

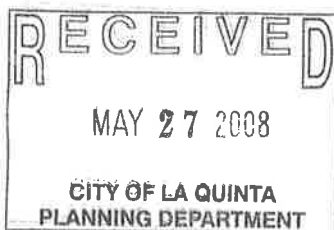
**FOCUSED TRAFFIC IMPACT STUDY
FOR
THE PROPOSED
"JEFFERSON SQUARE"
SHOPPING CENTER
AT
JEFFERSON STREET AND FRED WARING DRIVE
IN
LA QUINTA, CA**

PREPARED FOR

**REGENCY CENTERS
36 Executive Park, Suite 100
Irvine, California 92614
(949) 726-6028**

BY

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MAY, 2008



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**FOCUSED TRAFFIC IMPACT STUDY
FOR
THE JEFFERSON SQUARE SHOPPING CENTER
AT
JEFFERSON STREET AND FRED WARING DRIVE
IN
LA QUINTA, CA**

PROJECT DESCRIPTORS

Project Location

The project site is currently vacant land located on Jefferson Street and Fred Waring Drive. The vicinity map shows the site and the roads in the vicinity in Figure 1.

Project Description

The proposed project includes 90,441 square feet of retail shopping center. This is a project in an area with shopping centers to the east and residential development to the north and west. There will be two main entrances on Jefferson Street and on Fred Waring Drive with left-in access. A secondary right-in right-out driveway is also located on each street. The layout of the site is shown in Figure 2 on the site plan. The traffic from the site is expected to use both streets to access the area.

Study Criteria and Intersections

The City of La Quinta has requested a Focused Traffic Impact Study of the project for the 2009 opening year to determine any weekday or Saturday peak hour impacts on the key intersections. The intersections identified are:

Jefferson Street and Fred Waring Drive,
Dune Palms Road and Fred Waring Drive, and
Left-In Driveway Intersections.

CIRCULATION BACKGROUND ANALYSIS

Access for the project is currently available from Jefferson Street and Fred Waring Drive. One driveway on each street provides left in movements, but no left out movements are permitted through median control.

