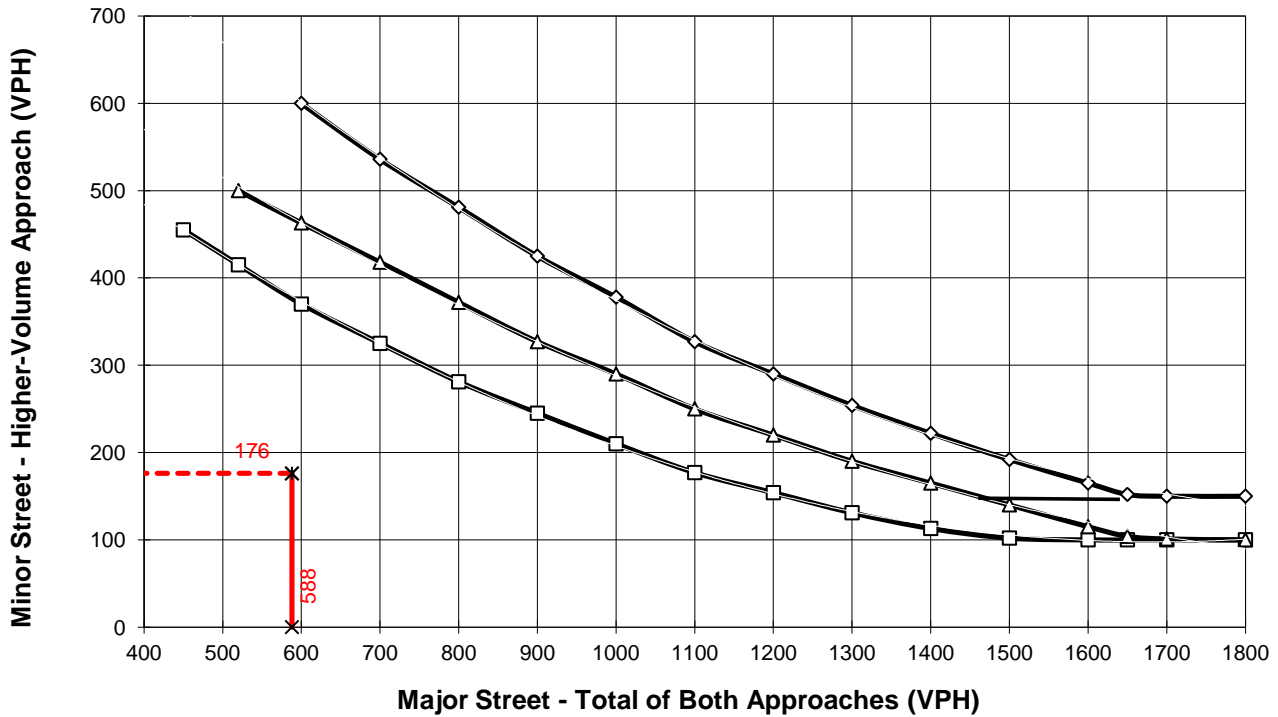
### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing Plus Project Conditions - Weekday PM Peak Hour**

Major Street Name = **La Quinta Center Drive**      Total of Both Approaches (VPH) = **588**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway**      High Volume Approach (VPH) = **176**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x- Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane



**APPENDIX 6.3:**

**OPENING YEAR CUMULATIVE (2015) WITHOUT PROJECT CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**






















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HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	703	29	26	1409	41	28	6	17	20	2	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	29	773	31	29	1548	0	31	7	7	22	2	87
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	109	2917	115	105	3203	468	138	79	79	280	3	121
Arrive On Green	0.06	0.59	0.59	0.06	0.59	0.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1762	4908	193	1694	5388	787	1278	503	503	1422	18	774
Grp Volume(v), veh/h	29	555	249	29	1548	0	31	0	14	22	0	89
Grp Sat Flow(s),veh/h/ln	1762	1776	1549	1694	1796	787	1278	0	1006	1422	0	792
Q Serve(g_s), s	1.5	7.2	7.4	1.6	15.7	0.0	2.3	0.0	1.1	1.3	0.0	10.2
Cycle Q Clear(g_c), s	1.5	7.2	7.4	1.6	15.7	0.0	12.5	0.0	1.1	2.4	0.0	10.2
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	109	2111	921	105	3203	468	138	0	157	280	0	124
V/C Ratio(X)	0.27	0.26	0.27	0.28	0.48	0.00	0.22	0.00	0.09	0.08	0.00	0.72
Avail Cap(c_a), veh/h	239	2111	921	230	3203	468	365	0	336	533	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	9.4	9.4	42.9	11.1	0.0	44.4	0.0	34.6	35.7	0.0	38.5
Incr Delay (d2), s/veh	0.5	0.3	0.7	0.5	0.5	0.0	0.3	0.0	0.1	0.0	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	3.6	3.4	0.7	7.9	0.0	0.8	0.0	0.3	0.5	0.0	2.4
LnGrp Delay(d),s/veh	43.4	9.7	10.1	43.5	11.6	0.0	44.7	0.0	34.7	35.7	0.0	41.4
LnGrp LOS	D	A	B	D	B		D		C	D		D
Approach Vol, veh/h		833			1577			45			111	
Approach Delay, s/veh		11.0			12.2			41.6			40.3	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	64.0		21.0	10.9	64.0		21.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.6	9.4		12.2	3.5	17.7		14.5				
Green Ext Time (p_c), s	0.0	40.3		0.8	0.0	34.1		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕↕		↕	↕↕↕	
Volume (veh/h)	40	7	81	14	8	141	5	1342	15	81	1001	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	63	15	9	70	5	1459	16	88	1088	139
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	24	80	163	84	117	25	3020	33	178	2790	354
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.57	0.57	0.10	0.66	0.66
Sat Flow, veh/h	290	166	563	718	589	819	1727	5311	58	1727	4245	538
Grp Volume(v), veh/h	114	0	0	24	0	70	5	996	479	88	929	298
Grp Sat Flow(s),veh/h/ln	0	0	1307	0	819	1727	1814	1742	1727	1814	1155	
Q Serve(g_s), s	7.2	0.0	0.0	0.0	0.0	7.8	0.3	15.8	15.8	4.7	11.4	11.5
Cycle Q Clear(g_c), s	10.4	0.0	0.0	1.1	0.0	7.8	0.3	15.8	15.8	4.7	11.4	11.5
Prop In Lane	0.38		0.55	0.62		1.00	1.00		0.03	1.00		0.47
Lane Grp Cap(c), veh/h	196	0	0	246	0	117	25	2062	991	178	2384	759
V/C Ratio(X)	0.58	0.00	0.00	0.10	0.00	0.60	0.20	0.48	0.48	0.49	0.39	0.39
Avail Cap(c_a), veh/h	374	0	0	509	0	262	196	2062	991	286	2384	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	0.0	36.1	0.0	38.9	47.1	12.4	12.4	41.0	7.6	7.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	1.8	1.5	0.8	1.7	0.8	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	0.6	0.0	1.8	0.1	8.1	8.0	2.3	5.8	4.0
LnGrp Delay(d),s/veh	41.0	0.0	0.0	36.1	0.0	40.7	48.6	13.2	14.1	41.8	8.1	9.2
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		114			94			1480			1315	
Approach Delay, s/veh		41.0			39.6			13.6			10.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	62.0		19.8	6.4	70.6		19.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	10.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+10), s	10.0	17.8		12.4	2.3	13.5		9.8				
Green Ext Time (p_c), s	0.0	34.5		1.1	0.0	42.4		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	378	202	66	712	243	761	987	65	254	775	67
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	77	411	124	72	774	192	827	1073	0	276	842	50
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	263	1810	859	267	1805	338	919	1747	270	428	1194	171
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.34	0.18	0.32	0.00	0.08	0.23	0.23
Sat Flow, veh/h	3356	5337	1661	3455	5337	798	5233	5495	850	5132	5286	759
Grp Volume(v), veh/h	77	411	124	72	774	192	827	1073	0	276	842	50
Grp Sat Flow(s),veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Q Serve(g_s), s	2.9	7.3	5.2	2.6	14.8	24.2	20.4	21.8	0.0	6.9	19.4	7.2
Cycle Q Clear(g_c), s	2.9	7.3	5.2	2.6	14.8	24.2	20.4	21.8	0.0	6.9	19.4	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	1810	859	267	1805	338	919	1747	270	428	1194	171
V/C Ratio(X)	0.29	0.23	0.14	0.27	0.43	0.57	0.90	0.61	0.00	0.65	0.71	0.29
Avail Cap(c_a), veh/h	280	2144	963	288	2144	388	1111	1916	296	428	1194	171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	31.2	16.8	57.3	33.8	29.1	53.3	38.1	0.0	58.6	47.0	42.3
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2	0.3	3.2	8.0	0.9	0.0	2.6	2.4	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.6	1.2	1.2	7.3	5.6	10.6	11.2	0.0	3.3	9.7	1.6	
LnGrp Delay(d),s/veh	57.6	31.3	16.9	57.5	34.1	32.3	61.2	39.0	0.0	61.2	49.4	44.3
LnGrp LOS	E	C	B	E	C	C	E	D		E	D	D
Approach Vol, veh/h		612			1038			1900			1168	
Approach Delay, s/veh		31.7			35.4			48.7			52.0	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	51.8	28.2	36.8	15.3	51.6	16.0	49.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	53.0	28.0	29.0	11.0	53.0	11.0	46.0					
Max Q Clear Time (g_c+1), s	9.3	22.4	21.4	4.9	26.2	8.9	23.8					
Green Ext Time (p_c), s	0.0	25.4	0.7	7.1	0.0	18.5	0.1	18.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	25	3	2	20	0	14	2	1910	45	23	1075	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	27	3	0	22	0	7	2	2099	49	25	1181	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	136	0	165	0	49	594	3448	517	90	1768	270
Arrive On Green	0.05	0.08	0.00	0.05	0.00	0.06	0.34	0.63	0.63	0.05	0.32	0.32
Sat Flow, veh/h	1727	1814	0	3455	0	813	1727	5441	816	1727	5441	832
Grp Volume(v), veh/h	27	3	0	22	0	7	2	2099	49	25	1181	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	813	1727	1814	816	1727	1814	832
Q Serve(g_s), s	1.8	0.2	0.0	0.7	0.0	1.0	0.1	27.6	1.6	1.7	22.5	0.5
Cycle Q Clear(g_c), s	1.8	0.2	0.0	0.7	0.0	1.0	0.1	27.6	1.6	1.7	22.5	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	136	0	165	0	49	594	3448	517	90	1768	270
V/C Ratio(X)	0.29	0.02	0.00	0.13	0.00	0.14	0.00	0.61	0.09	0.28	0.67	0.03
Avail Cap(c_a), veh/h	158	544	0	317	0	244	594	3448	517	158	1768	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	54.5	51.4	0.0	54.8	0.0	53.5	25.9	13.1	2.6	54.7	34.9	16.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.5	0.0	0.8	0.4	0.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.1	0.0	0.0	0.4	0.0	0.2	0.0	14.1	0.4	0.8	11.5	0.1
LnGrp Delay(d),s/veh	55.1	51.4	0.0	54.9	0.0	54.0	25.9	13.9	3.0	55.3	36.6	17.0
LnGrp LOS	E	D		D		D	C	B	A	E	D	B
Approach Vol, veh/h		30			29			2150			1213	
Approach Delay, s/veh		54.7			54.7			13.7			36.9	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	83.0	12.5	13.2	48.3	46.0	10.7	15.0				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	39.0	11.0	* 36	11.0	* 39	11.0	36.0					
Max Q Clear Time (g_c+1), s	29.6	3.8	3.0	2.1	24.5	2.7	2.2					
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	8.5	9.8	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	1	1984	3	5	1093
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2204	3	6	1214























Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2701	1102	0	0	2204	0
Stage 1	2204	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	5.74	4.1	-	-	2.3	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*65	450	-	-	633	-
Stage 1	*42	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*64	450	-	-	633	-
Mov Cap-2 Maneuver	*64	-	-	-	-	-
Stage 1	*42	-	-	-	-	-
Stage 2	*685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	450	633	-
HCM Lane V/C Ratio	-	-	0.002	0.009	-
HCM Control Delay (s)	-	-	13	10.7	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	6	5	19	33	36	41	1943	72	66	983	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	7	1	22	38	15	48	2259	82	77	1143	48
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	30	32	63	108	79	136	2435	86	105	2431	102
Arrive On Green	0.04	0.04	0.04	0.10	0.10	0.10	0.08	0.48	0.48	0.06	0.49	0.49
Sat Flow, veh/h	992	772	833	653	1128	817	1727	5046	177	1727	4987	209
Grp Volume(v), veh/h	16	0	1	60	0	15	48	1603	738	77	830	361
Grp Sat Flow(s),veh/h/ln	1764	0	833	1781	0	817	1727	1814	1596	1727	1814	1568
Q Serve(g_s), s	0.8	0.0	0.1	2.7	0.0	1.5	2.3	35.7	38.7	3.8	13.2	13.3
Cycle Q Clear(g_c), s	0.8	0.0	0.1	2.7	0.0	1.5	2.3	35.7	38.7	3.8	13.2	13.3
Prop In Lane	0.56		1.00	0.37		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	68	0	32	171	0	79	136	1750	770	105	1768	765
V/C Ratio(X)	0.23	0.00	0.03	0.35	0.00	0.19	0.35	0.92	0.96	0.73	0.47	0.47
Avail Cap(c_a), veh/h	203	0	96	655	0	300	198	1750	770	198	1768	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	40.3	36.8	0.0	36.2	38.0	20.9	21.7	40.2	14.8	14.8
Incr Delay (d2), s/veh	6.2	0.0	1.4	0.5	0.0	0.4	0.6	9.0	23.6	3.6	0.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.5	0.0	0.0	1.4	0.0	0.3	1.1	20.0	21.9	1.9	6.8	6.2
LnGrp Delay(d),s/veh	46.8	0.0	41.7	37.2	0.0	36.7	38.6	29.9	45.3	43.8	15.7	16.9
LnGrp LOS	D		D	D		D	D	C	D	D	B	B
Approach Vol, veh/h		17			75			2389			1268	
Approach Delay, s/veh		46.5			37.1			34.8			17.8	
Approach LOS		D			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	49.0		10.4	11.9	49.4		15.4				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.8	40.7		2.8	4.3	15.3		4.7				
Green Ext Time (p_c), s	0.2	1.3		0.0	0.0	14.8		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.2									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	16	2001	6	65	941
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	2223	7	72	1046

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2786	1112	0	0	2223	0
Stage 1	2223	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	35	175	-	-	96	-
Stage 1	41	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	9	175	-	-	96	-
Mov Cap-2 Maneuver	9	-	-	-	-	-
Stage 1	41	-	-	-	-	-
Stage 2	122	-	-	-	-	-



















Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	7.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	96	-
HCM Lane V/C Ratio	-	-	0.102	0.752	-
HCM Control Delay (s)	-	-	27.9	112.5	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	3.9	-

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	680	18	24	984	12	38	10	17	27	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1787	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	739	20	26	1070	12	41	11	7	29	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	75	1971	53	593	3711	42	181	59	38	163	148	0
Arrive On Green	0.05	0.39	0.39	0.35	0.71	0.71	0.09	0.09	0.09	0.09	0.09	0.00
Sat Flow, veh/h	1519	5032	134	1678	5207	58	1377	675	429	1170	1684	0
Grp Volume(v), veh/h	23	518	241	26	730	352	41	0	18	29	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1617	1678	1778	1709	1377	0	1104	1170	1684	0
Q Serve(g_s), s	1.8	12.5	12.8	1.2	8.9	8.9	3.3	0.0	1.8	2.3	0.1	0.0
Cycle Q Clear(g_c), s	1.8	12.5	12.8	1.2	8.9	8.9	3.4	0.0	1.8	4.1	0.1	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	75	1390	633	593	2535	1218	181	0	97	163	148	0
V/C Ratio(X)	0.31	0.37	0.38	0.04	0.29	0.29	0.23	0.00	0.19	0.18	0.01	0.00
Avail Cap(c_a), veh/h	177	1390	633	593	2535	1218	544	0	386	533	589	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	26.0	26.1	25.5	6.2	6.2	51.5	0.0	50.7	52.6	49.9	0.0
Incr Delay (d2), s/veh	0.8	0.7	1.6	0.0	0.3	0.5	0.2	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.8	6.3	6.0	0.6	4.5	4.4	1.3	0.0	0.6	0.9	0.0	0.0
LnGrp Delay(d),s/veh	55.9	26.7	27.7	25.5	6.5	6.8	51.7	0.0	51.1	52.8	49.9	0.0
LnGrp LOS	E	C	C	C	A	A	D		D	D	D	
Approach Vol, veh/h		782			1108			59			30	
Approach Delay, s/veh		27.9			7.0			51.5			52.7	
Approach LOS		C			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	92.5		16.6	49.4	54.0		16.6				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	13.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.8	10.9		5.4	3.2	14.8		6.1				
Green Ext Time (p_c), s	0.0	15.1		0.3	3.2	9.6		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			17.3									
HCM 2010 LOS			B									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



HCM 2010 Signalized Intersection Summary  
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	41	600	20	56	1041	51	10	21	15	10	14	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1820	1850
Adj Flow Rate, veh/h	43	632	21	59	1096	50	11	22	11	11	15	21
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	160	1357	193	405	1906	87	44	116	58	49	59	83
Arrive On Green	0.09	0.25	0.25	0.23	0.40	0.40	0.03	0.13	0.13	0.03	0.13	0.13
Sat Flow, veh/h	1762	5388	766	1727	4819	219	1587	879	439	1762	448	628
Grp Volume(v), veh/h	43	632	21	59	802	344	11	0	33	11	0	36
Grp Sat Flow(s),veh/h/ln	1762	1796	766	1727	1766	1506	1587	0	1318	1762	0	1076
Q Serve(g_s), s	1.5	6.5	1.0	1.8	11.5	11.6	0.4	0.0	1.4	0.4	0.0	2.0
Cycle Q Clear(g_c), s	1.5	6.5	1.0	1.8	11.5	11.6	0.4	0.0	1.4	0.4	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.33	1.00		0.58
Lane Grp Cap(c), veh/h	160	1357	193	405	1397	596	44	0	174	49	0	142
V/C Ratio(X)	0.27	0.47	0.11	0.15	0.57	0.58	0.25	0.00	0.19	0.23	0.00	0.25
Avail Cap(c_a), veh/h	298	2818	400	405	1847	788	244	0	852	271	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	20.6	9.6	19.7	15.4	15.4	30.9	0.0	25.1	30.9	0.0	25.3
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.1	0.8	1.9	1.1	0.0	0.2	0.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.3	0.2	0.8	5.7	5.1	0.2	0.0	0.5	0.2	0.0	0.6	
LnGrp Delay(d),s/veh	27.9	21.1	10.1	19.8	16.2	17.3	32.0	0.0	25.3	31.8	0.0	25.7
LnGrp LOS	C	C	B	B	B	B	C		C	C		C
Approach Vol, veh/h		696			1205			44			47	
Approach Delay, s/veh		21.2			16.7			27.0			27.1	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.3	23.4	6.8	14.6	10.9	32.7	6.8	14.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	34.0	10.0	42.0	11.0	34.0	10.0	42.0					
Max Q Clear Time (g_c+1), s	8.5	2.4	4.0	3.5	13.6	2.4	3.4					
Green Ext Time (p_c), s	0.0	7.7	0.0	0.4	0.0	12.1	0.0	0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					18.7							
HCM 2010 LOS					B							

**Intersection**

Intersection Delay, s/veh 7.6  
 Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	5	20	0	20	5	21	0	21	5	22	0	43	5	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	22	0	22	5	23	0	23	5	24	0	47	5	46
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	7.4	7.4	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	81%	0%	44%	43%	90%	0%
Vol Thru, %	19%	0%	11%	11%	10%	0%
Vol Right, %	0%	100%	44%	46%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	45	46	48	42
LT Vol	21	0	20	20	43	0
Through Vol	5	0	5	5	5	0
RT Vol	0	22	20	21	0	42
Lane Flow Rate	28	24	49	50	52	46
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.041	0.027	0.057	0.058	0.075	0.051
Departure Headway (Hd)	5.162	4.056	4.164	4.154	5.182	4.031
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	687	871	865	867	687	879
Service Time	2.944	1.837	2.166	2.156	2.951	1.8
HCM Lane V/C Ratio	0.041	0.028	0.057	0.058	0.076	0.052
HCM Control Delay	8.2	7	7.4	7.4	8.4	7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2	0.2	0.2

Intersection												
Int Delay, s/veh	4.7											

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	18	74	11	21	53	10	29	20	7	11	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	87	13	25	62	12	34	24	8	13	22	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	89	0	0	254	243	89	259	243	62
Stage 1	-	-	-	-	-	-	131	131	-	112	112	-
Stage 2	-	-	-	-	-	-	123	112	-	147	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1506	-	-	699	659	969	694	659	1003
Stage 1	-	-	-	-	-	-	873	788	-	893	803	-
Stage 2	-	-	-	-	-	-	881	803	-	856	788	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1506	-	-	652	638	967	653	638	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	638	-	653	638	-
Stage 1	-	-	-	-	-	-	859	776	-	880	789	-
Stage 2	-	-	-	-	-	-	827	789	-	811	776	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.9	10.6	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	652	700	1541	-	-	1506	-	-	643	1003
HCM Lane V/C Ratio	0.052	0.045	0.014	-	-	0.016	-	-	0.055	0.018
HCM Control Delay (s)	10.8	10.4	7.4	0	-	7.4	0	-	10.9	8.7
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.2	0.1

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	531	23	63	921	122	142	425	43	141	270	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	106	590	23	70	1023	125	158	472	28	157	300	53
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	330	2045	306	294	2021	311	288	830	181	285	822	259
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	790	3293	5337	820	3489	3700	806	3455	3663	802
Grp Volume(v), veh/h	106	590	23	70	1023	125	158	472	28	157	300	53
Grp Sat Flow(s),veh/h/ln	1694	1762	790	1647	1779	820	1744	1850	806	1727	1832	802
Q Serve(g_s), s	3.2	8.3	2.0	2.1	16.0	12.1	4.7	12.3	3.0	4.7	7.5	5.2
Cycle Q Clear(g_c), s	3.2	8.3	2.0	2.1	16.0	12.1	4.7	12.3	3.0	4.7	7.5	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	2045	306	294	2021	311	288	830	181	285	822	259
V/C Ratio(X)	0.32	0.29	0.08	0.24	0.51	0.40	0.55	0.57	0.15	0.55	0.36	0.20
Avail Cap(c_a), veh/h	344	2045	306	335	2021	311	322	1692	368	319	1675	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	22.9	21.0	45.9	25.9	24.7	47.7	37.3	33.7	47.8	35.5	26.7
Incr Delay (d2), s/veh	0.2	0.4	0.5	0.2	0.9	3.8	0.6	0.2	0.1	0.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.5	4.1	0.5	1.0	8.0	3.0	2.3	6.3	0.7	2.3	3.8	1.2
LnGrp Delay(d),s/veh	45.7	23.3	21.4	46.0	26.8	28.5	48.3	37.5	33.9	48.4	35.6	26.8
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		719			1218			658			510	
Approach Delay, s/veh		26.5			28.0			40.0			38.6	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	48.9	13.9	30.8	15.5	48.0	13.9	30.8				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.1	10.3	6.7	9.5	5.2	18.0	6.7	14.3				
Green Ext Time (p_c), s	0.0	22.9	0.1	3.7	0.0	18.2	0.1	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	10	10	19	17	9	30	552	42	7	299	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	59	12	10	23	21	6	37	681	38	9	369	37
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	48	40	77	124	57	92	2105	117	34	1847	178
Arrive On Green	0.06	0.08	0.08	0.04	0.07	0.07	0.05	0.65	0.65	0.02	0.62	0.62
Sat Flow, veh/h	1727	637	531	1727	1814	833	1727	3228	179	1727	2988	288
Grp Volume(v), veh/h	59	0	22	23	21	6	37	381	338	9	218	188
Grp Sat Flow(s),veh/h/ln	1727	0	1167	1727	1814	833	1727	1814	1594	1727	1814	1462
Q Serve(g_s), s	4.0	0.0	2.1	1.5	1.3	0.8	2.5	11.1	11.2	0.6	6.3	6.8
Cycle Q Clear(g_c), s	4.0	0.0	2.1	1.5	1.3	0.8	2.5	11.1	11.2	0.6	6.3	6.8
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.11	1.00		0.20
Lane Grp Cap(c), veh/h	111	0	88	77	124	57	92	1183	1039	34	1121	904
V/C Ratio(X)	0.53	0.00	0.25	0.30	0.17	0.11	0.40	0.32	0.33	0.27	0.19	0.21
Avail Cap(c_a), veh/h	187	0	287	158	416	191	158	1183	1039	130	1121	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.4	0.0	52.2	55.5	52.7	52.5	55.0	9.2	9.2	58.0	9.9	10.0
Incr Delay (d2), s/veh	1.4	0.0	0.5	0.8	0.2	0.3	1.1	0.7	0.8	1.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.7	0.8	0.7	0.2	1.2	5.7	5.1	0.3	3.3	2.8
LnGrp Delay(d),s/veh	55.8	0.0	52.8	56.3	52.9	52.8	56.0	9.9	10.1	59.5	10.3	10.5
LnGrp LOS	E		D	E	D	D	E	A	B	E	B	B
Approach Vol, veh/h		81			50			756			415	
Approach Delay, s/veh		55.0			54.5			12.2			11.5	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	85.2	11.8	15.6	11.4	81.2	12.7	14.7				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	47.0	11.0	* 30	11.0	45.0	13.0	27.5					
Max Q Clear Time (g_c+1), s	13.2	3.5	4.1	4.5	8.8	6.0	3.3					
Green Ext Time (p_c), s	0.0	15.4	0.0	0.1	0.0	15.9	0.0	0.1				

**Intersection Summary**

HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B






















**Notes**

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	1466	73	32	1030	29	48	14	45	52	7	63
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1809	1850	1779	1785	1850
Adj Flow Rate, veh/h	58	1527	68	33	1073	0	50	15	25	54	7	23
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	160	3082	137	120	3244	492	188	42	70	175	23	77
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	4919	219	1762	5388	817	1401	387	644	1335	216	708
Grp Volume(v), veh/h	58	1116	479	33	1073	0	50	0	40	54	0	30
Grp Sat Flow(s),veh/h/ln	1727	1799	1541	1762	1796	817	1401	0	1031	1335	0	924
Q Serve(g_s), s	2.9	15.3	15.4	1.6	9.0	0.0	3.1	0.0	3.3	3.6	0.0	2.7
Cycle Q Clear(g_c), s	2.9	15.3	15.4	1.6	9.0	0.0	5.9	0.0	3.3	6.9	0.0	2.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.63	1.00		0.77
Lane Grp Cap(c), veh/h	160	2254	966	120	3244	492	188	0	111	175	0	100
V/C Ratio(X)	0.36	0.50	0.50	0.27	0.33	0.00	0.27	0.00	0.36	0.31	0.00	0.30
Avail Cap(c_a), veh/h	246	2254	966	251	3244	492	558	0	384	528	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.2	9.2	40.4	9.0	0.0	40.2	0.0	37.8	41.0	0.0	37.6
Incr Delay (d2), s/veh	0.5	0.8	1.8	0.5	0.3	0.0	0.3	0.0	0.7	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.4	7.8	7.0	0.8	4.6	0.0	1.2	0.0	1.0	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	10.0	11.1	40.9	9.3	0.0	40.5	0.0	38.5	41.3	0.0	38.2
LnGrp LOS	D	B	B	D	A		D		D	D		D
Approach Vol, veh/h		1653			1106			90				84
Approach Delay, s/veh		11.4			10.2			39.6				40.2
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	64.2		15.9	13.5	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	17.4		8.9	4.9	11.0		7.9				
Green Ext Time (p_c), s	0.0	34.7		0.5	0.0	40.1		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.6									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	↕
Volume (veh/h)	96	13	86	80	16	246	26	1157	6	183	1332	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	105	14	76	88	18	103	29	1271	7	201	1464	95
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	25	84	293	55	216	100	2393	13	229	2470	160
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.45	0.45	0.13	0.52	0.52
Sat Flow, veh/h	401	96	317	892	207	820	1727	5375	30	1727	4752	308
Grp Volume(v), veh/h	195	0	0	106	0	103	29	858	420	201	1117	442
Grp Sat Flow(s),veh/h/ln	815	0	0	1099	0	820	1727	1814	1777	1727	1814	1433
Q Serve(g_s), s	18.4	0.0	0.0	0.0	0.0	12.0	1.8	19.5	19.5	13.0	24.3	24.3
Cycle Q Clear(g_c), s	27.3	0.0	0.0	8.9	0.0	12.0	1.8	19.5	19.5	13.0	24.3	24.3
Prop In Lane	0.54		0.39	0.83		1.00	1.00		0.02	1.00		0.22
Lane Grp Cap(c), veh/h	264	0	0	348	0	216	100	1615	791	229	1885	745
V/C Ratio(X)	0.74	0.00	0.00	0.30	0.00	0.48	0.29	0.53	0.53	0.88	0.59	0.59
Avail Cap(c_a), veh/h	283	0	0	373	0	231	167	1615	791	396	1885	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	34.0	0.0	35.2	51.2	22.9	22.9	48.3	18.9	18.9
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.0	0.6	0.6	1.3	2.5	4.9	1.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	2.7	0.0	2.7	0.9	10.0	10.1	6.5	12.5	10.3
LnGrp Delay(d),s/veh	51.4	0.0	0.0	34.1	0.0	35.8	51.8	24.1	25.4	53.2	20.3	22.4
LnGrp LOS	D			C		D	D	C	C	D	C	C
Approach Vol, veh/h		195			209			1307			1760	
Approach Delay, s/veh		51.4			35.0			25.2			24.6	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.1	57.5		35.9	11.6	66.0		35.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	20.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+11), s	11.0	21.5		29.3	3.8	26.3		14.0				
Green Ext Time (p_c), s	0.1	21.6		0.6	0.0	31.0		2.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				26.9								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗
Volume (veh/h)	176	745	620	177	656	360	441	675	184	438	976	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	181	768	486	182	676	303	455	696	0	452	1006	43
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	276	2008	804	279	2047	391	532	1486	237	490	1470	221
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.10	0.28	0.00	0.09	0.27	0.27
Sat Flow, veh/h	3489	5337	1683	3524	5441	830	5233	5337	850	5233	5441	817
Grp Volume(v), veh/h	181	768	486	182	676	303	455	696	0	452	1006	43
Grp Sat Flow(s),veh/h/ln	1744	1779	842	1762	1814	830	1744	1779	850	1744	1814	817
Q Serve(g_s), s	7.0	14.6	29.4	7.0	12.3	42.3	11.9	15.0	0.0	11.9	23.0	5.6
Cycle Q Clear(g_c), s	7.0	14.6	29.4	7.0	12.3	42.3	11.9	15.0	0.0	11.9	23.0	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	2008	804	279	2047	391	532	1486	237	490	1470	221
V/C Ratio(X)	0.66	0.38	0.60	0.65	0.33	0.77	0.85	0.47	0.00	0.92	0.68	0.19
Avail Cap(c_a), veh/h	276	2008	804	304	2076	396	640	1690	269	490	1567	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	31.6	26.6	62.1	30.9	30.7	61.4	41.6	0.0	62.5	45.4	39.0
Incr Delay (d2), s/veh	4.4	0.3	1.9	3.1	0.2	10.7	8.3	0.5	0.0	22.8	1.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	7.2	7.1	3.5	6.2	10.8	6.1	7.5	0.0	6.8	11.8	1.3	
LnGrp Delay(d),s/veh	66.5	31.8	28.6	65.2	31.1	41.5	69.7	42.1	0.0	85.3	47.0	40.0
LnGrp LOS	E	C	C	E	C	D	E	D		F	D	D
Approach Vol, veh/h		1435			1161			1151			1501	
Approach Delay, s/veh		35.1			39.1			53.0			58.3	
Approach LOS		D			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.0	59.3	19.1	44.5	16.0	59.3	18.0	45.7				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+19.0), s	19.0	31.4	13.9	25.0	9.0	44.3	13.9	17.0				
Green Ext Time (p_c), s	0.1	18.8	0.2	12.5	0.0	7.9	0.0	20.5				

Intersection Summary												
HCM 2010 Ctrl Delay											46.6	
HCM 2010 LOS											D	



HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	77	2	51	11	1308	59	100	1687	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	82	2	18	12	1391	56	106	1795	23
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	34	50	375	10	94	55	2358	361	200	2816	431
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.03	0.43	0.43	0.12	0.52	0.52
Sat Flow, veh/h	1727	420	630	3455	87	781	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	13	0	5	82	0	20	12	1391	56	106	1795	23
Grp Sat Flow(s),veh/h/ln	1727	0	1050	1727	0	868	1727	1814	833	1727	1814	833
Q Serve(g_s), s	0.6	0.0	0.4	1.9	0.0	1.8	0.6	17.1	2.3	5.1	20.8	0.6
Cycle Q Clear(g_c), s	0.6	0.0	0.4	1.9	0.0	1.8	0.6	17.1	2.3	5.1	20.8	0.6
Prop In Lane	1.00		0.60	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	84	375	0	104	55	2358	361	200	2816	431
V/C Ratio(X)	0.11	0.00	0.06	0.22	0.00	0.19	0.22	0.59	0.16	0.53	0.64	0.05
Avail Cap(c_a), veh/h	217	0	431	433	0	356	217	2358	361	236	2816	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	37.3	35.7	0.0	34.8	41.4	18.9	6.1	36.5	15.2	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.3	0.7	1.1	0.9	0.8	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	0.4	0.3	8.7	0.9	2.5	10.6	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.4	35.8	0.0	35.1	42.1	20.0	7.0	37.3	16.3	2.8
LnGrp LOS	D		D	D		D	D	B	A	D	B	A
Approach Vol, veh/h		18			102			1459			1924	
Approach Delay, s/veh		38.2			35.7			19.7			17.3	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	45.0	11.0	16.5	7.8	52.4	14.5	13.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	11.0	39.0	11.0	36.0				
Max Q Clear Time (g_c+1), s	19.1	19.1	2.6	3.8	2.6	22.8	3.9	2.4				
Green Ext Time (p_c), s	0.0	18.7	0.1	0.1	0.0	16.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.0								
HCM 2010 LOS				B								

**Intersection**

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	17	1440	17	25	1745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1516	18	26	1837

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2303	758	0	0	1516	0
Stage 1	1516	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*184	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*371	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*177	*587	-	-	*738	-
Mov Cap-2 Maneuver	*177	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*358	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.03	0.036	-
HCM Control Delay (s)	-	-	11.3	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-





















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	8	5	57	8	82	10	1367	64	36	1706	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	9	2	61	9	27	11	1454	65	38	1815	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	36	34	140	21	75	44	2929	131	103	3396	2
Arrive On Green	0.04	0.04	0.04	0.09	0.09	0.09	0.03	0.59	0.59	0.06	0.62	0.62
Sat Flow, veh/h	885	885	833	1515	223	809	1727	4959	222	1727	5435	3
Grp Volume(v), veh/h	18	0	2	70	0	27	11	1064	455	38	1211	605
Grp Sat Flow(s),veh/h/ln	1769	0	833	1738	0	809	1727	1814	1553	1727	1814	1810
Q Serve(g_s), s	1.2	0.0	0.3	4.6	0.0	3.8	0.7	20.4	20.4	2.5	22.6	22.6
Cycle Q Clear(g_c), s	1.2	0.0	0.3	4.6	0.0	3.8	0.7	20.4	20.4	2.5	22.6	22.6
Prop In Lane	0.50		1.00	0.87		1.00	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	72	0	34	160	0	75	44	2142	917	103	2267	1131
V/C Ratio(X)	0.25	0.00	0.06	0.44	0.00	0.36	0.25	0.50	0.50	0.37	0.53	0.53
Avail Cap(c_a), veh/h	147	0	69	463	0	216	144	2142	917	144	2267	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	55.4	51.5	0.0	51.1	57.3	14.2	14.2	54.2	12.7	12.7
Incr Delay (d2), s/veh	6.5	0.0	2.6	0.7	0.0	1.1	1.1	0.8	1.9	0.8	0.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	0.0	0.1	2.2	0.0	0.9	0.4	10.4	9.2	1.2	11.6	11.8
LnGrp Delay(d),s/veh	62.3	0.0	58.0	52.2	0.0	52.2	58.4	15.1	16.1	55.0	13.6	14.5
LnGrp LOS	E		E	D		D	E	B	B	E	B	B
Approach Vol, veh/h		20			97			1530			1854	
Approach Delay, s/veh		61.9			52.2			15.7			14.7	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	77.9		11.9	8.1	82.0		18.1				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	42.0		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	22.4		3.2	2.7	24.6		6.6				
Green Ext Time (p_c), s	0.0	19.3		0.0	0.0	17.2		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									

**Intersection**

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1316	15	66	1702
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1357	15	68	1755

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2195	678	0
Stage 1	1357	-	-
Stage 2	838	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	*330	338	-
Stage 1	*146	-	-
Stage 2	*535	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*244	338	-
Mov Cap-2 Maneuver	*244	-	-
Stage 1	*146	-	-
Stage 2	*396	-	-



















Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	338	262
HCM Lane V/C Ratio	-	-	0.031	0.26
HCM Control Delay (s)	-	-	16	23.5
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.1	1

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1292	43	72	1114	61	72	16	80	147	25	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1816	1850	1850	1822	1850	1850	1837	1850
Adj Flow Rate, veh/h	82	1332	42	74	1148	54	74	16	22	152	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	151	1949	61	460	2844	133	287	78	107	275	179	62
Arrive On Green	0.09	0.38	0.38	0.52	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1762	5085	160	1762	4942	232	1201	413	568	1136	945	327
Grp Volume(v), veh/h	82	950	424	74	842	360	74	0	38	152	0	35
Grp Sat Flow(s),veh/h/ln	1762	1813	1619	1762	1816	1543	1201	0	982	1136	0	1272
Q Serve(g_s), s	5.4	26.3	26.3	2.6	0.0	0.0	5.7	0.0	3.9	12.6	0.0	2.8
Cycle Q Clear(g_c), s	5.4	26.3	26.3	2.6	0.0	0.0	8.5	0.0	3.9	16.5	0.0	2.8
Prop In Lane	1.00		0.10	1.00		0.15	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	151	1390	621	460	2089	888	287	0	185	275	0	240
V/C Ratio(X)	0.54	0.68	0.68	0.16	0.40	0.41	0.26	0.00	0.20	0.55	0.00	0.15
Avail Cap(c_a), veh/h	191	1390	621	460	2089	888	518	0	352	507	0	456
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	30.9	30.9	21.8	0.0	0.0	44.1	0.0	41.1	48.0	0.0	40.6
Incr Delay (d2), s/veh	0.9	2.2	4.9	0.1	0.5	1.3	0.2	0.0	0.2	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.7	13.5	12.5	1.3	0.2	0.3	2.2	0.0	1.1	4.8	0.0	1.0
LnGrp Delay(d),s/veh	53.5	33.1	35.8	21.9	0.5	1.3	44.3	0.0	41.3	48.7	0.0	40.7
LnGrp LOS	D	C	D	C	A	A	D		D	D		D
Approach Vol, veh/h		1456			1276			112				187
Approach Delay, s/veh		35.0			2.0			43.3				47.2
Approach LOS		D			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	76.1		28.7	38.3	53.0		28.7				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	13.0	* 46		43.0				
Max Q Clear Time (g_c+I1), s	7.4	2.0		10.5	4.6	28.3		18.5				
Green Ext Time (p_c), s	0.0	19.4		1.4	4.6	12.7		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.2									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	50	1393	79	149	1136	86	84	29	86	51	29	61
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1836	1850	1850	1850	1850
Adj Flow Rate, veh/h	52	1436	79	154	1171	86	87	30	74	53	30	20
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	133	1542	238	551	2514	184	139	36	90	122	87	58
Arrive On Green	0.15	0.57	0.57	0.31	0.54	0.54	0.08	0.13	0.13	0.07	0.12	0.12
Sat Flow, veh/h	1762	5441	838	1762	4680	342	1762	288	711	1762	749	499
Grp Volume(v), veh/h	52	1436	79	154	908	349	87	0	104	53	0	50
Grp Sat Flow(s),veh/h/ln	1762	1814	838	1762	1816	1390	1762	0	1000	1762	0	1248
Q Serve(g_s), s	3.2	29.1	4.5	7.9	18.5	18.6	5.7	0.0	12.2	3.5	0.0	4.4
Cycle Q Clear(g_c), s	3.2	29.1	4.5	7.9	18.5	18.6	5.7	0.0	12.2	3.5	0.0	4.4
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.71	1.00		0.40
Lane Grp Cap(c), veh/h	133	1542	238	551	1952	747	139	0	126	122	0	146
V/C Ratio(X)	0.39	0.93	0.33	0.28	0.47	0.47	0.63	0.00	0.82	0.44	0.00	0.34
Avail Cap(c_a), veh/h	162	1542	238	551	1952	747	162	0	350	147	0	426
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	24.9	11.2	31.1	17.1	17.2	53.6	0.0	51.1	53.6	0.0	48.8
Incr Delay (d2), s/veh	0.6	10.8	3.4	0.1	0.7	1.8	3.2	0.0	5.0	0.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	15.6	1.3	3.9	9.4	7.4	2.9	0.0	3.5	1.7	0.0	1.5	
LnGrp Delay(d),s/veh	49.1	35.7	14.7	31.1	17.8	18.9	56.8	0.0	56.1	54.5	0.0	49.3
LnGrp LOS	D	D	B	C	B	B	E		E	D		D
Approach Vol, veh/h		1567			1411			191			103	
Approach Delay, s/veh		35.1			19.5			56.4			52.0	
Approach LOS		D			B			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.5	41.0	14.4	20.0	14.1	71.5	13.3	21.2				
Change Period (Y+Rc), s	7.0	* 7	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	34	* 34	11.0	41.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+19), s	31.1	31.1	7.7	6.4	5.2	20.6	5.5	14.2				
Green Ext Time (p_c), s	0.1	2.6	0.0	1.1	0.0	9.6	0.0	1.0				

**Intersection Summary**

HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

**Notes**

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Intersection Delay, s/veh 9.7

Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	97	5	76	0	76	5	97	0	44	5	44	0	126	5	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	5	83	0	83	5	105	0	48	5	48	0	137	5	137
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.9	9.8	9	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	90%	0%	54%	43%	96%	0%
Vol Thru, %	10%	0%	3%	3%	4%	0%
Vol Right, %	0%	100%	43%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	44	178	178	131	126
LT Vol	44	0	97	76	126	0
Through Vol	5	0	5	5	5	0
RT Vol	0	44	76	97	0	126
Lane Flow Rate	53	48	193	193	142	137
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.094	0.069	0.268	0.263	0.24	0.186
Departure Headway (Hd)	6.384	5.219	4.989	4.899	6.177	4.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	691	712	726	585	725
Service Time	4.084	2.919	3.077	2.987	3.877	2.682
HCM Lane V/C Ratio	0.094	0.069	0.271	0.266	0.243	0.189
HCM Control Delay	9.7	8.3	9.9	9.8	10.8	8.8
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.3	0.2	1.1	1.1	0.9	0.7

Intersection												
Int Delay, s/veh	6.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	37	75	17	28	71	29	29	27	37	39	82	36
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	78	18	29	74	30	30	28	39	41	85	38

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	79	0	0	331	288	80	322	288	74
Stage 1	-	-	-	-	-	-	156	156	-	132	132	-
Stage 2	-	-	-	-	-	-	175	132	-	190	156	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1519	-	-	622	622	980	631	622	988
Stage 1	-	-	-	-	-	-	846	769	-	871	787	-
Stage 2	-	-	-	-	-	-	827	787	-	812	769	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1518	-	-	513	593	978	563	593	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	593	-	563	593	-
Stage 1	-	-	-	-	-	-	822	748	-	847	771	-
Stage 2	-	-	-	-	-	-	693	771	-	730	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	1.6	10.8	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	513	768	1526	-	-	1518	-	-	583	988
HCM Lane V/C Ratio	0.059	0.087	0.025	-	-	0.019	-	-	0.216	0.038
HCM Control Delay (s)	12.5	10.1	7.4	0	-	7.4	0	-	12.9	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.3	0.1	-	-	0.1	-	-	0.8	0.1



HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	213	1135	104	121	1116	208	108	301	54	254	333	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	229	1220	86	130	1200	159	116	324	29	273	358	79
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	368	2065	292	364	2053	308	291	695	159	338	754	264
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.20	0.20	0.10	0.21	0.21
Sat Flow, veh/h	3489	5441	768	3524	5441	816	3489	3558	811	3524	3627	839
Grp Volume(v), veh/h	229	1220	86	130	1200	159	116	324	29	273	358	79
Grp Sat Flow(s),veh/h/ln	1744	1814	768	1762	1814	816	1744	1779	811	1762	1814	839
Q Serve(g_s), s	6.5	18.7	8.1	3.6	18.3	15.7	3.3	8.4	3.1	7.9	9.0	7.4
Cycle Q Clear(g_c), s	6.5	18.7	8.1	3.6	18.3	15.7	3.3	8.4	3.1	7.9	9.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	368	2065	292	364	2053	308	291	695	159	338	754	264
V/C Ratio(X)	0.62	0.59	0.29	0.36	0.58	0.52	0.40	0.47	0.18	0.81	0.47	0.30
Avail Cap(c_a), veh/h	436	2065	292	372	2053	308	302	1675	382	406	1813	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	25.8	22.6	43.4	25.9	25.1	45.2	37.1	34.9	46.1	36.2	27.1
Incr Delay (d2), s/veh	1.0	1.2	2.6	0.2	1.2	6.1	0.3	0.2	0.2	8.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.2	9.5	1.9	1.7	9.3	4.0	1.6	4.2	0.7	4.2	4.5	1.7
LnGrp Delay(d),s/veh	45.6	27.1	25.1	43.7	27.1	31.1	45.5	37.2	35.1	54.2	36.4	27.3
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1535			1489			469			710	
Approach Delay, s/veh		29.7			29.0			39.2			42.2	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	13.7	28.1	16.0	46.3	15.0	26.8				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	20.7	5.3	11.0	8.5	20.3	9.9	10.4				
Green Ext Time (p_c), s	0.1	18.0	0.0	3.4	0.1	16.5	0.1	3.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	36	57	60	45	42	43	356	62	52	503	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	67	40	37	66	49	20	47	391	49	57	553	33
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	75	70	160	228	103	133	1035	124	148	1189	70
Arrive On Green	0.09	0.13	0.13	0.09	0.13	0.13	0.08	0.36	0.36	0.09	0.37	0.37
Sat Flow, veh/h	1727	596	552	1727	1814	820	1727	2860	342	1727	3205	189
Grp Volume(v), veh/h	67	0	77	66	49	20	47	241	199	57	310	276
Grp Sat Flow(s),veh/h/ln	1727	0	1148	1727	1814	820	1727	1814	1389	1727	1814	1581
Q Serve(g_s), s	2.6	0.0	4.4	2.5	1.7	1.5	1.8	6.9	7.5	2.2	9.1	9.4
Cycle Q Clear(g_c), s	2.6	0.0	4.4	2.5	1.7	1.5	1.8	6.9	7.5	2.2	9.1	9.4
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.25	1.00		0.12
Lane Grp Cap(c), veh/h	161	0	145	160	228	103	133	656	502	148	673	586
V/C Ratio(X)	0.42	0.00	0.53	0.41	0.21	0.19	0.35	0.37	0.40	0.38	0.46	0.47
Avail Cap(c_a), veh/h	221	0	472	221	746	338	221	656	502	221	673	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	28.8	30.2	27.7	27.6	30.9	16.6	16.8	30.5	16.8	16.9
Incr Delay (d2), s/veh	0.6	0.0	1.1	0.6	0.2	0.3	0.6	1.6	2.3	0.6	2.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	1.4	1.2	0.9	0.4	0.9	3.7	3.2	1.1	5.0	4.5
LnGrp Delay(d),s/veh	30.8	0.0	30.0	30.8	27.9	28.0	31.5	18.1	19.1	31.1	19.1	19.6
LnGrp LOS	C		C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		144			135			487			643	
Approach Delay, s/veh		30.3			29.3			19.8			20.4	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	32.5	11.5	15.4	10.4	33.1	11.6	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	25.5	9.0	29.0	9.0	25.5	9.0	29.0					
Max Q Clear Time (g_c+1), s	9.5	4.5	6.4	3.8	11.4	4.6	3.7					
Green Ext Time (p_c), s	0.0	9.0	0.0	0.6	0.0	8.3	0.0	0.6				






















Intersection Summary

HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1111	58	43	1120	36	63	12	45	52	19	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1157	54	45	1167	0	66	12	22	54	20	25
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2777	129	153	3117	482	207	44	81	221	60	75
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	4926	229	1762	5495	850	1356	358	656	1396	483	604
Grp Volume(v), veh/h	42	851	360	45	1167	0	66	0	34	54	0	45
Grp Sat Flow(s),veh/h/ln	1711	1814	1527	1762	1832	850	1356	0	1015	1396	0	1086
Q Serve(g_s), s	1.8	10.7	10.7	1.9	9.3	0.0	3.7	0.0	2.4	2.9	0.0	3.0
Cycle Q Clear(g_c), s	1.8	10.7	10.7	1.9	9.3	0.0	6.8	0.0	2.4	5.3	0.0	3.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.65	1.00		0.56
Lane Grp Cap(c), veh/h	143	2045	861	153	3117	482	207	0	126	221	0	134
V/C Ratio(X)	0.29	0.42	0.42	0.29	0.37	0.00	0.32	0.00	0.27	0.24	0.00	0.33
Avail Cap(c_a), veh/h	279	2045	861	287	3117	482	616	0	432	643	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	9.9	9.9	34.1	9.5	0.0	35.1	0.0	31.7	34.1	0.0	32.0
Incr Delay (d2), s/veh	0.4	0.6	1.5	0.4	0.3	0.0	0.3	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.9	5.5	4.9	0.9	4.7	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.8	10.6	11.4	34.5	9.8	0.0	35.4	0.0	32.1	34.3	0.0	32.5
LnGrp LOS	C	B	B	C	A		D		C	C		C
Approach Vol, veh/h		1253			1212			100			99	
Approach Delay, s/veh		11.6			10.8			34.3			33.5	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	52.0		15.9	11.7	52.3		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	12.7		7.3	3.8	11.3		8.8				
Green Ext Time (p_c), s	0.0	28.7		0.6	0.0	29.8		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.9								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Volume (veh/h)	110	28	123	119	13	193	44	1017	13	176	983	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	113	29	99	123	13	63	45	1048	11	181	1013	87
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	44	107	342	33	273	132	1988	21	211	1919	163
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.08	0.37	0.37	0.12	0.42	0.42
Sat Flow, veh/h	330	131	322	833	99	822	1727	5317	56	1727	4576	388
Grp Volume(v), veh/h	241	0	0	136	0	63	45	714	345	181	800	300
Grp Sat Flow(s),veh/h/ln	783	0	0	932	0	822	1727	1814	1746	1727	1814	1336
Q Serve(g_s), s	20.2	0.0	0.0	0.0	0.0	5.8	2.6	16.1	16.2	10.8	17.2	17.6
Cycle Q Clear(g_c), s	32.5	0.0	0.0	12.2	0.0	5.8	2.6	16.1	16.2	10.8	17.2	17.6
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.29
Lane Grp Cap(c), veh/h	311	0	0	375	0	273	132	1357	653	211	1521	560
V/C Ratio(X)	0.78	0.00	0.00	0.36	0.00	0.23	0.34	0.53	0.53	0.86	0.53	0.53
Avail Cap(c_a), veh/h	322	0	0	389	0	282	198	1357	653	362	1521	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	27.4	0.0	25.3	45.9	25.6	25.6	45.2	22.7	22.8
Incr Delay (d2), s/veh	9.8	0.0	0.0	0.2	0.0	0.2	0.6	1.5	3.0	3.9	1.3	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	3.1	0.0	1.3	1.3	8.3	8.3	5.4	8.8	7.1	
LnGrp Delay(d),s/veh	47.7	0.0	0.0	27.6	0.0	25.5	46.5	27.1	28.7	49.1	24.0	26.4
LnGrp LOS	D			C		C	D	C	C	D	C	C
Approach Vol, veh/h		241			199			1104			1281	
Approach Delay, s/veh		47.7			26.9			28.4			28.1	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	46.2		40.9	13.0	51.0		40.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+11), s	12.8	18.2		34.5	4.6	19.6		14.2				
Green Ext Time (p_c), s	0.1	14.4		0.4	0.0	21.3		2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗	↖↖↖	↑↑↑	↗↗
Volume (veh/h)	164	686	267	216	703	356	603	699	108	491	656	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	166	693	153	218	710	264	609	706	0	496	663	36
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	283	2075	841	289	2076	396	693	1431	221	513	1242	190
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.13	0.26	0.00	0.10	0.23	0.23
Sat Flow, veh/h	3421	5495	1642	3489	5495	831	5233	5495	850	5233	5495	842
Grp Volume(v), veh/h	166	693	153	218	710	264	609	706	0	496	663	36
Grp Sat Flow(s),veh/h/ln	1711	1832	821	1744	1832	831	1744	1832	850	1744	1832	842
Q Serve(g_s), s	6.2	11.9	6.7	8.1	12.2	32.4	15.2	14.5	0.0	12.5	14.1	4.6
Cycle Q Clear(g_c), s	6.2	11.9	6.7	8.1	12.2	32.4	15.2	14.5	0.0	12.5	14.1	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	2075	841	289	2076	396	693	1431	221	513	1242	190
V/C Ratio(X)	0.59	0.33	0.18	0.75	0.34	0.67	0.88	0.49	0.00	0.97	0.53	0.19
Avail Cap(c_a), veh/h	284	2075	841	368	2196	415	829	1823	282	513	1492	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	29.4	17.5	59.5	29.5	26.7	56.5	41.6	0.0	59.6	45.2	41.5
Incr Delay (d2), s/veh	2.1	0.2	0.2	4.5	0.2	5.3	8.3	0.6	0.0	31.1	0.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.1	1.5	4.1	6.2	8.0	7.9	7.4	0.0	7.5	7.2	1.1	
LnGrp Delay(d),s/veh	60.7	29.6	17.8	64.0	29.7	32.0	64.8	42.2	0.0	90.7	45.9	42.5
LnGrp LOS	E	C	B	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1012			1192			1315			1195	
Approach Delay, s/veh		32.9			36.5			52.7			64.4	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	57.1	22.6	37.0	16.0	57.1	18.0	41.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+10), s	11.0	13.9	17.2	16.1	8.2	34.4	14.5	16.5				
Green Ext Time (p_c), s	0.1	26.9	0.4	13.8	0.0	15.6	0.0	17.3				

Intersection Summary

HCM 2010 Ctrl Delay	47.3
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	19	1	5	63	6	56	11	1435	75	134	1089	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	3	66	6	36	12	1511	76	141	1146	28
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	21	63	299	18	106	564	2774	425	170	1434	220
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.65	1.00	1.00	0.10	0.26	0.26
Sat Flow, veh/h	1727	241	723	3455	129	774	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	20	0	4	66	0	42	12	1511	76	141	1146	28
Grp Sat Flow(s),veh/h/ln	1727	0	964	1727	0	903	1727	1814	833	1727	1814	833
Q Serve(g_s), s	1.2	0.0	0.4	2.0	0.0	4.6	0.3	0.0	0.0	8.8	21.6	2.8
Cycle Q Clear(g_c), s	1.2	0.0	0.4	2.0	0.0	4.6	0.3	0.0	0.0	8.8	21.6	2.8
Prop In Lane	1.00		0.75	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	0	84	299	0	123	564	2774	425	170	1434	220
V/C Ratio(X)	0.25	0.00	0.05	0.22	0.00	0.34	0.02	0.54	0.18	0.83	0.80	0.13
Avail Cap(c_a), veh/h	173	0	315	345	0	296	564	2774	425	173	1434	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.7	0.0	46.1	46.8	0.0	43.0	12.9	0.0	0.0	48.7	37.8	30.9
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.1	0.0	0.6	0.0	0.8	0.9	23.3	4.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	1.2	0.1	0.2	0.1	5.3	11.4	0.7
LnGrp Delay(d),s/veh	51.3	0.0	46.2	46.9	0.0	43.6	12.9	0.8	0.9	71.9	42.1	31.9
LnGrp LOS	D		D	D		D	B	A	A	E	D	C
Approach Vol, veh/h		24			108			1599			1315	
Approach Delay, s/veh		50.4			45.6			0.9			45.1	
Approach LOS		D			D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	63.1	10.0	21.0	42.9	36.0	15.5	15.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	* 7	6.0	* 6				
Max Green Setting (Gmax), s	29.0	29.0	11.0	36.0	11.0	* 29	11.0	* 36				
Max Q Clear Time (g_c+M), s	2.0	2.0	3.2	6.6	2.3	23.6	4.0	2.4				
Green Ext Time (p_c), s	0.0	19.7	0.0	0.3	7.5	4.2	0.1	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1397	37	32	1125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1455	39	33	1172

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1990	728	0 0 1455 0
Stage 1	1455	-	- - - -
Stage 2	535	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*294	*604	- - *760 -
Stage 1	*620	-	- - - -
Stage 2	*693	-	- - - -
Platoon blocked, %	1	1	- - 1 -
Mov Cap-1 Maneuver	*281	*604	- - *760 -
Mov Cap-2 Maneuver	*281	-	- - - -
Stage 1	*620	-	- - - -
Stage 2	*663	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 604	* 760	-
HCM Lane V/C Ratio	-	- 0.031	0.044	-
HCM Control Delay (s)	-	- 11.2	10	-
HCM Lane LOS	-	- B	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0.1	-





















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
 6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	11	6	79	11	84	20	1339	126	41	1065	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	10	11	2	82	11	31	21	1395	128	43	1109	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	43	38	136	18	74	74	2551	234	115	3073	53
Arrive On Green	0.05	0.05	0.05	0.09	0.09	0.09	0.04	0.56	0.56	0.13	1.00	1.00
Sat Flow, veh/h	844	928	833	1532	205	833	1727	4536	416	1727	5246	90
Grp Volume(v), veh/h	21	0	2	93	0	31	21	1116	407	43	766	362
Grp Sat Flow(s),veh/h/ln	1772	0	833	1737	0	833	1727	1814	1324	1727	1814	1708
Q Serve(g_s), s	1.3	0.0	0.3	5.7	0.0	3.9	1.3	21.4	21.4	2.5	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.3	5.7	0.0	3.9	1.3	21.4	21.4	2.5	0.0	0.0
Prop In Lane	0.48		1.00	0.88		1.00	1.00		0.31	1.00		0.05
Lane Grp Cap(c), veh/h	81	0	38	154	0	74	74	2040	745	115	2125	1001
V/C Ratio(X)	0.26	0.00	0.05	0.60	0.00	0.42	0.28	0.55	0.55	0.37	0.36	0.36
Avail Cap(c_a), veh/h	161	0	76	505	0	242	157	2040	745	157	2125	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	50.2	48.2	0.0	47.4	51.0	15.2	15.2	45.6	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.0	2.0	1.4	0.0	1.4	0.8	1.1	2.9	0.7	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.8	0.0	0.1	2.8	0.0	0.9	0.6	11.0	8.4	1.2	0.1	0.3
LnGrp Delay(d),s/veh	56.6	0.0	52.2	49.7	0.0	48.8	51.7	16.3	18.1	46.3	0.5	1.0
LnGrp LOS	E		D	D		D	D	B	B	D	A	A
Approach Vol, veh/h		23			124			1544			1171	
Approach Delay, s/veh		56.2			49.4			17.2			2.3	
Approach LOS		E			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	68.9		12.0	9.7	71.4		16.8				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	23.4		3.3	3.3	2.0		7.7				
Green Ext Time (p_c), s	0.0	8.4		0.0	0.0	28.0		0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.8									
HCM 2010 LOS			B									



HCM 2010 Signalized Intersection Summary  
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	41	6	79	41	84	142	1339	126	41	1065	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	170	43	2	82	43	31	148	1395	128	43	1109	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	32	76	105	55	76	157	2335	214	115	1980	316
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.51	0.51	0.13	0.98	0.98
Sat Flow, veh/h	1392	352	833	1152	604	833	1727	4536	416	1727	4038	645
Grp Volume(v), veh/h	213	0	2	125	0	31	148	1116	407	43	996	291
Grp Sat Flow(s),veh/h/ln	1744	0	833	1756	0	833	1727	1814	1324	1727	1814	1055
Q Serve(g_s), s	10.0	0.0	0.2	7.7	0.0	3.9	9.4	23.7	23.7	2.5	1.3	1.3
Cycle Q Clear(g_c), s	10.0	0.0	0.2	7.7	0.0	3.9	9.4	23.7	23.7	2.5	1.3	1.3
Prop In Lane	0.80		1.00	0.66		1.00	1.00		0.31	1.00		0.61
Lane Grp Cap(c), veh/h	159	0	76	161	0	76	157	1867	682	115	1778	517
V/C Ratio(X)	1.34	0.00	0.03	0.78	0.00	0.41	0.94	0.60	0.60	0.37	0.56	0.56
Avail Cap(c_a), veh/h	159	0	76	511	0	242	157	1867	682	157	1778	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	45.6	48.9	0.0	47.1	49.7	18.7	18.7	45.6	0.6	0.6
Incr Delay (d2), s/veh	190.5	0.0	0.5	3.0	0.0	1.3	54.2	1.4	3.8	0.7	1.3	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	13.2	0.0	0.1	3.9	0.0	0.9	6.8	12.1	9.3	1.2	0.6	0.8
LnGrp Delay(d),s/veh	240.5	0.0	46.1	51.9	0.0	48.4	104.0	20.1	22.6	46.3	1.8	4.9
LnGrp LOS	F		D	D		D	F	C	C	D	A	A
Approach Vol, veh/h		215			156			1671			1330	
Approach Delay, s/veh		238.7			51.2			28.1			4.0	
Approach LOS		F			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	63.6		17.0	15.0	60.9		17.1				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	25.7		12.0	11.4	3.3		9.7				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	27.5		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.1									
HCM 2010 LOS			C									

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1291	1	74	1168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1345	1	77	1217

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1986	672	0
Stage 1	1345	-	-
Stage 2	641	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	*230	342	-
Stage 1	*148	-	-
Stage 2	*669	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*164	342	-
Mov Cap-2 Maneuver	*164	-	-
Stage 1	*148	-	-
Stage 2	*475	-	-




















Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	266
HCM Lane V/C Ratio	-	-	0.055	0.29
HCM Control Delay (s)	-	-	16.1	24
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.2	1.2