Surrounding Street System

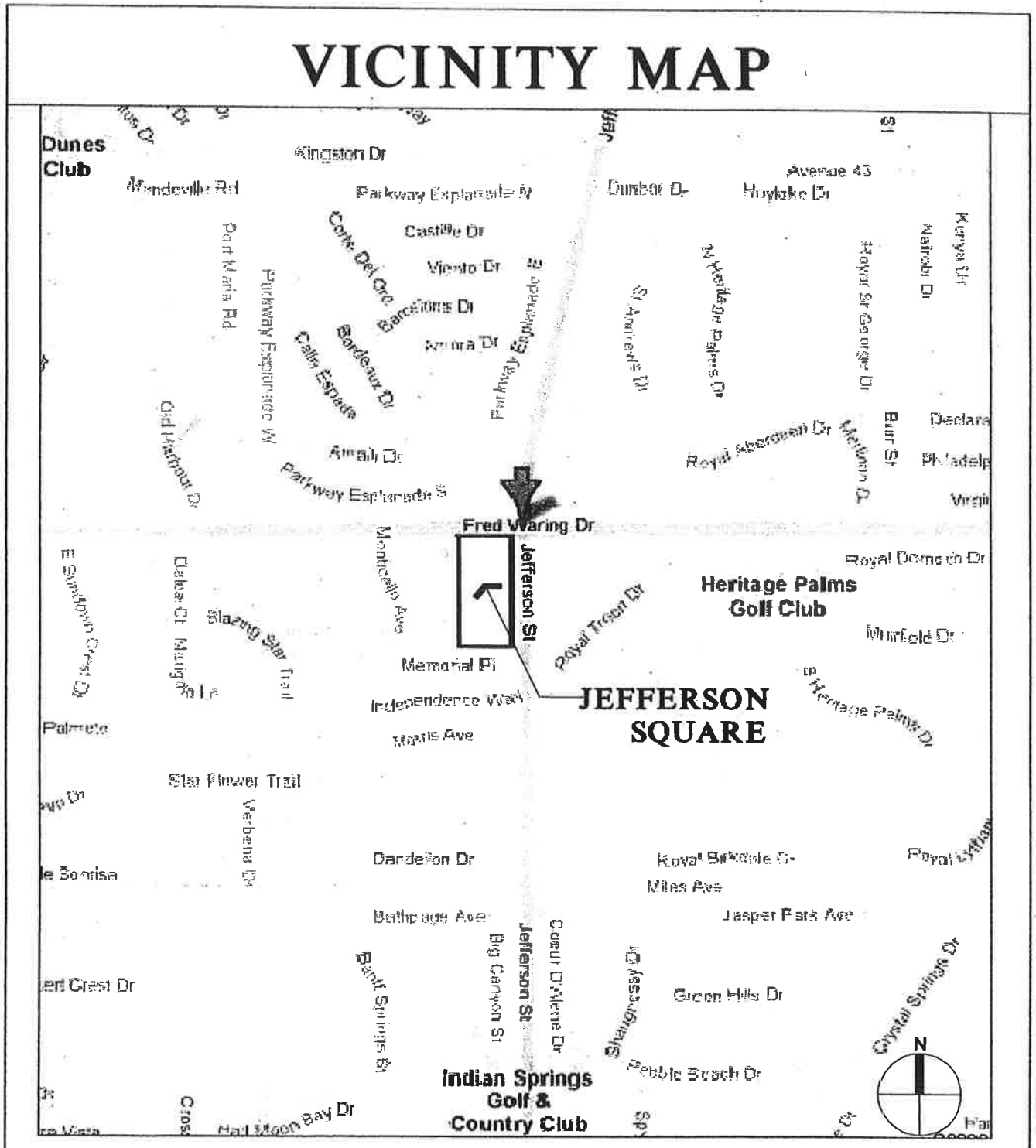
Figure 1 depicts the surrounding street system in the study area. Jefferson Street is a six lane facility with a median and turn lanes at the intersections. Fred Waring Drive is a variable facility with six lanes approaching Jefferson, reducing to two lanes approaching Dune Palms Road. Dune Palms Road is a four lane facility with turn lanes at the intersections.

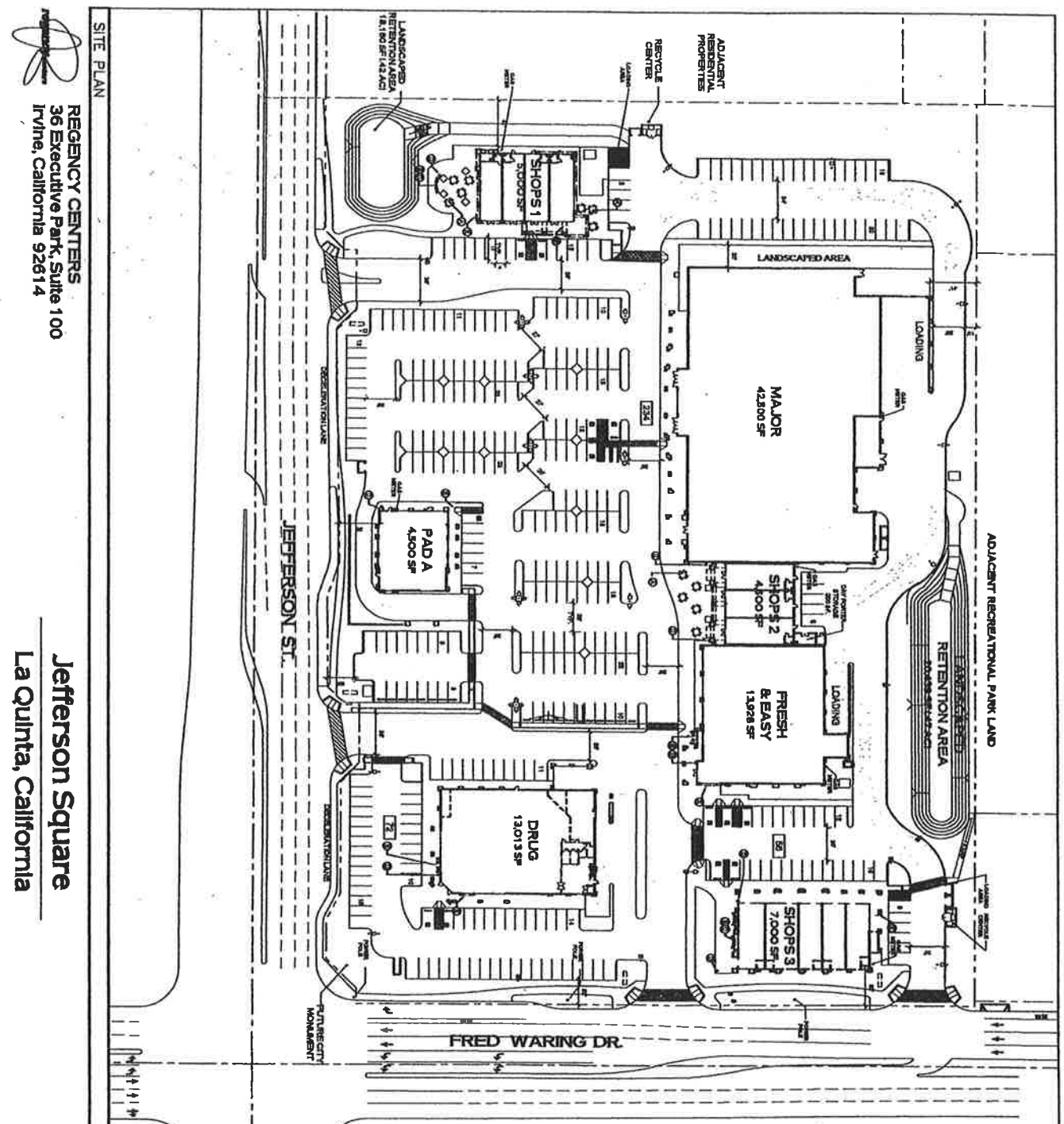
Current and Opening Year Traffic Volumes

To determine traffic volumes, peak hour traffic volumes, a morning peak hour and afternoon peak hour (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM), and a Saturday peak hour were established by manual turning movement counts made by Counts Unlimited, Inc. at each of the study intersections in April, 2008. Directional counts were also obtained on Jefferson Street and Fred Waring Drive. The summary traffic count data is provided in Appendix A. The maximum peak hour is the afternoon peak and the PM and SAT time periods were used in the analyses for the opening year (2009). The actual counts were increased 20 percent in accordance with the City's Traffic Study Guidelines to account for the season after April 15th. The counts were also increased by 4 percent to obtain the 2009 opening year volumes.

The actual traffic count data is presented in Appendix A. The existing peak hour intersection traffic volumes for the PM peak periods are shown in Appendix B, pages B-2, B-3, B-4, B-9, B-10 and B-11. The factored count data, existing times 1.2, is also shown in Appendix B

FIGURE 1





| USE | SQUARE FOOTAGE | PARKING RATE | REQUIRED PARKING (4 THRU 5) | PROPOSED PARKING (4 THRU 5) |
|--------------|------------------|--------------|-----------------------------|-----------------------------|
| MAJOR | 42,500 SF | 4.0/1,000 | 170 | |
| FRESH & EASY | 13,928 SF | 4.0/1,000 | 56 | |
| DRUG | 13,013 SF | 4.0/1,000 | 52 | |
| SHOPS | 18,500 SF | 4.0/1,000 | 68 | |
| PADS | 4,500 SF | 4.0/1,000 | 18 | |
| TOTAL | 94,441 SF | | 362 | ±362 |

OVERALL SITE PARKING RATIO = 4.0/1,000 SF

LANDSCAPE PROVIDED:

WITHIN PARKING AREA: 13,971 SF (6.2%)
 RETENTION & BLDG AREAS: 48,819 SF (10.1%)
 TOTAL: 77,775 SF (16.5% of total site area)

| RETAIL SITE SUMMARY |
|---------------------|
| 1 |
| 2 |
| 3 |
| 4 |

PAVING LEGEND

- TABLE, CHAIRS, AND UMBRELLA
PLAZA TABLE BY BERRY, SERIALIZED TOP; COLOR ANTIQUE IRON
TUSCANO GRANGE STAKING ANCHORS BY BERRY; COLOR ANTIQUE IRON
40% WOODEN UMBRELLA BY TRASURE GARDEN INC; PLYER COLOR FRAME FABRIC
- BENCH
57-60P, (4' LONG, 2 SUPPORTS) BY DUOR
- ASH URN
#13-00SH BY DUOR
- TRASH RECEPTACLE
#13-31PL (31 GALLON) BY DUOR
- BICYCLE RACK
130-30 MULT - LOOP BIKE RACK (HOLDS 7 BIKES) BY DUOR

* FOR DEMONSTRATED SHOPPING AREAS MIN 15' FROM BUILDING ENTRANCES
 ** COLOR FOR ALL DUOR SITE FURNISHINGS TO BE CELENA (RECYCLED PLASTIC) AND
 ARTISTS (METAL)
 ** QUANTITY AND LOCATION OF ALL SITE FURNITURE TO BE CONFIRMED BY OWNER

SITE FURNISHINGS

1

2

0 40' 80' 160' 240'

N

KTGY GROUP INC
 ARCHITECT & PLANNING
 1100 F STREET, SUITE 500
 IRVINE, CALIFORNIA 92614
 TEL: 949.453.1111 FAX: 949.453.1112
 WWW.KTGYGROUP.COM

02/23/2008

2.1

2008081102

SITE PLAN

REGENCY CENTERS
 36 Executive Park, Suite 100
 Irvine, California 92614

Jefferson Square
 La Quinta, California

Projected Traffic

The Jefferson Square project will build out in about one year, end of 2009. The project traffic is added to the factored background traffic, adjusted to 2009. The Jefferson Square traffic is developed in accord with the ITE Trip Generation Report and the ITE Trip Generation Handbook. The notes are in Appendix D. The new trips are added to the 2009 traffic and the total generated traffic is used for the site entrances to evaluate the impact of the project traffic on the study intersections at 2009 build-out. The weekday PM peak hour and Saturday peak hour trip projections are presented in Appendix B. In accord with City Policy, diverted linked trips were not used.

SITE TRAFFIC

The trip generation for the project site was developed using the ITE Trip Generation equations from the Seventh Edition of 'Trip Generation' by the Institute of Transportation Engineers and the ITE Trip Generation Handbook was used for pass-by traffic. The equations are used for shopping centers under 150,000 square feet due to the range in sizes of shopping centers and the effect of larger centers on the average trip value.

Trip ends for the project site are split 50% in and 50% out on a daily basis. The results of the calculations for the trip ends are shown in Table 1. The Saturday peak hour was the highest trip generation for the center, but the PM peak hour was the highest street traffic and both are used in the 2009 traffic analysis. The AM period was not used due to the small number of trips to a shopping center in the am peak hour and the late morning opening hour for a shopping center.

TABLE 1
TOTAL TRIP ENDS

| Time | Total | IN | Out |
|----------------|-------|-------|-------|
| DAILY WEEKDAY | 3,884 | 1,942 | 1,942 |
| AM PEAK | 147 | 188 | 396 |
| PM PEAK | 585 | 242 | 444 |
| SATURDAY DAILY | 4,520 | 2,260 | 2,260 |
| SAT. PEAK HOUR | 811 | 422 | 389 |

Peak Hour Trip Ends

The peak hour trip ends for the project site are developed from the ITE Report Equations for land use 820, The trip end distribution is shown in Table 2 and Table 4 for the Weekday PM Peak and in Table 3 and Table 5 for the Saturday Peak. The trips assigned to each street are based on directional street traffic.