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	1251	44	74	1157	84	86	29	110	170	26	24
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	130	1303	45	77	1205	79	90	30	32	177	27	10
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	171	1813	63	430	2493	163	337	111	118	293	201	74
Arrive On Green	0.10	0.35	0.35	0.49	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1744	5113	176	1762	4806	314	1239	506	540	1035	914	338
Grp Volume(v), veh/h	130	934	414	77	918	366	90	0	62	177	0	37
Grp Sat Flow(s),veh/h/ln	1744	1832	1625	1762	1833	1454	1239	0	1045	1035	0	1252
Q Serve(g_s), s	8.0	24.3	24.3	2.7	0.0	0.0	6.1	0.0	5.4	14.0	0.0	2.6
Cycle Q Clear(g_c), s	8.0	24.3	24.3	2.7	0.0	0.0	8.7	0.0	5.4	19.4	0.0	2.6
Prop In Lane	1.00		0.11	1.00		0.22	1.00		0.52	1.00		0.27
Lane Grp Cap(c), veh/h	171	1299	576	430	1901	754	337	0	230	293	0	275
V/C Ratio(X)	0.76	0.72	0.72	0.18	0.48	0.48	0.27	0.00	0.27	0.60	0.00	0.13
Avail Cap(c_a), veh/h	238	1299	576	430	1901	754	563	0	399	509	0	478
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	30.7	30.8	22.0	0.0	0.0	38.0	0.0	35.6	43.7	0.0	34.5
Incr Delay (d2), s/veh	4.3	2.8	6.2	0.1	0.7	1.9	0.2	0.0	0.2	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	4.1	12.7	11.8	1.3	0.2	0.4	2.4	0.0	1.6	5.2	0.0	0.9
LnGrp Delay(d),s/veh	52.6	33.6	37.0	22.0	0.7	1.9	38.2	0.0	35.8	44.4	0.0	34.6
LnGrp LOS	D	C	D	C	A	A	D		D	D		C
Approach Vol, veh/h		1478			1361			152			214	
Approach Delay, s/veh		36.2			2.3			37.2			42.7	
Approach LOS		D			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	64.1		30.1	33.9	46.0		30.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	11.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	10.0	2.0		10.7	4.7	26.3		21.4				
Green Ext Time (p_c), s	0.0	18.4		1.8	0.3	9.5		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.3								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗		↖	↗	
Volume (veh/h)	75	1344	117	186	1141	132	122	66	133	62	45	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1838	1850	1850	1850	1850
Adj Flow Rate, veh/h	77	1371	113	190	1164	125	124	67	122	63	46	58
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	159	2203	341	176	1830	196	155	79	143	137	99	125
Arrive On Green	0.18	0.80	0.80	0.10	0.41	0.41	0.09	0.21	0.21	0.08	0.20	0.20
Sat Flow, veh/h	1762	5495	850	1762	4460	477	1744	370	674	1762	494	622
Grp Volume(v), veh/h	77	1371	113	190	956	333	124	0	189	63	0	104
Grp Sat Flow(s),veh/h/ln	1762	1832	850	1762	1834	1271	1744	0	1045	1762	0	1116
Q Serve(g_s), s	4.3	10.9	4.0	11.0	22.9	23.0	7.7	0.0	19.1	3.8	0.0	9.0
Cycle Q Clear(g_c), s	4.3	10.9	4.0	11.0	22.9	23.0	7.7	0.0	19.1	3.8	0.0	9.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.65	1.00		0.56
Lane Grp Cap(c), veh/h	159	2203	341	176	1505	521	155	0	222	137	0	225
V/C Ratio(X)	0.48	0.62	0.33	1.08	0.64	0.64	0.80	0.00	0.85	0.46	0.00	0.46
Avail Cap(c_a), veh/h	176	2203	341	176	1505	521	159	0	399	160	0	426
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	7.6	6.9	49.5	25.9	25.9	49.2	0.0	41.6	48.5	0.0	38.7
Incr Delay (d2), s/veh	0.8	1.2	2.4	84.7	1.7	5.0	22.3	0.0	3.5	0.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.3	1.1	9.5	11.9	8.8	4.6	0.0	5.7	1.9	0.0	2.8	
LnGrp Delay(d),s/veh	43.5	8.8	9.3	134.2	27.6	30.9	71.4	0.0	45.2	49.4	0.0	39.3
LnGrp LOS	D	A	A	F	C	C	E		D	D		D
Approach Vol, veh/h		1561			1479			313			167	
Approach Delay, s/veh		10.6			42.1			55.6			43.1	
Approach LOS		B			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	51.1	14.8	28.1	15.0	52.1	13.5	29.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	24.0	10.0	42.0	11.0	24.0	10.0	42.0					
Max Q Clear Time (g_c+M), s	12.9	9.7	11.0	6.3	25.0	5.8	21.1					
Green Ext Time (p_c), s	0.0	10.9	0.0	2.2	0.0	0.0	1.9					
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									

**Intersection**

Intersection Delay, s/veh 11.8  
 Intersection LOS B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	158	5	72	0	72	5	158	0	53	5	54	0	172	5	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	5	78	0	78	5	172	0	58	5	59	0	187	5	186
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.6	11.8	10.1	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	91%	0%	67%	31%	97%	0%
Vol Thru, %	9%	0%	2%	2%	3%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	54	235	235	177	171
LT Vol	53	0	158	72	172	0
Through Vol	5	0	5	5	5	0
RT Vol	0	54	72	158	0	171
Lane Flow Rate	63	59	255	255	192	186
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.124	0.096	0.403	0.383	0.357	0.282
Departure Headway (Hd)	7.055	5.874	5.676	5.403	6.673	5.466
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	607	631	662	539	654
Service Time	4.824	3.641	3.735	3.463	4.426	3.219
HCM Lane V/C Ratio	0.125	0.097	0.404	0.385	0.356	0.284
HCM Control Delay	10.8	9.3	12.6	11.8	13.1	10.4
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	0.4	0.3	1.9	1.8	1.6	1.2

























Intersection												
Int Delay, s/veh	6.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	46	100	10	30	65	30	19	36	20	46	75	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	114	11	34	74	34	22	41	23	52	85	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	114	0	0	403	360	114	392	360	74
Stage 1	-	-	-	-	-	-	218	218	-	142	142	-
Stage 2	-	-	-	-	-	-	185	142	-	250	218	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1475	-	-	558	567	939	567	567	988
Stage 1	-	-	-	-	-	-	784	723	-	861	779	-
Stage 2	-	-	-	-	-	-	817	779	-	754	723	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1475	-	-	452	532	939	497	532	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	532	-	497	532	-
Stage 1	-	-	-	-	-	-	755	696	-	829	760	-
Stage 2	-	-	-	-	-	-	684	760	-	667	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	1.8	11.9	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	452	629	1526	-	-	1475	-	-	518	988
HCM Lane V/C Ratio	0.048	0.101	0.034	-	-	0.023	-	-	0.265	0.032
HCM Control Delay (s)	13.4	11.4	7.4	0	-	7.5	0	-	14.4	8.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.1	-	-	1.1	0.1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	235	1207	80	143	1186	209	113	197	69	275	240	158
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	240	1232	64	146	1210	161	115	201	34	281	245	66
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	407	2281	351	395	2269	341	314	457	105	352	499	210
Arrive On Green	0.12	0.42	0.42	0.11	0.41	0.41	0.09	0.12	0.12	0.10	0.13	0.13
Sat Flow, veh/h	3524	5495	846	3489	5495	826	3489	3663	844	3524	3700	838
Grp Volume(v), veh/h	240	1232	64	146	1210	161	115	201	34	281	245	66
Grp Sat Flow(s),veh/h/ln	1762	1832	846	1744	1832	826	1744	1832	844	1762	1850	838
Q Serve(g_s), s	6.2	16.1	4.6	3.7	15.8	13.5	3.0	4.8	3.5	7.4	5.8	6.1
Cycle Q Clear(g_c), s	6.2	16.1	4.6	3.7	15.8	13.5	3.0	4.8	3.5	7.4	5.8	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	2281	351	395	2269	341	314	457	105	352	499	210
V/C Ratio(X)	0.59	0.54	0.18	0.37	0.53	0.47	0.37	0.44	0.32	0.80	0.49	0.31
Avail Cap(c_a), veh/h	481	2281	351	403	2269	341	330	1886	435	444	2022	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	21.0	17.6	39.1	21.0	20.4	40.7	38.6	38.0	41.9	38.1	29.0
Incr Delay (d2), s/veh	0.5	0.9	1.1	0.2	0.9	4.6	0.3	0.2	0.7	6.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.0	8.3	1.2	1.8	8.1	3.5	1.4	2.5	0.8	3.9	3.0	1.4
LnGrp Delay(d),s/veh	40.5	21.9	18.8	39.3	21.9	25.0	41.0	38.8	38.6	48.0	38.4	29.4
LnGrp LOS	D	C	B	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1536			1517			350			592	
Approach Delay, s/veh		24.7			23.9			39.5			42.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.6	19.3	16.0	46.3	14.5	18.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.7	18.1	5.0	8.1	8.2	17.8	9.4	6.8				
Green Ext Time (p_c), s	0.1	20.4	0.0	2.3	0.1	18.8	0.1	2.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	55	66	57	48	50	63	258	69	55	340	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	78	63	62	66	55	42	72	297	64	63	391	48
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	81	79	157	278	128	163	864	169	153	965	114
Arrive On Green	0.10	0.14	0.14	0.09	0.15	0.15	0.09	0.34	0.34	0.09	0.33	0.33
Sat Flow, veh/h	1727	577	568	1727	1814	833	1727	2543	498	1727	2888	340
Grp Volume(v), veh/h	78	0	125	66	55	42	72	203	158	63	239	200
Grp Sat Flow(s),veh/h/ln	1727	0	1145	1727	1814	833	1727	1814	1228	1727	1814	1414
Q Serve(g_s), s	3.1	0.0	7.7	2.6	1.9	3.3	2.9	6.1	7.1	2.5	7.4	8.0
Cycle Q Clear(g_c), s	3.1	0.0	7.7	2.6	1.9	3.3	2.9	6.1	7.1	2.5	7.4	8.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.41	1.00		0.24
Lane Grp Cap(c), veh/h	169	0	160	157	278	128	163	616	417	153	606	473
V/C Ratio(X)	0.46	0.00	0.78	0.42	0.20	0.33	0.44	0.33	0.38	0.41	0.39	0.42
Avail Cap(c_a), veh/h	212	0	453	212	717	330	212	616	417	212	606	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	30.5	31.5	27.1	27.7	31.4	18.0	18.3	31.6	18.7	18.9
Incr Delay (d2), s/veh	0.7	0.0	3.1	0.7	0.1	0.6	0.7	1.4	2.6	0.7	1.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	2.6	1.3	1.0	0.8	1.4	3.3	2.7	1.2	4.0	3.5
LnGrp Delay(d),s/veh	32.0	0.0	33.6	32.2	27.2	28.2	32.1	19.4	20.9	32.2	20.6	21.7
LnGrp LOS	C		C	C	C	C	C	B	C	C	C	C
Approach Vol, veh/h		203			163			433			502	
Approach Delay, s/veh		33.0			29.5			22.1			22.5	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	31.9	13.2	16.7	11.9	31.5	12.2	17.7				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	24.5	9.0	9.0	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+1), s	9.1	4.6	9.7	4.9	10.0	5.1	5.3					
Green Ext Time (p_c), s	0.0	7.2	0.1	0.5	0.0	6.9	0.0	0.4				

Intersection Summary

HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



**APPENDIX 6.4:**






















**OPENING YEAR CUMULATIVE (2015) WITH PROJECT CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**

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HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	712	29	26	1417	41	28	6	17	20	2	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1776	1850	1779	1796	1713	1779	1614	1850	1850	1731	1850
Adj Flow Rate, veh/h	29	782	31	29	1557	0	31	7	7	22	2	87
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	3	8	4	0	0	0	0	0
Cap, veh/h	109	2920	114	105	3203	468	138	79	79	280	3	121
Arrive On Green	0.06	0.59	0.59	0.06	0.59	0.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1762	4912	191	1694	5388	787	1278	503	503	1422	18	774
Grp Volume(v), veh/h	29	562	251	29	1557	0	31	0	14	22	0	89
Grp Sat Flow(s),veh/h/ln	1762	1776	1551	1694	1796	787	1278	0	1006	1422	0	792
Q Serve(g_s), s	1.5	7.3	7.5	1.6	15.8	0.0	2.3	0.0	1.1	1.3	0.0	10.2
Cycle Q Clear(g_c), s	1.5	7.3	7.5	1.6	15.8	0.0	12.5	0.0	1.1	2.4	0.0	10.2
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.50	1.00		0.98
Lane Grp Cap(c), veh/h	109	2111	922	105	3203	468	138	0	157	280	0	124
V/C Ratio(X)	0.27	0.27	0.27	0.28	0.49	0.00	0.22	0.00	0.09	0.08	0.00	0.72
Avail Cap(c_a), veh/h	239	2111	922	230	3203	468	365	0	336	533	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	9.4	9.4	42.9	11.1	0.0	44.4	0.0	34.6	35.7	0.0	38.5
Incr Delay (d2), s/veh	0.5	0.3	0.7	0.5	0.5	0.0	0.3	0.0	0.1	0.0	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	3.7	3.4	0.7	7.9	0.0	0.8	0.0	0.3	0.5	0.0	2.4
LnGrp Delay(d),s/veh	43.4	9.7	10.1	43.5	11.6	0.0	44.7	0.0	34.7	35.7	0.0	41.4
LnGrp LOS	D	A	B	D	B		D		C	D		D
Approach Vol, veh/h		842			1586			45			111	
Approach Delay, s/veh		11.0			12.2			41.6			40.3	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	64.0		21.0	10.9	64.0		21.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	57.0		32.0	13.0	57.0		32.0				
Max Q Clear Time (g_c+I1), s	3.6	9.5		12.2	3.5	17.8		14.5				
Green Ext Time (p_c), s	0.0	40.4		0.8	0.0	34.2		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕↕		↕	↕↕↕	
Volume (veh/h)	40	7	81	14	8	141	5	1347	15	81	1007	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	43	8	63	15	9	70	5	1464	16	88	1095	139
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	24	80	163	84	117	25	3020	33	178	2794	352
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.57	0.57	0.10	0.66	0.66
Sat Flow, veh/h	290	166	563	718	589	819	1727	5312	58	1727	4250	536
Grp Volume(v), veh/h	114	0	0	24	0	70	5	1000	480	88	933	301
Grp Sat Flow(s),veh/h/ln	0	0	1307	0	819	1727	1814	1742	1727	1814	1158	
Q Serve(g_s), s	7.2	0.0	0.0	0.0	0.0	7.8	0.3	15.9	15.9	4.7	11.5	11.6
Cycle Q Clear(g_c), s	10.4	0.0	0.0	1.1	0.0	7.8	0.3	15.9	15.9	4.7	11.5	11.6
Prop In Lane	0.38		0.55	0.62		1.00	1.00		0.03	1.00		0.46
Lane Grp Cap(c), veh/h	196	0	0	246	0	117	25	2062	991	178	2384	761
V/C Ratio(X)	0.58	0.00	0.00	0.10	0.00	0.60	0.20	0.48	0.48	0.49	0.39	0.39
Avail Cap(c_a), veh/h	374	0	0	509	0	262	196	2062	991	286	2384	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	0.0	36.1	0.0	38.9	47.1	12.4	12.4	41.0	7.6	7.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	1.8	1.5	0.8	1.7	0.8	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	0.6	0.0	1.8	0.1	8.1	8.1	2.3	5.9	4.0
LnGrp Delay(d),s/veh	41.0	0.0	0.0	36.1	0.0	40.7	48.6	13.2	14.1	41.8	8.1	9.2
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		114			94			1485			1322	
Approach Delay, s/veh		41.0			39.6			13.6			10.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	62.0		19.8	6.4	70.6		19.8				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	10.0	55.0		31.0	11.0	60.0		31.0				
Max Q Clear Time (g_c+10), s	10.0	17.9		12.4	2.3	13.6		9.8				
Green Ext Time (p_c), s	0.0	34.5		1.1	0.0	42.4		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	386	203	66	719	247	762	988	65	258	776	67
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Adj Flow Rate, veh/h	77	420	125	72	782	196	828	1074	0	280	843	50
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	1	2	4	5	1	1	0	3	5	12
Cap, veh/h	262	1824	863	266	1819	339	919	1742	270	426	1186	170
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.34	0.18	0.32	0.00	0.08	0.22	0.22
Sat Flow, veh/h	3356	5337	1661	3455	5337	798	5233	5495	850	5132	5286	759
Grp Volume(v), veh/h	77	420	125	72	782	196	828	1074	0	280	843	50
Grp Sat Flow(s),veh/h/ln	1762	1779	1832	1814	1779	1762	1832	1832	1850	1796	1762	1652
Q Serve(g_s), s	2.9	7.5	5.2	2.6	15.0	24.9	20.5	22.0	0.0	7.0	19.5	7.3
Cycle Q Clear(g_c), s	2.9	7.5	5.2	2.6	15.0	24.9	20.5	22.0	0.0	7.0	19.5	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	1824	863	266	1819	339	919	1742	270	426	1186	170
V/C Ratio(X)	0.29	0.23	0.14	0.27	0.43	0.58	0.90	0.62	0.00	0.66	0.71	0.29
Avail Cap(c_a), veh/h	278	2133	959	287	2133	386	1105	1907	295	426	1186	170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	31.2	16.7	57.7	33.7	29.2	53.5	38.4	0.0	59.0	47.4	42.7
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2	0.3	3.4	8.1	0.9	0.0	2.9	2.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.7	1.2	1.2	7.4	5.8	10.6	11.3	0.0	3.4	9.8	1.6	
LnGrp Delay(d),s/veh	57.9	31.3	16.9	57.9	34.1	32.5	61.6	39.3	0.0	61.9	50.0	44.7
LnGrp LOS	E	C	B	E	C	C	E	D		E	D	D
Approach Vol, veh/h		622			1050			1902			1173	
Approach Delay, s/veh		31.7			35.4			49.0			52.6	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	52.3	28.3	36.8	15.4	52.2	16.0	49.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	53.0	28.0	29.0	11.0	53.0	11.0	46.0					
Max Q Clear Time (g_c+14), s	9.5	22.5	21.5	4.9	26.9	9.0	24.0					
Green Ext Time (p_c), s	0.0	25.8	0.7	6.9	0.0	18.3	0.1	18.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.6									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	25	3	2	20	0	14	2	1912	45	23	1077	8
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	27	3	0	22	0	7	2	2101	49	25	1184	7
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	136	0	165	0	49	594	3448	517	90	1768	270
Arrive On Green	0.05	0.08	0.00	0.05	0.00	0.06	0.34	0.63	0.63	0.05	0.32	0.32
Sat Flow, veh/h	1727	1814	0	3455	0	813	1727	5441	816	1727	5441	832
Grp Volume(v), veh/h	27	3	0	22	0	7	2	2101	49	25	1184	7
Grp Sat Flow(s),veh/h/ln	1727	1814	0	1727	0	813	1727	1814	816	1727	1814	832
Q Serve(g_s), s	1.8	0.2	0.0	0.7	0.0	1.0	0.1	27.7	1.6	1.7	22.5	0.5
Cycle Q Clear(g_c), s	1.8	0.2	0.0	0.7	0.0	1.0	0.1	27.7	1.6	1.7	22.5	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	136	0	165	0	49	594	3448	517	90	1768	270
V/C Ratio(X)	0.29	0.02	0.00	0.13	0.00	0.14	0.00	0.61	0.09	0.28	0.67	0.03
Avail Cap(c_a), veh/h	158	544	0	317	0	244	594	3448	517	158	1768	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	54.5	51.4	0.0	54.8	0.0	53.5	25.9	13.1	2.6	54.7	34.9	16.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.5	0.0	0.8	0.4	0.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.1	0.0	0.0	0.4	0.0	0.2	0.0	14.1	0.4	0.8	11.6	0.1
LnGrp Delay(d),s/veh	55.1	51.4	0.0	54.9	0.0	54.0	25.9	13.9	3.0	55.3	36.7	17.0
LnGrp LOS	E	D		D		D	C	B	A	E	D	B
Approach Vol, veh/h		30			29			2152			1216	
Approach Delay, s/veh		54.7			54.7			13.7			36.9	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	83.0	12.5	13.2	48.3	46.0	10.7	15.0				
Change Period (Y+Rc), s	5.0	7.0	6.0	* 6	7.0	* 7	5.0	6.0				
Max Green Setting (Gmax), s	39.0	11.0	* 36	11.0	* 39	11.0	36.0					
Max Q Clear Time (g_c+1), s	29.7	3.8	3.0	2.1	24.5	2.7	2.2					
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	8.5	9.8	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	3	1984	7	7	1093
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	2204	8	8	1214






















Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2705	1102	0	0	2204	0
Stage 1	2204	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	5.74	4.1	-	-	2.3	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*64	450	-	-	633	-
Stage 1	*42	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	1	-	-	-	-	-
Mov Cap-1 Maneuver	*63	450	-	-	633	-
Mov Cap-2 Maneuver	*63	-	-	-	-	-
Stage 1	*42	-	-	-	-	-
Stage 2	*683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	450	633	-
HCM Lane V/C Ratio	-	-	0.007	0.012	-
HCM Control Delay (s)	-	-	13.1	10.8	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	7	5	26	34	36	41	1947	76	66	983	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	9	8	1	30	40	15	48	2264	86	77	1143	48
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	34	34	76	101	81	136	2411	89	105	2416	101
Arrive On Green	0.04	0.04	0.04	0.10	0.10	0.10	0.08	0.48	0.48	0.06	0.48	0.48
Sat Flow, veh/h	935	832	833	761	1015	817	1727	5030	185	1727	4987	209
Grp Volume(v), veh/h	17	0	1	70	0	15	48	1611	739	77	830	361
Grp Sat Flow(s),veh/h/ln	1767	0	833	1776	0	817	1727	1814	1587	1727	1814	1568
Q Serve(g_s), s	0.8	0.0	0.1	3.2	0.0	1.5	2.3	36.4	39.8	3.8	13.4	13.5
Cycle Q Clear(g_c), s	0.8	0.0	0.1	3.2	0.0	1.5	2.3	36.4	39.8	3.8	13.4	13.5
Prop In Lane	0.53		1.00	0.43		1.00	1.00		0.12	1.00		0.13
Lane Grp Cap(c), veh/h	72	0	34	177	0	81	136	1739	761	105	1757	760
V/C Ratio(X)	0.24	0.00	0.03	0.40	0.00	0.18	0.35	0.93	0.97	0.73	0.47	0.47
Avail Cap(c_a), veh/h	202	0	95	648	0	298	197	1739	761	197	1757	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	40.4	37.0	0.0	36.2	38.3	21.4	22.2	40.4	15.1	15.1
Incr Delay (d2), s/veh	6.1	0.0	1.3	0.5	0.0	0.4	0.6	10.0	26.4	3.6	0.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.5	0.0	0.0	1.6	0.0	0.3	1.1	20.5	22.8	1.9	6.9	6.3
LnGrp Delay(d),s/veh	46.8	0.0	41.7	37.5	0.0	36.6	38.8	31.4	48.6	44.1	16.0	17.2
LnGrp LOS	D		D	D		D	D	C	D	D	B	B
Approach Vol, veh/h		18			85			2398			1268	
Approach Delay, s/veh		46.5			37.3			36.8			18.1	
Approach LOS		D			D			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	49.0		10.5	11.9	49.4		15.7				
Change Period (Y+Rc), s	7.0	* 7		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	* 42		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	5.8	41.8		2.8	4.3	15.5		5.2				
Green Ext Time (p_c), s	0.2	0.2		0.0	0.0	14.7		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			30.6									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



**Intersection**

Int Delay, s/veh 2.6



















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	16	2009	6	65	948
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	2232	7	72	1053

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2798	1116	0	0	2232	0
Stage 1	2232	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	34	173	-	-	95	-
Stage 1	40	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	8	173	-	-	95	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	40	-	-	-	-	-
Stage 2	117	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	7.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	95	-
HCM Lane V/C Ratio	-	-	0.103	0.76	-
HCM Control Delay (s)	-	-	28.2	114.9	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	0.3	4	-

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	692	18	24	995	12	38	10	17	27	1	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1595	1775	1850	1762	1778	1850	1850	1787	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	752	20	26	1082	12	41	11	7	29	1	0
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	4	4	5	4	4	0	0	0	0	0	0
Cap, veh/h	75	1973	52	593	3712	41	181	59	38	163	148	0
Arrive On Green	0.05	0.39	0.39	0.35	0.71	0.71	0.09	0.09	0.09	0.09	0.09	0.00
Sat Flow, veh/h	1519	5037	132	1678	5208	58	1377	675	429	1170	1684	0
Grp Volume(v), veh/h	23	527	245	26	738	356	41	0	18	29	1	0
Grp Sat Flow(s),veh/h/ln	1519	1775	1619	1678	1778	1710	1377	0	1104	1170	1684	0
Q Serve(g_s), s	1.8	12.7	13.0	1.2	9.0	9.1	3.3	0.0	1.8	2.3	0.1	0.0
Cycle Q Clear(g_c), s	1.8	12.7	13.0	1.2	9.0	9.1	3.4	0.0	1.8	4.1	0.1	0.0
Prop In Lane	1.00		0.08	1.00		0.03	1.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	75	1390	634	593	2535	1219	181	0	97	163	148	0
V/C Ratio(X)	0.31	0.38	0.39	0.04	0.29	0.29	0.23	0.00	0.19	0.18	0.01	0.00
Avail Cap(c_a), veh/h	177	1390	634	593	2535	1219	544	0	386	533	589	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	26.1	26.2	25.5	6.2	6.2	51.5	0.0	50.7	52.6	49.9	0.0
Incr Delay (d2), s/veh	0.8	0.7	1.7	0.0	0.3	0.5	0.2	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.8	6.4	6.1	0.6	4.5	4.4	1.3	0.0	0.6	0.9	0.0	0.0
LnGrp Delay(d),s/veh	55.9	26.8	27.8	25.5	6.5	6.8	51.7	0.0	51.1	52.8	49.9	0.0
LnGrp LOS	E	C	C	C	A	A	D		D	D	D	
Approach Vol, veh/h		795			1120			59			30	
Approach Delay, s/veh		28.0			7.0			51.5			52.7	
Approach LOS		C			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	92.5		16.6	49.4	54.0		16.6				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	14.0	46.0		42.0	13.0	* 47		42.0				
Max Q Clear Time (g_c+I1), s	3.8	11.1		5.4	3.2	15.0		6.1				
Green Ext Time (p_c), s	0.0	15.3		0.3	3.2	9.8		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.3								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	41	600	32	70	1041	51	21	23	27	10	16	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1796	1667	1814	1766	1850	1667	1850	1850	1850	1821	1850
Adj Flow Rate, veh/h	43	632	34	74	1096	50	22	24	23	11	17	21
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	11	2	5	5	11	0	0	0	0	0
Cap, veh/h	158	1335	190	392	1855	84	79	94	91	49	67	83
Arrive On Green	0.09	0.25	0.25	0.23	0.38	0.38	0.05	0.16	0.16	0.03	0.14	0.14
Sat Flow, veh/h	1762	5388	766	1727	4819	219	1587	593	569	1762	492	608
Grp Volume(v), veh/h	43	632	34	74	802	344	22	0	47	11	0	38
Grp Sat Flow(s),veh/h/ln	1762	1796	766	1727	1766	1506	1587	0	1162	1762	0	1100
Q Serve(g_s), s	1.5	6.8	1.7	2.4	12.3	12.4	0.9	0.0	2.4	0.4	0.0	2.1
Cycle Q Clear(g_c), s	1.5	6.8	1.7	2.4	12.3	12.4	0.9	0.0	2.4	0.4	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.49	1.00		0.55
Lane Grp Cap(c), veh/h	158	1335	190	392	1360	580	79	0	185	49	0	151
V/C Ratio(X)	0.27	0.47	0.18	0.19	0.59	0.59	0.28	0.00	0.25	0.23	0.00	0.25
Avail Cap(c_a), veh/h	285	2697	383	392	1768	754	234	0	718	259	0	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	21.8	9.8	21.2	16.6	16.7	31.1	0.0	25.0	32.3	0.0	26.2
Incr Delay (d2), s/veh	0.3	0.6	1.0	0.1	0.9	2.1	0.7	0.0	0.3	0.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.4	0.5	1.1	6.1	5.4	0.4	0.0	0.8	0.2	0.0	0.6	
LnGrp Delay(d),s/veh	29.2	22.3	10.8	21.3	17.5	18.7	31.8	0.0	25.3	33.2	0.0	26.5
LnGrp LOS	C	C	B	C	B	B	C		C	C		C
Approach Vol, veh/h		709			1220			69			49	
Approach Delay, s/veh		22.2			18.1			27.4			28.0	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.4	23.8	8.4	15.3	11.1	33.1	6.9	16.8				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	34.0	10.0	42.0	11.0	34.0	10.0	42.0					
Max Q Clear Time (g_c+1), s	8.8	2.9	4.1	3.5	14.4	2.4	4.4					
Green Ext Time (p_c), s	0.0	7.8	0.0	0.5	0.0	11.8	0.0	0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.1									
HCM 2010 LOS			C									

Intersection																
Intersection Delay, s/veh	7.8															
Intersection LOS	A															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	5	20	0	20	5	21	0	21	30	22	0	43	33	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	5	22	0	22	5	23	0	23	33	24	0	47	36	46
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	7.6	7.6	7.8	8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	41%	0%	44%	43%	57%	0%
Vol Thru, %	59%	0%	11%	11%	43%	0%
Vol Right, %	0%	100%	44%	46%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	22	45	46	76	42
LT Vol	21	0	20	20	43	0
Through Vol	30	0	5	5	33	0
RT Vol	0	22	20	21	0	42
Lane Flow Rate	55	24	49	50	83	46
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.077	0.027	0.058	0.06	0.115	0.051
Departure Headway (Hd)	4.981	4.072	4.302	4.292	5.031	4.046
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	710	864	837	840	705	873
Service Time	2.777	1.868	2.305	2.293	2.814	1.828
HCM Lane V/C Ratio	0.077	0.028	0.059	0.06	0.118	0.053
HCM Control Delay	8.2	7	7.6	7.6	8.5	7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.2	0.4	0.2

**Intersection**

Int Delay, s/veh 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	74	11	21	53	15	29	22	7	15	21	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	87	13	25	62	18	34	26	8	18	25	27

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	89	0	0	267	255	89	272	255	62
Stage 1	-	-	-	-	-	-	143	143	-	112	112	-
Stage 2	-	-	-	-	-	-	124	112	-	160	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1506	-	-	686	649	969	680	649	1003
Stage 1	-	-	-	-	-	-	860	779	-	893	803	-
Stage 2	-	-	-	-	-	-	880	803	-	842	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1506	-	-	629	625	967	635	625	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	629	625	-	635	625	-
Stage 1	-	-	-	-	-	-	842	763	-	876	789	-
Stage 2	-	-	-	-	-	-	815	789	-	791	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.8	10.8	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	683	1541	-	-	1506	-	-	629	1003
HCM Lane V/C Ratio	0.054	0.05	0.018	-	-	0.016	-	-	0.067	0.027
HCM Control Delay (s)	11.1	10.5	7.4	0	-	7.4	0	-	11.1	8.7
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.1	-	-	0.2	0.1

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA  
 11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	542	23	64	933	122	142	427	43	141	272	92
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1779	1762	1762	1729	1779	1814	1832	1850	1796	1814	1832	1762
Adj Flow Rate, veh/h	108	602	23	71	1037	125	158	474	28	157	302	55
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	5	5	7	4	2	1	0	3	2	1	5
Cap, veh/h	331	2042	305	295	2019	310	287	832	181	284	824	259
Arrive On Green	0.10	0.39	0.39	0.09	0.38	0.38	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	3388	5286	790	3293	5337	820	3489	3700	806	3455	3663	802
Grp Volume(v), veh/h	108	602	23	71	1037	125	158	474	28	157	302	55
Grp Sat Flow(s),veh/h/ln	1694	1762	790	1647	1779	820	1744	1850	806	1727	1832	802
Q Serve(g_s), s	3.2	8.5	2.0	2.2	16.3	12.1	4.7	12.3	3.0	4.7	7.5	5.4
Cycle Q Clear(g_c), s	3.2	8.5	2.0	2.2	16.3	12.1	4.7	12.3	3.0	4.7	7.5	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	2042	305	295	2019	310	287	832	181	284	824	259
V/C Ratio(X)	0.33	0.29	0.08	0.24	0.51	0.40	0.55	0.57	0.15	0.55	0.37	0.21
Avail Cap(c_a), veh/h	344	2042	305	334	2019	310	322	1690	368	319	1673	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	23.0	21.0	45.9	26.0	24.7	47.8	37.3	33.7	47.8	35.5	26.7
Incr Delay (d2), s/veh	0.2	0.4	0.5	0.2	0.9	3.9	0.6	0.2	0.1	0.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.5	4.3	0.5	1.0	8.1	3.1	2.3	6.3	0.7	2.3	3.8	1.2
LnGrp Delay(d),s/veh	45.8	23.4	21.5	46.1	26.9	28.6	48.4	37.6	33.9	48.4	35.6	26.9
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		733			1233			660			514	
Approach Delay, s/veh		26.6			28.2			40.0			38.6	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	48.9	13.9	30.9	15.6	48.0	13.9	30.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	41.0	10.0	49.5	11.0	41.0	10.0	49.5				
Max Q Clear Time (g_c+I1), s	4.2	10.5	6.7	9.5	5.2	18.3	6.7	14.3				
Green Ext Time (p_c), s	0.0	23.0	0.1	3.7	0.0	18.2	0.1	3.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	10	12	19	17	9	32	552	42	7	299	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	63	12	13	23	21	6	40	681	38	9	369	41
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	41	44	79	125	57	95	2099	117	34	1802	192
Arrive On Green	0.07	0.08	0.08	0.05	0.07	0.07	0.06	0.65	0.65	0.02	0.61	0.61
Sat Flow, veh/h	1727	533	577	1727	1814	833	1727	3228	179	1727	2934	312
Grp Volume(v), veh/h	63	0	25	23	21	6	40	381	338	9	222	188
Grp Sat Flow(s),veh/h/ln	1727	0	1110	1727	1814	833	1727	1814	1594	1727	1814	1432
Q Serve(g_s), s	4.2	0.0	2.6	1.5	1.3	0.8	2.7	11.2	11.3	0.6	6.4	7.0
Cycle Q Clear(g_c), s	4.2	0.0	2.6	1.5	1.3	0.8	2.7	11.2	11.3	0.6	6.4	7.0
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.11	1.00		0.22
Lane Grp Cap(c), veh/h	114	0	85	79	125	57	95	1179	1036	34	1114	880
V/C Ratio(X)	0.55	0.00	0.30	0.29	0.17	0.10	0.42	0.32	0.33	0.27	0.20	0.21
Avail Cap(c_a), veh/h	187	0	273	158	416	191	158	1179	1036	130	1114	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.3	0.0	52.4	55.4	52.6	52.4	54.8	9.3	9.3	58.0	10.2	10.3
Incr Delay (d2), s/veh	1.6	0.0	0.7	0.7	0.2	0.3	1.1	0.7	0.8	1.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.8	0.8	0.7	0.2	1.3	5.7	5.2	0.3	3.3	2.9	
LnGrp Delay(d),s/veh	55.9	0.0	53.1	56.1	52.9	52.7	55.9	10.0	10.2	59.5	10.5	10.8
LnGrp LOS	E		D	E	D	D	E	B	B	E	B	B
Approach Vol, veh/h		88			50			759			419	
Approach Delay, s/veh		55.1			54.3			12.5			11.7	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	85.0	12.0	15.6	11.6	80.7	12.9	14.8				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	47.0	11.0	* 30	11.0	45.0	13.0	27.5					
Max Q Clear Time (g_c+1), s	13.3	3.5	4.6	4.7	9.0	6.2	3.3					
Green Ext Time (p_c), s	0.0	15.4	0.0	0.1	0.0	15.9	0.0	0.1				

Intersection Summary

HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B






















Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	1509	73	32	1064	29	48	14	45	52	7	63
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1799	1850	1850	1796	1779	1850	1809	1850	1779	1785	1850
Adj Flow Rate, veh/h	58	1572	68	33	1108	0	50	15	25	54	7	23
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	3	4	0	0	0	4	0	0
Cap, veh/h	160	3090	133	120	3244	492	188	42	70	175	23	77
Arrive On Green	0.09	0.63	0.63	0.07	0.60	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1727	4932	213	1762	5388	817	1401	387	644	1335	216	708
Grp Volume(v), veh/h	58	1146	494	33	1108	0	50	0	40	54	0	30
Grp Sat Flow(s),veh/h/ln	1727	1799	1548	1762	1796	817	1401	0	1031	1335	0	924
Q Serve(g_s), s	2.9	15.9	16.0	1.6	9.4	0.0	3.1	0.0	3.3	3.6	0.0	2.7
Cycle Q Clear(g_c), s	2.9	15.9	16.0	1.6	9.4	0.0	5.9	0.0	3.3	6.9	0.0	2.7
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.63	1.00		0.77
Lane Grp Cap(c), veh/h	160	2254	970	120	3244	492	188	0	111	175	0	100
V/C Ratio(X)	0.36	0.51	0.51	0.27	0.34	0.00	0.27	0.00	0.36	0.31	0.00	0.30
Avail Cap(c_a), veh/h	246	2254	970	251	3244	492	558	0	384	528	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	9.3	9.4	40.4	9.1	0.0	40.2	0.0	37.8	41.0	0.0	37.6
Incr Delay (d2), s/veh	0.5	0.8	1.9	0.5	0.3	0.0	0.3	0.0	0.7	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.4	8.1	7.2	0.8	4.7	0.0	1.2	0.0	1.0	1.3	0.0	0.7
LnGrp Delay(d),s/veh	39.4	10.2	11.3	40.9	9.4	0.0	40.5	0.0	38.5	41.3	0.0	38.2
LnGrp LOS	D	B	B	D	A		D		D	D		D
Approach Vol, veh/h		1698			1141			90				84
Approach Delay, s/veh		11.5			10.3			39.6				40.2
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	64.2		15.9	13.5	62.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	55.0		34.0	13.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	3.6	18.0		8.9	4.9	11.4		7.9				
Green Ext Time (p_c), s	0.0	34.6		0.5	0.0	40.3		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								



HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Volume (veh/h)	96	13	86	80	16	246	26	1178	6	183	1381	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	105	14	76	88	18	103	29	1295	7	201	1518	95
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	25	84	293	55	216	100	2394	13	229	2482	155
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.45	0.45	0.13	0.52	0.52
Sat Flow, veh/h	401	96	317	892	207	820	1727	5376	29	1727	4774	298
Grp Volume(v), veh/h	195	0	0	106	0	103	29	874	428	201	1153	460
Grp Sat Flow(s),veh/h/ln	815	0	0	1099	0	820	1727	1814	1778	1727	1814	1445
Q Serve(g_s), s	18.4	0.0	0.0	0.0	0.0	12.0	1.8	20.0	20.0	13.0	25.4	25.5
Cycle Q Clear(g_c), s	27.3	0.0	0.0	8.9	0.0	12.0	1.8	20.0	20.0	13.0	25.4	25.5
Prop In Lane	0.54		0.39	0.83		1.00	1.00		0.02	1.00		0.21
Lane Grp Cap(c), veh/h	264	0	0	348	0	216	100	1615	792	229	1885	751
V/C Ratio(X)	0.74	0.00	0.00	0.30	0.00	0.48	0.29	0.54	0.54	0.88	0.61	0.61
Avail Cap(c_a), veh/h	283	0	0	373	0	231	167	1615	792	396	1885	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	34.0	0.0	35.2	51.2	23.0	23.0	48.3	19.2	19.2
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.0	0.6	0.6	1.3	2.6	4.9	1.5	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	2.7	0.0	2.7	0.9	10.2	10.3	6.5	13.0	10.9
LnGrp Delay(d),s/veh	51.4	0.0	0.0	34.1	0.0	35.8	51.8	24.3	25.7	53.2	20.7	22.9
LnGrp LOS	D			C		D	D	C	C	D	C	C
Approach Vol, veh/h		195			209			1331			1814	
Approach Delay, s/veh		51.4			35.0			25.3			24.9	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.1	57.5		35.9	11.6	66.0		35.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	20.0	44.0		32.0	11.0	59.0		32.0				
Max Q Clear Time (g_c+11), s	11.0	22.0		29.3	3.8	27.5		14.0				
Green Ext Time (p_c), s	0.1	21.3		0.6	0.0	30.1		2.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				27.1								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖↗
Volume (veh/h)	176	785	625	177	686	376	445	680	184	460	983	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1779	1832	1850	1814	1832	1832	1779	1850	1832	1814	1779
Adj Flow Rate, veh/h	181	809	491	182	707	320	459	701	0	474	1013	43
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	1	0	2	1	1	4	0	1	2	4
Cap, veh/h	275	2007	805	278	2046	391	536	1491	237	488	1471	221
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.10	0.28	0.00	0.09	0.27	0.27
Sat Flow, veh/h	3489	5337	1683	3524	5441	830	5233	5337	850	5233	5441	817
Grp Volume(v), veh/h	181	809	491	182	707	320	459	701	0	474	1013	43
Grp Sat Flow(s),veh/h/ln	1744	1779	842	1762	1814	830	1744	1779	850	1744	1814	817
Q Serve(g_s), s	7.0	15.5	29.9	7.0	13.0	46.3	12.0	15.2	0.0	12.6	23.3	5.6
Cycle Q Clear(g_c), s	7.0	15.5	29.9	7.0	13.0	46.3	12.0	15.2	0.0	12.6	23.3	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	2007	805	278	2046	391	536	1491	237	488	1471	221
V/C Ratio(X)	0.66	0.40	0.61	0.65	0.35	0.82	0.86	0.47	0.00	0.97	0.69	0.19
Avail Cap(c_a), veh/h	276	2007	805	304	2070	394	639	1686	269	488	1563	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	32.0	26.7	62.3	31.2	31.9	61.5	41.6	0.0	63.0	45.6	39.1
Incr Delay (d2), s/veh	4.5	0.3	2.0	3.2	0.2	14.1	8.6	0.5	0.0	32.9	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	7.7	7.2	3.5	6.5	12.1	6.2	7.5	0.0	7.5	11.9	1.3	
LnGrp Delay(d),s/veh	66.8	32.2	28.7	65.5	31.4	46.0	70.1	42.1	0.0	95.9	47.2	40.0
LnGrp LOS	E	C	C	E	C	D	E	D		F	D	D
Approach Vol, veh/h		1481			1209			1160			1530	
Approach Delay, s/veh		35.3			40.4			53.2			62.1	
Approach LOS		D			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.0	59.4	19.3	44.7	16.0	59.4	18.0	45.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	12.0	52.0	17.0	40.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+19.0), s	19.0	31.9	14.0	25.3	9.0	48.3	14.6	17.2				
Green Ext Time (p_c), s	0.1	18.6	0.2	12.4	0.0	4.0	0.0	20.5				