**TABLE 2
PROJECT SITE DRIVEWAYS
WEEKDAY PEAK TRIP PERCENTAGES**

| Jefferson Street | Rt. IN | Rt. Out | Lt. In |
|------------------|--------|---------|--------|
| N. Driveway | 20 % | 30 % | |
| S. Intersection | 15 % | 30 % | 20 % |
| | | | |
| Fred Waring Dr. | | | |
| E. Driveway | 15 % | 20 % | |
| W. Intersection | 15 % | 20 % | 15 % |

**TABLE 3
PROJECT SITE DRIVEWAYS
SATURDAY PEAK TRIP PERCENTAGES**

| Jefferson Street | Rt. IN | Rt. Out | Lt. In |
|------------------|--------|---------|--------|
| N. Driveway | 15 % | 20 % | |
| S. Intersection | 15 % | 30 % | 20 % |
| | | | |
| Fred Waring Dr. | | | |
| E. Driveway | 20 % | 30 % | |
| W. Intersection | 15 % | 20 % | 15 % |

**TABLE 4
PROJECT SITE DRIVEWAYS
WEEKDAY PM PEAK HOUR TOTAL TRIPS**

| Jefferson Street | Rt. IN | Rt. Out | Lt. In |
|------------------|--------|---------|--------|
| N. Driveway | 56 | 91 | |
| S. Intersection | 42 | 91 | 56 |
| | | | |
| Fred Waring Dr. | | | |
| E. Driveway | 42 | 116 | |
| W. Intersection | 43 | 61 | 42 |

**TABLE 5
PROJECT SITE DRIVEWAYS
SATURDAY PEAK HOUR TOTAL TRIPS**

| Jefferson Street | Rt. IN | Rt. Out | Lt. In |
|------------------|--------|---------|--------|
| N. Driveway | 64 | 78 | |
| S. Intersection | 63 | 117 | 84 |
| | | | |
| Fred Waring Dr. | | | |
| E. Driveway | 84 | 116 | |
| W. Intersection | 64 | 78 | 63 |

INTERSECTION ANALYSIS

Peak Hour Intersection Levels of Service

The peak hour traffic creates the heaviest demand on the circulation system and the lane configuration at intersections is the limiting factor in roadway capacity; consequently, peak hour intersection capacity analyses

are the indicators of "worst-case" conditions. The City of La Quinta and Riverside County use the Highway Capacity Manual (HCM) methodology to assess peak hour control delay and levels of service at intersections, (Highway Capacity Manual, Fourth Edition, Transportation Research Board Report 209, 2000). In addition, the Intersection Capacity Utilization may also be used. Peak hour capacities for LOS E are assumed to range from 8 to 10 percent of average daily traffic volumes, depending upon the traffic volume and the duration of the peak period. The latest update of the HCM is HCM 2000. This presents the best available technique for determining capacity, delay, and LOS for transportation facilities.

The HCM 2000 procedures were attempted to be utilized using the unsignalized intersection worksheets for the two intersection driveways with left turn entering trips and the Webster Software was used to evaluate the signalized intersections. The HCM 2000 methodology addresses the capacity, delay and LOS of each intersection approach as well as for the intersection as a whole.

Unsignalized Intersection/Driveway Analysis

Unsignalized intersections are typically categorized as either two-way stop controlled (TWSC) or all-way stop-controlled (AWSC) intersections. The intersections of Jefferson Street and Fred Waring Drive with the project site have three through lanes. The HCM procedures do not apply to more than two lanes. There was a discussion held with the City's Traffic Engineer and he is aware of the problem. The HCM will probably address the issue in 2010. Until that time, a logical review of probable gaps is all that is available.

Each of the streets can be viewed by examining the oncoming traffic which would face the left turning traffic into the shopping center. These vehicles would be the right turning vehicles for eastbound Fred Waring Drive at the Jefferson Street signal. The gaps would be produced by the large number of through vehicles and the smaller number of right turning vehicles. The Eastbound vehicles coming from Dune Palms Road would create the gaps for the Fred Waring left turning vehicles into the shopping center driveway. When the Fred Waring traffic is stopped at Dune Palm Road, the few vehicles turning right onto Fred Waring Drive will provide the gaps for the left turning traffic.