Intersection Summary

HCM 2010 Ctrl Delay	47.9
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	2	7	77	2	51	11	1317	59	100	1698	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	13	2	3	82	2	18	12	1401	56	106	1806	23
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	34	50	375	10	94	55	2358	361	200	2816	431
Arrive On Green	0.07	0.08	0.08	0.11	0.12	0.12	0.03	0.43	0.43	0.12	0.52	0.52
Sat Flow, veh/h	1727	420	630	3455	87	781	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	13	0	5	82	0	20	12	1401	56	106	1806	23
Grp Sat Flow(s),veh/h/ln	1727	0	1050	1727	0	868	1727	1814	833	1727	1814	833
Q Serve(g_s), s	0.6	0.0	0.4	1.9	0.0	1.8	0.6	17.2	2.3	5.1	21.0	0.6
Cycle Q Clear(g_c), s	0.6	0.0	0.4	1.9	0.0	1.8	0.6	17.2	2.3	5.1	21.0	0.6
Prop In Lane	1.00		0.60	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	84	375	0	104	55	2358	361	200	2816	431
V/C Ratio(X)	0.11	0.00	0.06	0.22	0.00	0.19	0.22	0.59	0.16	0.53	0.64	0.05
Avail Cap(c_a), veh/h	217	0	431	433	0	356	217	2358	361	236	2816	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	37.3	35.7	0.0	34.8	41.4	19.0	6.1	36.5	15.3	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.3	0.7	1.1	0.9	0.8	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	0.4	0.3	8.8	0.9	2.5	10.7	0.3
LnGrp Delay(d),s/veh	38.5	0.0	37.4	35.8	0.0	35.1	42.1	20.1	7.0	37.3	16.4	2.8
LnGrp LOS	D		D	D		D	D	C	A	D	B	A
Approach Vol, veh/h		18			102			1469			1935	
Approach Delay, s/veh		38.2			35.7			19.7			17.4	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	45.0	11.0	16.5	7.8	52.4	14.5	13.0				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	38.0	11.0	36.0	11.0	39.0	11.0	36.0				
Max Q Clear Time (g_c+1), s	12.0	19.2	2.6	3.8	2.6	23.0	3.9	2.4				
Green Ext Time (p_c), s	0.0	18.5	0.1	0.1	0.0	15.8	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.0								
HCM 2010 LOS				B								

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	26	1441	38	36	1745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	1517	40	38	1837

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2328	758	0	0	1517	0
Stage 1	1517	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	*175	*587	-	-	*738	-
Stage 1	*602	-	-	-	-	-
Stage 2	*360	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*166	*587	-	-	*738	-
Mov Cap-2 Maneuver	*166	-	-	-	-	-
Stage 1	*602	-	-	-	-	-
Stage 2	*341	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	* 738	-
HCM Lane V/C Ratio	-	-	0.047	0.051	-
HCM Control Delay (s)	-	-	11.4	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-





















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
6: Washington Street & Highland Palms Drive/Avenue 47

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	13	5	85	13	82	10	1385	82	36	1706	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	11	14	2	90	14	27	11	1473	84	38	1815	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	49	41	142	22	76	44	2806	160	103	3336	2
Arrive On Green	0.05	0.05	0.05	0.09	0.09	0.09	0.03	0.58	0.58	0.06	0.61	0.61
Sat Flow, veh/h	781	994	833	1504	234	809	1727	4841	276	1727	5435	3
Grp Volume(v), veh/h	25	0	2	104	0	27	11	1104	453	38	1211	605
Grp Sat Flow(s),veh/h/ln	1775	0	833	1739	0	809	1727	1814	1489	1727	1814	1810
Q Serve(g_s), s	1.6	0.0	0.3	6.9	0.0	3.8	0.7	22.1	22.1	2.5	23.2	23.2
Cycle Q Clear(g_c), s	1.6	0.0	0.3	6.9	0.0	3.8	0.7	22.1	22.1	2.5	23.2	23.2
Prop In Lane	0.44		1.00	0.87		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	88	0	41	164	0	76	44	2103	863	103	2227	1111
V/C Ratio(X)	0.28	0.00	0.05	0.63	0.00	0.35	0.25	0.52	0.53	0.37	0.54	0.54
Avail Cap(c_a), veh/h	148	0	69	464	0	216	144	2103	863	144	2227	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	54.3	52.3	0.0	50.9	57.3	15.2	15.2	54.2	13.4	13.4
Incr Delay (d2), s/veh	6.3	0.0	1.7	1.5	0.0	1.0	1.1	0.9	2.3	0.8	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.0	0.0	0.1	3.4	0.0	0.9	0.4	11.3	9.6	1.2	11.9	12.2
LnGrp Delay(d),s/veh	61.3	0.0	56.1	53.8	0.0	51.9	58.4	16.2	17.5	55.0	14.4	15.3
LnGrp LOS	E		E	D		D	E	B	B	E	B	B
Approach Vol, veh/h		27			131			1568			1854	
Approach Delay, s/veh		60.9			53.5			16.9			15.5	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	76.6		12.9	8.1	80.7		18.3				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	42.0		10.0	10.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	24.1		3.6	2.7	25.2		8.9				
Green Ext Time (p_c), s	0.0	17.7		0.1	0.0	16.6		0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			17.8									
HCM 2010 LOS			B									

**Intersection**

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	1352	15	66	1730
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1394	15	68	1784

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2243	697	0
Stage 1	1394	-	-
Stage 2	849	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	*300	329	-
Stage 1	*138	-	-
Stage 2	*535	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*219	329	-
Mov Cap-2 Maneuver	*219	-	-
Stage 1	*138	-	-
Stage 2	*390	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	329	251
HCM Lane V/C Ratio	-	-	0.031	0.271
HCM Control Delay (s)	-	-	16.3	24.6
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.1	1.1



















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1351	43	72	1160	61	72	16	80	147	25	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1813	1850	1850	1816	1850	1850	1822	1850	1850	1837	1850
Adj Flow Rate, veh/h	82	1393	42	74	1196	54	74	16	22	152	26	9
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	0	2	2	7	7	7	0	0	0
Cap, veh/h	151	1955	59	460	2854	129	287	78	107	275	179	62
Arrive On Green	0.09	0.38	0.38	0.52	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1762	5099	154	1762	4960	223	1201	413	568	1136	945	327
Grp Volume(v), veh/h	82	991	444	74	875	375	74	0	38	152	0	35
Grp Sat Flow(s),veh/h/ln	1762	1813	1627	1762	1816	1553	1201	0	982	1136	0	1272
Q Serve(g_s), s	5.4	27.8	27.8	2.6	0.0	0.0	5.7	0.0	3.9	12.6	0.0	2.8
Cycle Q Clear(g_c), s	5.4	27.8	27.8	2.6	0.0	0.0	8.5	0.0	3.9	16.5	0.0	2.8
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	151	1390	624	460	2089	893	287	0	185	275	0	240
V/C Ratio(X)	0.54	0.71	0.71	0.16	0.42	0.42	0.26	0.00	0.20	0.55	0.00	0.15
Avail Cap(c_a), veh/h	191	1390	624	460	2089	893	518	0	352	507	0	456
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	31.4	31.4	21.8	0.0	0.0	44.1	0.0	41.1	48.0	0.0	40.6
Incr Delay (d2), s/veh	0.9	2.5	5.4	0.1	0.6	1.3	0.2	0.0	0.2	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.7	14.4	13.4	1.3	0.2	0.3	2.2	0.0	1.1	4.8	0.0	1.0
LnGrp Delay(d),s/veh	53.5	33.9	36.8	21.9	0.6	1.3	44.3	0.0	41.3	48.7	0.0	40.7
LnGrp LOS	D	C	D	C	A	A	D		D	D		D
Approach Vol, veh/h		1517			1324			112				187
Approach Delay, s/veh		35.8			2.0			43.3				47.2
Approach LOS		D			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	76.1		28.7	38.3	53.0		28.7				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	13.0	46.0		43.0	13.0	* 46		43.0				
Max Q Clear Time (g_c+I1), s	7.4	2.0		10.5	4.6	29.8		18.5				
Green Ext Time (p_c), s	0.0	20.4		1.4	4.7	12.1		1.3				

Intersection Summary

HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 9: La Quinta Center Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗		↖	↗	
Volume (veh/h)	50	1393	138	217	1136	86	130	38	139	51	40	61
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1816	1850	1850	1836	1850	1850	1850	1850
Adj Flow Rate, veh/h	52	1436	140	224	1171	86	134	39	128	53	41	20
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	0	0	2	2	0	0	0	0	0	0
Cap, veh/h	133	2407	371	176	2184	160	159	44	146	122	156	76
Arrive On Green	0.15	0.88	0.88	0.10	0.47	0.47	0.09	0.20	0.20	0.07	0.18	0.18
Sat Flow, veh/h	1762	5441	839	1762	4679	342	1762	225	740	1762	891	435
Grp Volume(v), veh/h	52	1436	140	224	908	349	134	0	167	53	0	61
Grp Sat Flow(s),veh/h/ln	1762	1814	839	1762	1816	1389	1762	0	965	1762	0	1326
Q Serve(g_s), s	3.2	7.7	3.5	12.0	21.3	21.5	9.0	0.0	20.2	3.5	0.0	4.8
Cycle Q Clear(g_c), s	3.2	7.7	3.5	12.0	21.3	21.5	9.0	0.0	20.2	3.5	0.0	4.8
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.77	1.00		0.33
Lane Grp Cap(c), veh/h	133	2407	371	176	1696	648	159	0	190	122	0	233
V/C Ratio(X)	0.39	0.60	0.38	1.27	0.54	0.54	0.84	0.00	0.88	0.44	0.00	0.26
Avail Cap(c_a), veh/h	162	2407	371	176	1696	648	162	0	338	147	0	453
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	4.3	4.1	54.0	22.7	22.8	53.7	0.0	46.8	53.6	0.0	42.8
Incr Delay (d2), s/veh	0.6	1.0	2.6	153.0	1.0	2.6	29.1	0.0	5.0	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.7	1.0	13.3	11.0	8.7	5.7	0.0	5.6	1.7	0.0	1.8	
LnGrp Delay(d),s/veh	49.1	5.3	6.7	207.0	23.7	25.4	82.8	0.0	51.8	54.5	0.0	43.0
LnGrp LOS	D	A	A	F	C	C	F		D	D		D
Approach Vol, veh/h		1628			1481			301			114	
Approach Delay, s/veh		6.8			51.8			65.6			48.3	
Approach LOS		A			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	60.1	15.9	27.1	14.1	63.0	13.3	29.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	33.0	11.0	41.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+M), s	11.0	9.7	11.0	6.8	5.2	23.5	5.5	22.2				
Green Ext Time (p_c), s	0.0	22.4	0.0	1.7	0.0	10.3	0.0	1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.1									
HCM 2010 LOS			C									



Intersection																
Intersection Delay, s/veh12.3																
Intersection LOS B																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	97	5	76	0	76	5	97	0	44	113	44	0	126	143	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	5	83	0	83	5	105	0	48	123	48	0	137	155	137
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.7	11.5	11.4	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	54%	43%	47%	0%
Vol Thru, %	72%	0%	3%	3%	53%	0%
Vol Right, %	0%	100%	43%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	44	178	178	269	126
LT Vol	44	0	97	76	126	0
Through Vol	113	0	5	5	143	0
RT Vol	0	44	76	97	0	126
Lane Flow Rate	171	48	193	193	292	137
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.307	0.075	0.317	0.312	0.509	0.203
Departure Headway (Hd)	6.473	5.618	5.895	5.806	6.273	5.324
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	634	606	615	573	671
Service Time	4.242	3.386	3.965	3.876	4.032	3.082
HCM Lane V/C Ratio	0.309	0.076	0.318	0.314	0.51	0.204
HCM Control Delay	12.1	8.8	11.7	11.5	15.4	9.4
HCM Lane LOS	B	A	B	B	C	A
HCM 95th-tile Q	1.3	0.2	1.4	1.3	2.9	0.8

Intersection												
Int Delay, s/veh	7.4											

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	60	75	17	28	71	52	29	38	37	57	91	70
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	78	18	29	74	54	30	40	39	59	95	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	79	0	0	384	336	80	375	336	74
Stage 1	-	-	-	-	-	-	204	204	-	132	132	-
Stage 2	-	-	-	-	-	-	180	132	-	243	204	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1519	-	-	574	585	980	582	585	988
Stage 1	-	-	-	-	-	-	798	733	-	871	787	-
Stage 2	-	-	-	-	-	-	822	787	-	761	733	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1518	-	-	439	547	978	502	547	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	547	-	502	547	-
Stage 1	-	-	-	-	-	-	762	700	-	833	770	-
Stage 2	-	-	-	-	-	-	654	770	-	659	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	1.4	11.6	12.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	439	699	1526	-	-	1518	-	-	529	988
HCM Lane V/C Ratio	0.069	0.112	0.041	-	-	0.019	-	-	0.291	0.074
HCM Control Delay (s)	13.8	10.8	7.5	0	-	7.4	0	-	14.6	8.9
HCM Lane LOS	B	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.4	0.1	-	-	0.1	-	-	1.2	0.2

HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	1181	104	123	1176	208	108	310	56	254	345	159
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1814	1713	1850	1814	1814	1832	1779	1779	1850	1814	1850
Adj Flow Rate, veh/h	237	1270	86	132	1265	159	116	333	31	273	371	89
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	8	0	2	2	1	4	4	0	2	0
Cap, veh/h	367	2057	290	363	2045	307	290	706	161	338	765	266
Arrive On Green	0.11	0.38	0.38	0.10	0.38	0.38	0.08	0.20	0.20	0.10	0.21	0.21
Sat Flow, veh/h	3489	5441	768	3524	5441	816	3489	3558	811	3524	3627	839
Grp Volume(v), veh/h	237	1270	86	132	1265	159	116	333	31	273	371	89
Grp Sat Flow(s),veh/h/ln	1744	1814	768	1762	1814	816	1744	1779	811	1762	1814	839
Q Serve(g_s), s	6.8	19.8	8.2	3.6	19.8	15.8	3.3	8.7	3.3	7.9	9.4	8.5
Cycle Q Clear(g_c), s	6.8	19.8	8.2	3.6	19.8	15.8	3.3	8.7	3.3	7.9	9.4	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	2057	290	363	2045	307	290	706	161	338	765	266
V/C Ratio(X)	0.65	0.62	0.30	0.36	0.62	0.52	0.40	0.47	0.19	0.81	0.48	0.33
Avail Cap(c_a), veh/h	434	2057	290	371	2045	307	300	1668	380	405	1805	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	26.4	22.8	43.7	26.5	25.3	45.4	37.0	34.9	46.3	36.2	27.3
Incr Delay (d2), s/veh	1.5	1.4	2.6	0.2	1.4	6.2	0.3	0.2	0.2	8.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.4	10.1	2.0	1.8	10.1	4.1	1.6	4.3	0.8	4.3	4.7	2.0
LnGrp Delay(d),s/veh	46.3	27.8	25.3	43.9	27.9	31.4	45.8	37.2	35.1	54.6	36.4	27.6
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1593			1556			480			733	
Approach Delay, s/veh		30.4			29.6			39.2			42.1	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.7	28.5	16.0	46.3	15.0	27.2				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.6	21.8	5.3	11.4	8.8	21.8	9.9	10.7				
Green Ext Time (p_c), s	0.1	17.1	0.0	3.6	0.1	15.3	0.1	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	36	64	60	45	42	52	356	62	52	503	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	79	40	44	66	49	20	57	391	49	57	553	49
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	70	77	159	227	103	148	1026	123	148	1089	95
Arrive On Green	0.10	0.13	0.13	0.09	0.12	0.12	0.09	0.36	0.36	0.09	0.36	0.36
Sat Flow, veh/h	1727	529	582	1727	1814	820	1727	2860	342	1727	3036	265
Grp Volume(v), veh/h	79	0	84	66	49	20	57	241	199	57	327	275
Grp Sat Flow(s),veh/h/ln	1727	0	1111	1727	1814	820	1727	1814	1388	1727	1814	1487
Q Serve(g_s), s	3.1	0.0	5.0	2.6	1.7	1.6	2.2	7.0	7.6	2.2	10.0	10.3
Cycle Q Clear(g_c), s	3.1	0.0	5.0	2.6	1.7	1.6	2.2	7.0	7.6	2.2	10.0	10.3
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	173	0	148	159	227	103	148	651	498	148	651	534
V/C Ratio(X)	0.46	0.00	0.57	0.41	0.22	0.20	0.39	0.37	0.40	0.39	0.50	0.52
Avail Cap(c_a), veh/h	219	0	453	219	740	335	219	651	498	219	651	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	28.9	30.4	28.0	27.9	30.7	16.9	17.0	30.7	17.8	17.9
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.6	0.2	0.3	0.6	1.6	2.4	0.6	2.8	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	1.6	1.3	0.9	0.4	1.1	3.8	3.3	1.1	5.5	4.7
LnGrp Delay(d),s/veh	30.9	0.0	30.2	31.1	28.1	28.2	31.3	18.5	19.4	31.3	20.6	21.5
LnGrp LOS	C		C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		163			135			497			659	
Approach Delay, s/veh		30.5			29.6			20.3			21.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	32.5	11.6	15.9	11.1	32.5	12.1	15.4				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	25.5	9.0	29.0	9.0	25.5	9.0	29.0					
Max Q Clear Time (g_c+1), s	9.6	4.6	7.0	4.2	12.3	5.1	3.7					
Green Ext Time (p_c), s	0.0	9.2	0.0	0.7	0.0	8.0	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 1: Plaza La Quinta/Channel Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1155	58	43	1160	36	63	12	45	52	19	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1814	1850	1850	1832	1850	1814	1807	1850	1850	1797	1850
Adj Flow Rate, veh/h	42	1203	54	45	1208	0	66	12	22	54	20	25
Adj No. of Lanes	1	3	0	1	3	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	2	2	0	1	0	2	0	0	0	0	0
Cap, veh/h	143	2787	125	153	3117	482	207	44	81	221	60	75
Arrive On Green	0.08	0.56	0.56	0.09	0.57	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1711	4943	221	1762	5495	850	1356	358	656	1396	483	604
Grp Volume(v), veh/h	42	882	375	45	1208	0	66	0	34	54	0	45
Grp Sat Flow(s),veh/h/ln	1711	1814	1537	1762	1832	850	1356	0	1015	1396	0	1086
Q Serve(g_s), s	1.8	11.2	11.2	1.9	9.7	0.0	3.7	0.0	2.4	2.9	0.0	3.0
Cycle Q Clear(g_c), s	1.8	11.2	11.2	1.9	9.7	0.0	6.8	0.0	2.4	5.3	0.0	3.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.65	1.00		0.56
Lane Grp Cap(c), veh/h	143	2045	866	153	3117	482	207	0	126	221	0	134
V/C Ratio(X)	0.29	0.43	0.43	0.29	0.39	0.00	0.32	0.00	0.27	0.24	0.00	0.33
Avail Cap(c_a), veh/h	279	2045	866	287	3117	482	616	0	432	643	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	10.0	10.0	34.1	9.6	0.0	35.1	0.0	31.7	34.1	0.0	32.0
Incr Delay (d2), s/veh	0.4	0.7	1.6	0.4	0.4	0.0	0.3	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.9	5.7	5.1	0.9	5.0	0.0	1.4	0.0	0.7	1.1	0.0	0.9
LnGrp Delay(d),s/veh	34.8	10.7	11.6	34.5	9.9	0.0	35.4	0.0	32.1	34.3	0.0	32.5
LnGrp LOS	C	B	B	C	A		D		C	C		C
Approach Vol, veh/h		1299			1253			100				99
Approach Delay, s/veh		11.7			10.8			34.3				33.5
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	52.0		15.9	11.7	52.3		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	45.0		34.0	13.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	3.9	13.2		7.3	3.8	11.7		8.8				
Green Ext Time (p_c), s	0.0	28.7		0.6	0.0	30.0		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.9								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
2: Washington Street & Channel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	↕
Volume (veh/h)	110	28	123	119	13	193	44	1043	13	176	1011	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1850	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	113	29	99	123	13	63	45	1075	11	181	1042	87
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	44	107	342	33	273	132	1990	20	211	1927	159
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.08	0.37	0.37	0.12	0.42	0.42
Sat Flow, veh/h	330	131	322	833	99	822	1727	5320	54	1727	4595	380
Grp Volume(v), veh/h	241	0	0	136	0	63	45	732	354	181	820	309
Grp Sat Flow(s),veh/h/ln	783	0	0	932	0	822	1727	1814	1747	1727	1814	1347
Q Serve(g_s), s	20.2	0.0	0.0	0.0	0.0	5.8	2.6	16.6	16.7	10.8	17.8	18.1
Cycle Q Clear(g_c), s	32.5	0.0	0.0	12.2	0.0	5.8	2.6	16.6	16.7	10.8	17.8	18.1
Prop In Lane	0.47		0.41	0.90		1.00	1.00		0.03	1.00		0.28
Lane Grp Cap(c), veh/h	311	0	0	375	0	273	132	1357	653	211	1521	565
V/C Ratio(X)	0.78	0.00	0.00	0.36	0.00	0.23	0.34	0.54	0.54	0.86	0.54	0.55
Avail Cap(c_a), veh/h	322	0	0	389	0	282	198	1357	653	362	1521	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	0.0	27.4	0.0	25.3	45.9	25.8	25.8	45.2	22.8	22.9
Incr Delay (d2), s/veh	9.8	0.0	0.0	0.2	0.0	0.2	0.6	1.5	3.2	3.9	1.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	3.1	0.0	1.3	1.3	8.6	8.6	5.4	9.2	7.3	
LnGrp Delay(d),s/veh	47.7	0.0	0.0	27.6	0.0	25.5	46.5	27.3	29.0	49.1	24.2	26.7
LnGrp LOS	D			C		C	D	C	C	D	C	C
Approach Vol, veh/h		241			199			1131			1310	
Approach Delay, s/veh		47.7			26.9			28.6			28.2	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	46.2		40.9	13.0	51.0		40.9				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0		6.0				
Max Green Setting (Gmax), s	22.0	34.0		36.0	12.0	44.0		36.0				
Max Q Clear Time (g_c+11), s	12.8	18.7		34.5	4.6	20.1		14.2				
Green Ext Time (p_c), s	0.1	14.1		0.4	0.0	21.2		2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 3: Washington Street & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖ ↗	↖ ↗	↑ ↑ ↑	↖ ↗	↖ ↗	↑ ↑ ↑	↖ ↗	↖ ↗	↑ ↑ ↑	↖ ↗
Volume (veh/h)	164	725	272	216	739	376	607	706	108	513	663	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1796	1832	1814	1832	1832	1832	1832	1832	1850	1832	1832	1832
Adj Flow Rate, veh/h	166	732	158	218	746	284	613	713	0	518	670	36
Adj No. of Lanes	2	3	2	2	3	1	3	3	1	3	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	1	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	281	2087	845	287	2087	398	696	1434	222	509	1238	190
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.13	0.26	0.00	0.10	0.23	0.23
Sat Flow, veh/h	3421	5495	1642	3489	5495	831	5233	5495	850	5233	5495	842
Grp Volume(v), veh/h	166	732	158	218	746	284	613	713	0	518	670	36
Grp Sat Flow(s),veh/h/ln	1711	1832	821	1744	1832	831	1744	1832	850	1744	1832	842
Q Serve(g_s), s	6.3	12.7	6.9	8.2	13.0	36.3	15.4	14.7	0.0	13.0	14.4	4.6
Cycle Q Clear(g_c), s	6.3	12.7	6.9	8.2	13.0	36.3	15.4	14.7	0.0	13.0	14.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	2087	845	287	2087	398	696	1434	222	509	1238	190
V/C Ratio(X)	0.59	0.35	0.19	0.76	0.36	0.71	0.88	0.50	0.00	1.02	0.54	0.19
Avail Cap(c_a), veh/h	282	2087	845	366	2180	412	823	1810	280	509	1481	227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	29.6	17.5	60.0	29.7	27.7	56.9	41.9	0.0	60.3	45.7	41.9
Incr Delay (d2), s/veh	2.2	0.2	0.2	4.9	0.2	7.1	8.7	0.6	0.0	44.2	0.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.5	1.6	4.1	6.6	9.1	8.0	7.5	0.0	8.3	7.3	1.1	
LnGrp Delay(d),s/veh	61.4	29.9	17.8	64.8	29.9	34.9	65.6	42.5	0.0	104.5	46.4	42.9
LnGrp LOS	E	C	B	E	C	C	E	D		F	D	D
Approach Vol, veh/h		1056			1248			1326			1224	
Approach Delay, s/veh		33.0			37.2			53.2			70.9	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	57.7	22.8	37.1	16.0	57.7	18.0	41.9				
Change Period (Y+Rc), s	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0				
Max Green Setting (Gmax), s	14.0	50.0	21.0	36.0	11.0	53.0	13.0	44.0				
Max Q Clear Time (g_c+10), s	11.0	14.7	17.4	16.4	8.3	38.3	15.0	16.7				
Green Ext Time (p_c), s	0.1	27.6	0.4	13.7	0.0	12.4	0.0	17.4				

Intersection Summary

HCM 2010 Ctrl Delay	49.1
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary  
 4: Washington Street & Point Happy Way/Simon Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖		↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (veh/h)	19	1	5	63	6	56	11	1446	75	134	1101	27
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1850	1814	1814	1814	1814	1814	1814
Adj Flow Rate, veh/h	20	1	3	66	6	36	12	1522	76	141	1159	28
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	21	63	299	18	106	564	2774	425	170	1434	220
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.65	1.00	1.00	0.10	0.26	0.26
Sat Flow, veh/h	1727	241	723	3455	129	774	1727	5441	833	1727	5441	833
Grp Volume(v), veh/h	20	0	4	66	0	42	12	1522	76	141	1159	28
Grp Sat Flow(s),veh/h/ln	1727	0	964	1727	0	903	1727	1814	833	1727	1814	833
Q Serve(g_s), s	1.2	0.0	0.4	2.0	0.0	4.6	0.3	0.0	0.0	8.8	21.9	2.8
Cycle Q Clear(g_c), s	1.2	0.0	0.4	2.0	0.0	4.6	0.3	0.0	0.0	8.8	21.9	2.8
Prop In Lane	1.00		0.75	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	0	84	299	0	123	564	2774	425	170	1434	220
V/C Ratio(X)	0.25	0.00	0.05	0.22	0.00	0.34	0.02	0.55	0.18	0.83	0.81	0.13
Avail Cap(c_a), veh/h	173	0	315	345	0	296	564	2774	425	173	1434	220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.7	0.0	46.1	46.8	0.0	43.0	12.9	0.0	0.0	48.7	37.9	30.9
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.1	0.0	0.6	0.0	0.8	0.9	23.1	4.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.1	0.9	0.0	1.2	0.1	0.2	0.1	5.3	11.5	0.7
LnGrp Delay(d),s/veh	51.3	0.0	46.2	46.9	0.0	43.6	12.9	0.8	0.9	71.8	42.4	31.9
LnGrp LOS	D		D	D		D	B	A	A	E	D	C
Approach Vol, veh/h		24			108			1610			1328	
Approach Delay, s/veh		50.4			45.6			0.9			45.3	
Approach LOS		D			D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	63.1	10.0	21.0	42.9	36.0	15.5	15.5				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	7.0	*7	6.0	*6				
Max Green Setting (Gmax), s	10.0	29.0	11.0	36.0	11.0	*29	11.0	*36				
Max Q Clear Time (g_c+M), s	10.0	2.0	3.2	6.6	2.3	23.9	4.0	2.4				
Green Ext Time (p_c), s	0.0	19.9	0.0	0.3	7.6	4.0	0.1	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



**Intersection**

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	29	1397	58	44	1125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	155	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	1455	60	46	1172





















Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2015	728	0 0 1455 0
Stage 1	1455	-	- - - -
Stage 2	560	-	- - - -
Critical Hdwy	5.74	7.14	- - 5.34 -
Critical Hdwy Stg 1	6.64	-	- - - -
Critical Hdwy Stg 2	6.04	-	- - - -
Follow-up Hdwy	3.82	3.92	- - 3.12 -
Pot Cap-1 Maneuver	*281	*604	- - *760 -
Stage 1	*620	-	- - - -
Stage 2	*693	-	- - - -
Platoon blocked, %	1	1	- - 1 -
Mov Cap-1 Maneuver	*264	*604	- - *760 -
Mov Cap-2 Maneuver	*264	-	- - - -
Stage 1	*620	-	- - - -
Stage 2	*651	-	- - - -





















Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 604	* 760	-
HCM Lane V/C Ratio	-	- 0.05	0.06	-
HCM Control Delay (s)	-	- 11.3	10	-
HCM Lane LOS	-	- B	B	-
HCM 95th %tile Q(veh)	-	- 0.2	0.2	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	16	6	113	17	84	20	1358	145	41	1065	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	12	17	2	118	18	31	21	1415	148	43	1109	19
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	58	46	149	23	82	74	2405	251	115	2969	51
Arrive On Green	0.06	0.06	0.06	0.10	0.10	0.10	0.04	0.54	0.54	0.13	1.00	1.00
Sat Flow, veh/h	735	1042	833	1508	230	833	1727	4433	463	1727	5246	90
Grp Volume(v), veh/h	29	0	2	136	0	31	21	1157	406	43	766	362
Grp Sat Flow(s),veh/h/ln	1777	0	833	1738	0	833	1727	1814	1269	1727	1814	1708
Q Serve(g_s), s	1.7	0.0	0.2	8.4	0.0	3.8	1.3	23.6	23.6	2.5	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.2	8.4	0.0	3.8	1.3	23.6	23.6	2.5	0.0	0.0
Prop In Lane	0.41		1.00	0.87		1.00	1.00		0.36	1.00		0.05
Lane Grp Cap(c), veh/h	99	0	46	172	0	82	74	1968	688	115	2053	967
V/C Ratio(X)	0.29	0.00	0.04	0.79	0.00	0.38	0.28	0.59	0.59	0.37	0.37	0.37
Avail Cap(c_a), veh/h	162	0	76	506	0	242	157	1968	688	157	2053	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	0.0	49.2	48.4	0.0	46.4	51.0	16.9	16.9	45.6	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	1.4	3.1	0.0	1.1	0.8	1.3	3.7	0.7	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.0	0.0	0.1	4.2	0.0	0.9	0.6	12.1	8.9	1.2	0.1	0.3
LnGrp Delay(d),s/veh	55.7	0.0	50.5	51.5	0.0	47.4	51.7	18.2	20.6	46.3	0.5	1.1
LnGrp LOS	E		D	D		D	D	B	C	D	A	A
Approach Vol, veh/h		31			167			1584			1171	
Approach Delay, s/veh		55.4			50.8			19.3			2.4	
Approach LOS		E			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	66.7		13.1	9.7	69.3		17.9				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	25.6		3.7	3.3	2.0		10.4				
Green Ext Time (p_c), s	0.0	6.2		0.1	0.0	28.2		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.7									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	46	6	113	47	84	142	1358	145	41	1065	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1814	1814	1850	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	172	48	2	118	49	31	148	1415	148	43	1109	178
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	35	76	144	60	97	157	2170	227	115	1878	300
Arrive On Green	0.09	0.09	0.09	0.12	0.12	0.12	0.09	0.49	0.49	0.13	0.93	0.93
Sat Flow, veh/h	1365	381	833	1238	514	833	1727	4433	463	1727	4038	645
Grp Volume(v), veh/h	220	0	2	167	0	31	148	1157	406	43	996	291
Grp Sat Flow(s),veh/h/ln	1745	0	833	1752	0	833	1727	1814	1269	1727	1814	1055
Q Serve(g_s), s	10.0	0.0	0.2	10.2	0.0	3.8	9.4	26.3	26.4	2.5	4.7	4.7
Cycle Q Clear(g_c), s	10.0	0.0	0.2	10.2	0.0	3.8	9.4	26.3	26.4	2.5	4.7	4.7
Prop In Lane	0.78		1.00	0.71		1.00	1.00		0.36	1.00		0.61
Lane Grp Cap(c), veh/h	159	0	76	204	0	97	157	1776	621	115	1687	491
V/C Ratio(X)	1.39	0.00	0.03	0.82	0.00	0.32	0.94	0.65	0.65	0.37	0.59	0.59
Avail Cap(c_a), veh/h	159	0	76	510	0	242	157	1776	621	157	1687	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	45.6	47.4	0.0	44.6	49.7	21.0	21.1	45.6	2.2	2.2
Incr Delay (d2), s/veh	207.9	0.0	0.5	3.0	0.0	0.7	54.2	1.9	5.3	0.7	1.5	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	14.0	0.0	0.1	5.1	0.0	0.9	6.8	13.6	10.1	1.2	2.3	1.8
LnGrp Delay(d),s/veh	257.9	0.0	46.1	50.5	0.0	45.3	104.0	22.9	26.3	46.3	3.7	7.4
LnGrp LOS	F		D	D		D	F	C	C	D	A	A
Approach Vol, veh/h		222			198			1711			1330	
Approach Delay, s/veh		256.0			49.7			30.7			5.9	
Approach LOS		F			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	60.9		17.0	15.0	58.2		19.8				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	10.0	32.0		10.0	10.0	32.0		32.0				
Max Q Clear Time (g_c+I1), s	4.5	28.4		12.0	11.4	6.7		12.2				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	24.4		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			36.7									
HCM 2010 LOS			D									

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	1328	1	74	1202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	1383	1	77	1252

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2038	692	0
Stage 1	1383	-	-
Stage 2	655	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	*212	331	-
Stage 1	*140	-	-
Stage 2	*669	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	*148	331	-
Mov Cap-2 Maneuver	*148	-	-
Stage 1	*140	-	-
Stage 2	*467	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	331	255
HCM Lane V/C Ratio	-	-	0.057	0.302
HCM Control Delay (s)	-	-	16.5	25.1
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	0.2	1.2



















**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 Signalized Intersection Summary  
8: Simon Drive & Highway 111

Washington Park SP Adjacent Tract 2 TIA

11/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	1311	44	74	1212	84	86	29	110	170	26	24
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1832	1832	1850	1850	1833	1850	1850	1850	1850	1850	1816	1850
Adj Flow Rate, veh/h	130	1366	45	77	1262	79	90	30	32	177	27	10
Adj No. of Lanes	1	3	0	1	3	0	0	2	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	171	1818	60	430	2507	157	337	111	118	293	201	74
Arrive On Green	0.10	0.35	0.35	0.24	0.52	0.52	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1744	5129	169	1762	4833	302	1239	506	540	1035	914	338
Grp Volume(v), veh/h	130	976	435	77	957	384	90	0	62	177	0	37
Grp Sat Flow(s),veh/h/ln	1744	1832	1634	1762	1833	1469	1239	0	1045	1035	0	1252
Q Serve(g_s), s	8.0	25.8	25.8	3.8	18.7	18.7	6.1	0.0	5.4	14.0	0.0	2.6
Cycle Q Clear(g_c), s	8.0	25.8	25.8	3.8	18.7	18.7	8.7	0.0	5.4	19.4	0.0	2.6
Prop In Lane	1.00		0.10	1.00		0.21	1.00		0.52	1.00		0.27
Lane Grp Cap(c), veh/h	171	1299	579	430	1901	762	337	0	230	293	0	275
V/C Ratio(X)	0.76	0.75	0.75	0.18	0.50	0.50	0.27	0.00	0.27	0.60	0.00	0.13
Avail Cap(c_a), veh/h	238	1299	579	430	1901	762	563	0	399	509	0	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	31.2	31.2	32.9	17.2	17.2	38.0	0.0	35.6	43.7	0.0	34.5
Incr Delay (d2), s/veh	4.2	3.2	7.0	0.1	0.8	1.9	0.2	0.0	0.2	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	4.1	13.6	12.7	1.8	9.6	8.0	2.4	0.0	1.6	5.2	0.0	0.9
LnGrp Delay(d),s/veh	52.5	34.5	38.2	32.9	18.0	19.2	38.2	0.0	35.8	44.4	0.0	34.6
LnGrp LOS	D	C	D	C	B	B	D		D	D		C
Approach Vol, veh/h		1541			1418			152			214	
Approach Delay, s/veh		37.0			19.1			37.2			42.7	
Approach LOS		D			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	64.1		30.1	33.9	46.0		30.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	7.0	* 7		6.0				
Max Green Setting (Gmax), s	15.0	35.0		42.0	11.0	* 39		42.0				
Max Q Clear Time (g_c+I1), s	10.0	20.7		10.7	5.8	27.8		21.4				
Green Ext Time (p_c), s	0.0	10.5		1.8	0.2	8.8		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.8									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Volume (veh/h)	75	1344	177	255	1141	132	177	77	197	62	57	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1850	1834	1850	1832	1840	1850	1850	1850	1850
Adj Flow Rate, veh/h	77	1371	175	260	1164	125	181	79	187	63	58	58
Adj No. of Lanes	1	3	1	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	0	1	1	1	2	2	0	0	0
Cap, veh/h	149	1723	267	235	1616	173	160	86	204	129	157	157
Arrive On Green	0.08	0.31	0.31	0.13	0.36	0.36	0.09	0.29	0.29	0.07	0.27	0.27
Sat Flow, veh/h	1762	5495	850	1762	4460	477	1744	299	708	1762	582	582
Grp Volume(v), veh/h	77	1371	175	260	956	333	181	0	266	63	0	116
Grp Sat Flow(s),veh/h/ln	1762	1832	850	1762	1834	1271	1744	0	1007	1762	0	1164
Q Serve(g_s), s	5.0	27.4	21.4	16.0	27.0	27.1	11.0	0.0	30.7	4.1	0.0	9.7
Cycle Q Clear(g_c), s	5.0	27.4	21.4	16.0	27.0	27.1	11.0	0.0	30.7	4.1	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.70	1.00		0.50
Lane Grp Cap(c), veh/h	149	1723	267	235	1329	460	160	0	290	129	0	314
V/C Ratio(X)	0.52	0.80	0.66	1.11	0.72	0.72	1.13	0.00	0.92	0.49	0.00	0.37
Avail Cap(c_a), veh/h	162	1723	267	235	1329	460	160	0	352	147	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	37.7	35.6	52.0	33.0	33.1	54.5	0.0	41.3	53.5	0.0	35.5
Incr Delay (d2), s/veh	0.9	3.5	10.9	85.0	2.8	7.9	111.0	0.0	23.1	1.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	14.4	5.8	13.3	14.2	10.5	10.2	0.0	10.4	2.1	0.0	0.0	3.1
LnGrp Delay(d),s/veh	53.5	41.2	46.5	137.0	35.8	40.9	165.5	0.0	64.4	54.5	0.0	35.8
LnGrp LOS	D	D	D	F	D	D	F		E	D		D
Approach Vol, veh/h		1623			1549			447			179	
Approach Delay, s/veh		42.4			53.9			105.4			42.4	
Approach LOS		D			D			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	44.6	16.0	38.4	15.2	50.5	13.8	40.6				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	29.0	11.0	41.0	11.0	34.0	10.0	42.0				
Max Q Clear Time (g_c+119), s	10.0	29.4	13.0	11.7	7.0	29.1	6.1	32.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	4.8	0.0	1.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			54.5									
HCM 2010 LOS			D									

**Intersection**

Intersection Delay, s/veh 17.1  
 Intersection LOS C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	158	5	72	0	72	5	158	0	53	135	54	0	172	146	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	5	78	0	78	5	172	0	58	147	59	0	187	159	186
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	16.3	15.3	14.4	19.7
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	28%	0%	67%	31%	54%	0%
Vol Thru, %	72%	0%	2%	2%	46%	0%
Vol Right, %	0%	100%	31%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	54	235	235	318	171
LT Vol	53	0	158	72	172	0
Through Vol	135	0	5	5	146	0
RT Vol	0	54	72	158	0	171
Lane Flow Rate	204	59	255	255	346	186
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.423	0.107	0.486	0.467	0.684	0.317
Departure Headway (Hd)	7.445	6.579	6.846	6.579	7.127	6.133
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	542	526	547	505	584
Service Time	5.211	4.345	4.908	4.642	4.885	3.89
HCM Lane V/C Ratio	0.423	0.109	0.485	0.466	0.685	0.318
HCM Control Delay	15.6	10.1	16.3	15.3	24	11.7
HCM Lane LOS	C	B	C	C	C	B
HCM 95th-tile Q	2.1	0.4	2.6	2.5	5.2	1.4

**Intersection**

Int Delay, s/veh 8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	69	100	10	30	65	53	19	48	20	68	86	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	85	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	114	11	34	74	60	22	55	23	77	98	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	114	0	0	461	412	114	451	412	74
Stage 1	-	-	-	-	-	-	270	270	-	142	142	-
Stage 2	-	-	-	-	-	-	191	142	-	309	270	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1475	-	-	511	530	939	519	530	988
Stage 1	-	-	-	-	-	-	736	686	-	861	779	-
Stage 2	-	-	-	-	-	-	811	779	-	701	686	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1475	-	-	375	488	939	436	488	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	488	-	436	488	-
Stage 1	-	-	-	-	-	-	696	648	-	814	760	-
Stage 2	-	-	-	-	-	-	635	760	-	592	648	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	1.5	12.9	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	375	568	1526	-	-	1475	-	-	464	988
HCM Lane V/C Ratio	0.058	0.136	0.051	-	-	0.023	-	-	0.377	0.078
HCM Control Delay (s)	15.2	12.3	7.5	0	-	7.5	0	-	17.4	9
HCM Lane LOS	C	B	A	A	-	A	A	-	C	A
HCM 95th %tile Q(veh)	0.2	0.5	0.2	-	-	0.1	-	-	1.7	0.3



HCM 2010 Signalized Intersection Summary  
 12: Adams Street & Highway 111

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	244	1262	80	146	1247	209	113	208	71	275	252	167
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1850	1832	1850	1832	1832	1832	1832	1832	1850	1850	1850	1832
Adj Flow Rate, veh/h	249	1288	64	149	1272	161	115	212	36	281	257	75
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	0	1	1	1	1	1	0	0	0	1
Cap, veh/h	402	2256	347	391	2245	337	311	489	113	351	533	217
Arrive On Green	0.11	0.41	0.41	0.11	0.41	0.41	0.09	0.13	0.13	0.10	0.14	0.14
Sat Flow, veh/h	3524	5495	846	3489	5495	826	3489	3663	844	3524	3700	838
Grp Volume(v), veh/h	249	1288	64	149	1272	161	115	212	36	281	257	75
Grp Sat Flow(s),veh/h/ln	1762	1832	846	1744	1832	826	1744	1832	844	1762	1850	838
Q Serve(g_s), s	6.5	17.4	4.6	3.8	17.1	13.8	3.0	5.1	3.7	7.5	6.1	7.0
Cycle Q Clear(g_c), s	6.5	17.4	4.6	3.8	17.1	13.8	3.0	5.1	3.7	7.5	6.1	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	2256	347	391	2245	337	311	489	113	351	533	217
V/C Ratio(X)	0.62	0.57	0.18	0.38	0.57	0.48	0.37	0.43	0.32	0.80	0.48	0.35
Avail Cap(c_a), veh/h	476	2256	347	399	2245	337	326	1865	430	439	1999	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	21.8	18.1	39.6	21.9	20.9	41.3	38.4	37.7	42.4	37.9	29.1
Incr Delay (d2), s/veh	0.9	1.1	1.2	0.2	1.0	4.8	0.3	0.2	0.6	6.4	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.2	8.9	1.2	1.9	8.8	3.6	1.4	2.6	0.9	4.0	3.2	1.6
LnGrp Delay(d),s/veh	41.5	22.9	19.3	39.8	22.9	25.7	41.5	38.6	38.3	48.8	38.1	29.4
LnGrp LOS	D	C	B	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1601			1582			363			613	
Approach Delay, s/veh		25.6			24.8			39.5			42.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	46.5	13.6	20.4	16.0	46.3	14.6	19.3				
Change Period (Y+Rc), s	5.0	7.0	5.0	6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	11.0	39.5	9.0	52.0	13.0	37.5	12.0	49.0				
Max Q Clear Time (g_c+I1), s	5.8	19.4	5.0	9.0	8.5	19.1	9.5	7.1				
Green Ext Time (p_c), s	0.1	19.4	0.0	2.4	0.1	17.7	0.1	2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Adams Street & Avenue 47/Auto Centre Drive

Washington Park SP Adjacent Tract 2 TIA

11/13/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	55	75	57	48	50	72	258	69	55	340	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1814	1814	1850	1814	1814	1814	1814	1814	1850	1814	1814	1850
Adj Flow Rate, veh/h	93	63	72	66	55	42	83	297	64	63	391	64
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	79	90	155	287	132	171	859	168	152	886	138
Arrive On Green	0.10	0.15	0.15	0.09	0.16	0.16	0.10	0.34	0.34	0.09	0.33	0.33
Sat Flow, veh/h	1727	520	594	1727	1814	833	1727	2543	498	1727	2711	421
Grp Volume(v), veh/h	93	0	135	66	55	42	83	203	158	63	254	201
Grp Sat Flow(s),veh/h/ln	1727	0	1114	1727	1814	833	1727	1814	1228	1727	1814	1319
Q Serve(g_s), s	3.8	0.0	8.8	2.7	2.0	3.3	3.4	6.3	7.3	2.6	8.2	9.1
Cycle Q Clear(g_c), s	3.8	0.0	8.8	2.7	2.0	3.3	3.4	6.3	7.3	2.6	8.2	9.1
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.41	1.00		0.32
Lane Grp Cap(c), veh/h	177	0	169	155	287	132	171	613	415	152	593	431
V/C Ratio(X)	0.52	0.00	0.80	0.43	0.19	0.32	0.49	0.33	0.38	0.42	0.43	0.47
Avail Cap(c_a), veh/h	207	0	431	207	702	322	207	613	415	207	593	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	30.7	32.3	27.4	28.0	32.0	18.5	18.9	32.4	19.8	20.0
Incr Delay (d2), s/veh	0.9	0.0	3.3	0.7	0.1	0.5	0.8	1.5	2.6	0.7	2.3	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	2.9	1.3	1.0	0.8	1.7	3.4	2.8	1.3	4.5	3.7	
LnGrp Delay(d),s/veh	32.8	0.0	34.0	33.0	27.5	28.5	32.8	20.0	21.5	33.1	22.0	23.6
LnGrp LOS	C		C	C	C	C	C	B	C	C	C	C
Approach Vol, veh/h		228			163			444			518	
Approach Delay, s/veh		33.5			30.0			22.9			24.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	32.3	13.2	17.9	12.4	31.5	12.7	18.4				
Change Period (Y+Rc), s	5.0	7.0	6.5	* 6.5	5.0	7.0	5.0	6.5				
Max Green Setting (Gmax), s	24.5	9.0	9.0	* 29	9.0	24.5	9.0	29.0				
Max Q Clear Time (g_c+1), s	11.6	9.3	4.7	10.8	5.4	11.1	5.8	5.3				
Green Ext Time (p_c), s	0.0	7.3	0.1	0.6	0.0	6.7	0.0	0.4				

Intersection Summary

HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

**APPENDIX 6.5:**

**OPENING YEAR CUMULATIVE (2015) WITHOUT PROJECT CONDITIONS TRAFFIC  
SIGNAL WARRANTS ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) Without Project Conditions - PM Peak Hour**

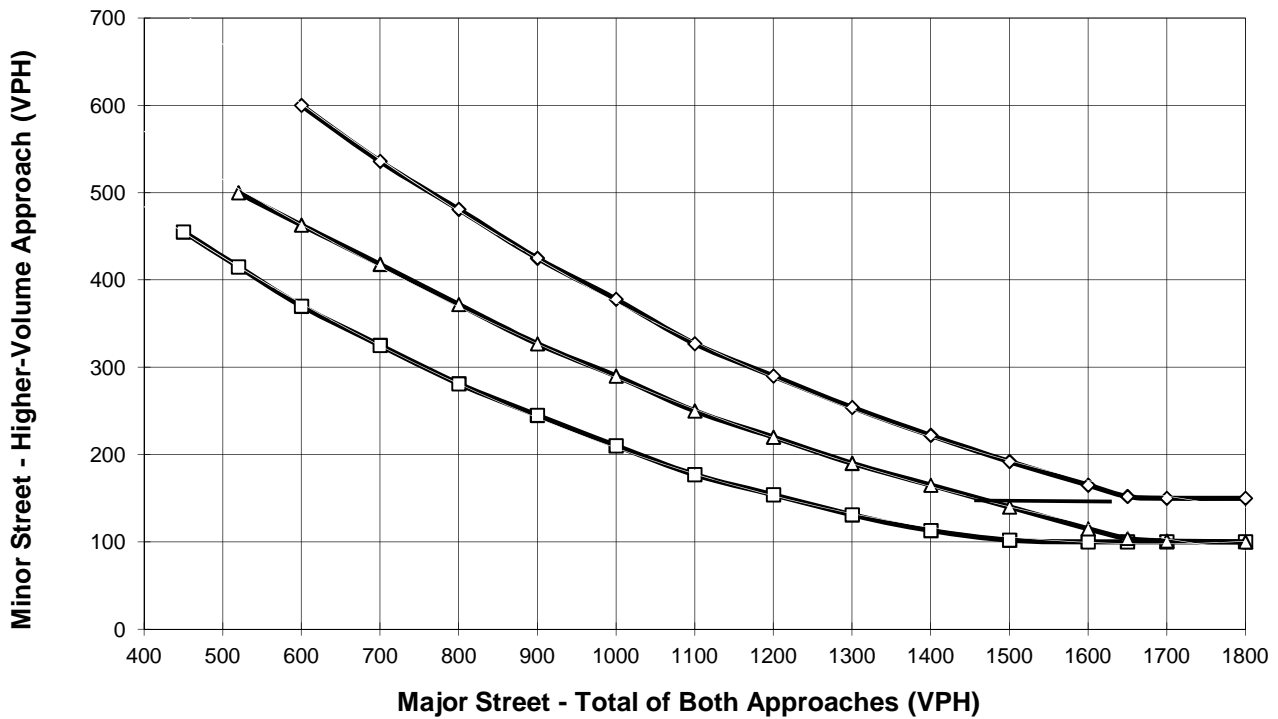
Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **250**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **129**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- \*— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

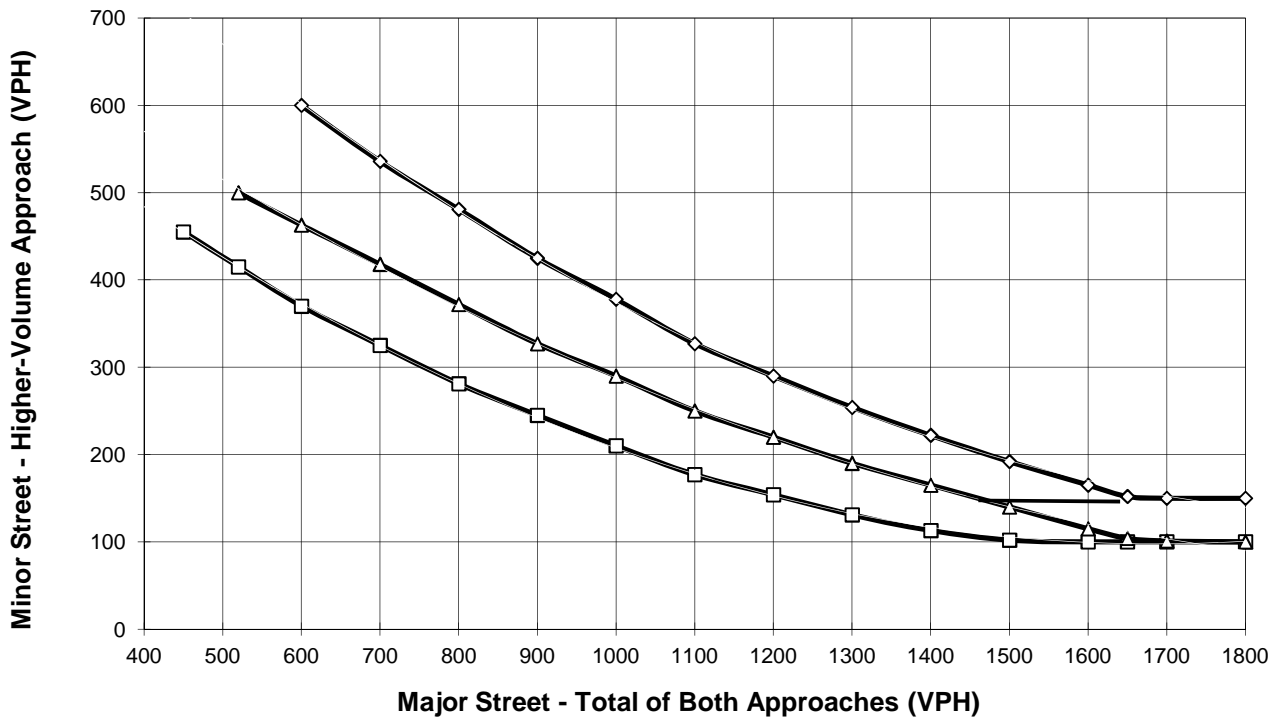
### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **La Quinta Center Drive**      Total of Both Approaches (VPH) = **350**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway**      High Volume Approach (VPH) = **178**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- \*— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 6.6:**

**OPENING YEAR CUMULATIVE (2015) WITH PROJECT CONDITIONS TRAFFIC SIGNAL  
WARRANTS ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

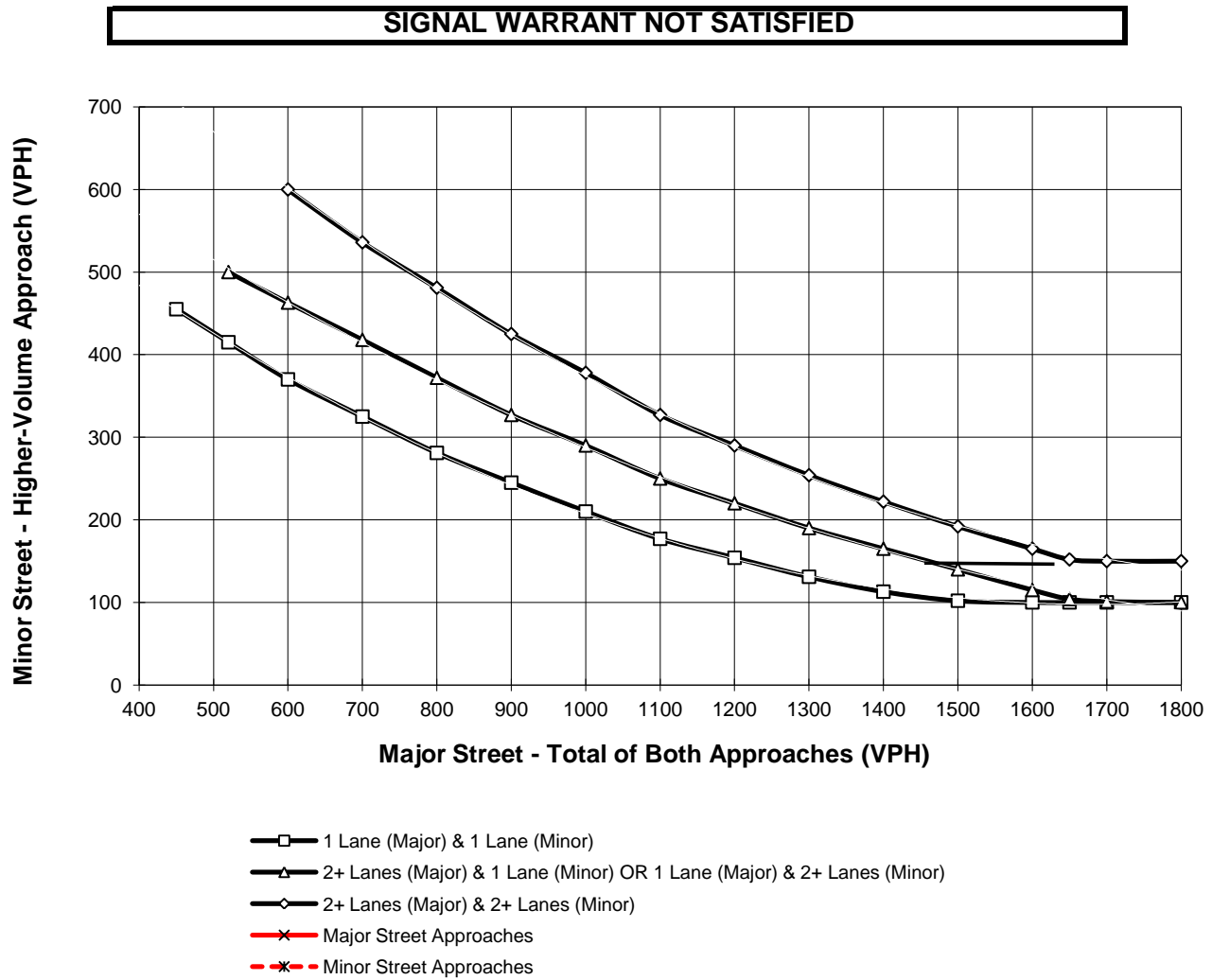
Traffic Conditions = **Opening Year Cumulative (2015) With Project Conditions - PM Peak Hour**

Major Street Name = **Avenue 47**

Total of Both Approaches (VPH) = **323**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **La Quinta Center Drive/Caleo Bay**

High Volume Approach (VPH) = **152**  
 Number of Approach Lanes On Minor Street = **1**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

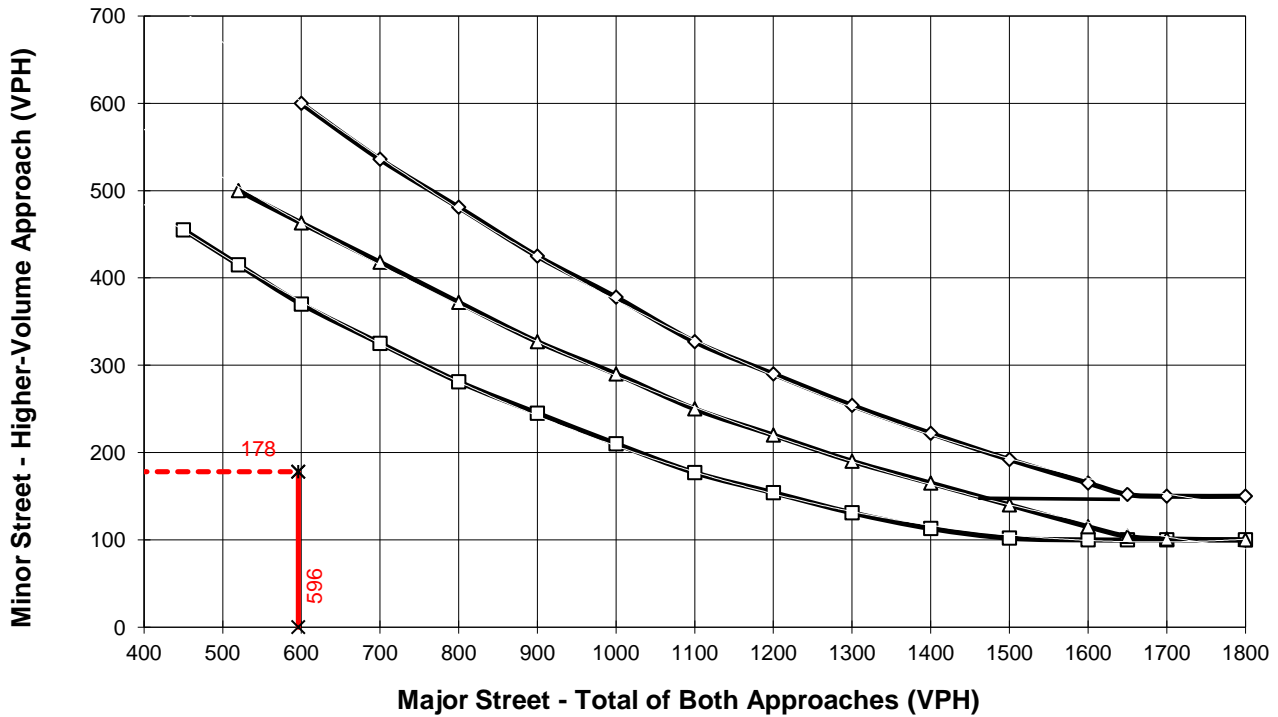
### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2015) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **La Quinta Center Drive**      Total of Both Approaches (VPH) = **596**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Lowes / Target Driveway**      High Volume Approach (VPH) = **178**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x- Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

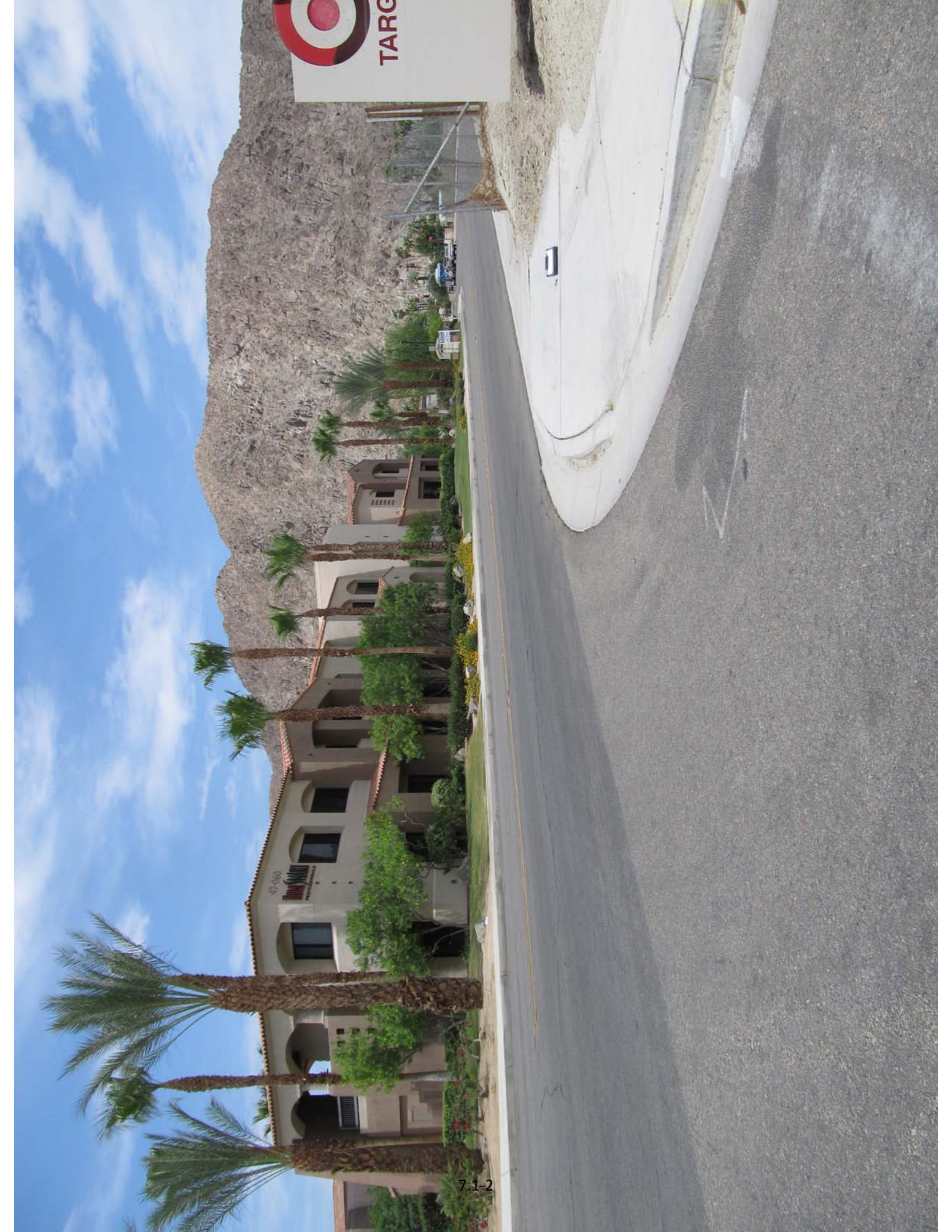


**APPENDIX 7.1:**

**SIGHT DISTANCE NOTES FOR LA QUINTA CENTER DRIVE/CALEO BAY / AVENUE 47**

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TARGET