After analyzing the existing traffic patterns and studying the projected traffic, it appears that there will be more than adequate gaps for the left turning traffic into the shopping center.

Signalized Intersection Analysis

The signalized intersection analyses were carried out for the Weekday PM and Saturday peak hours. The existing traffic for the PM and Saturday peak hours for Jefferson Street and Fred Waring Drive are shown in Appendix B. In accord with the City's Guidelines, these peak hour periods were deemed to be the critical test for project impacts. The detailed results are shown in Appendix C. Table 6 shows the summary and the level of service for the PM and Saturday peak periods for existing traffic and for the factored traffic and the 2009 traffic with the project. Table 7 shows the summary and the level of service for the PM and Saturday peak periods for Fred Waring Drive and Dune Palms Road. The intersection traffic distributions for the intersection are also shown in Appendix B.

**TABLE 6
LEVEL OF SERVICE BY TRAFFIC CONDITION
JEFFERSON STREET AND FRED WARING DRIVE**

| Traffic Condition With Existing Lanes | Overall Signalized Level of Service/ Delay / ICU |
|---------------------------------------|-----------------------------------------------------|
| 2008 Existing PM Traffic Peak Hour | B / 20 / 0.53 |
| 2008 Existing + Factored x 1.2 | B / 20 / 0.50 |
| 2009 Factored With Project | B / 20 / 0.53 |
| 2008 Existing Saturday Peak Hour | B / 18 / 0.29 |
| 2008 Saturday + Factored x 1.2 | B / 19 / 0.33 |
| 2009 Saturday With Project | B / 18 / 0.38 |

**TABLE 7
LEVEL OF SERVICE BY TRAFFIC CONDITION
DUNE PALMS ROAD AND FRED WARING DRIVE**

| Traffic Condition With Existing Lanes | Overall Signalized Level of Service/ Delay / ICU |
|---------------------------------------|-----------------------------------------------------|
| 2008 Existing PM Traffic Peak Hour | B / 12 / 0.65 |
| 2008 Existing + Factored x 1.2 | B / 13 / 0.71 |
| 2009 Factored With Project | B / 13 / 0.74 |
| 2008 Existing Saturday Peak Hour | A / 10 / 0.52 |
| 2008 Saturday + Factored x 1.2 | B / 11 / 0.63 |
| 2009 Saturday With Project | B / 10 / 0.58 |

Intersection Analysis Conclusions

Based upon the collected traffic data and the estimated trip generation and distribution for the proposed shopping center, the increase in traffic will have no significant effects on the level of service at the two intersections. The intersection level of service at Jefferson Street and Fred Waring Drive and Dune Palms Road and Fred Waring Drive remain at level of service "B" over the study period.

STUDY CONCLUSIONS

The intersection level of service analyses indicate that the proposed shopping center can be constructed and when operating at build out, the level of service on the streets will be very acceptable.

APPENDIX A
TRAFFIC VOLUME DATA

| <u>Data</u> | <u>Page</u> |
|----------------------------------------------------|-------------|
| Jefferson Street and Fred Waring Drive , a.m. | A - 2 |
| Jefferson Street and Fred Waring Drive , p.m. | A - 12 |
| Jefferson Street and Fred Waring Drive , Sat. | A - 22 |
| Fred Waring Drive and Dune Palms Road, a.m. | A - 32 |
| Fred Waring Drive and Dune Palms Road, p.m. | A - 42 |
| Fred Waring Drive and Dune Palms Road, Sat. | A - 52 |
| Jefferson Street, directional | A - 62 |
| Fred Waring Drive, directional | A - 65 |

City of La Quinta
N/S: Jefferson Street
E/W: Fred Waring Drive
Weather: Sunny

File Name : LQJEFWAM
Site Code : 11117531
Start Date : 4/23/2008
Page No : 1

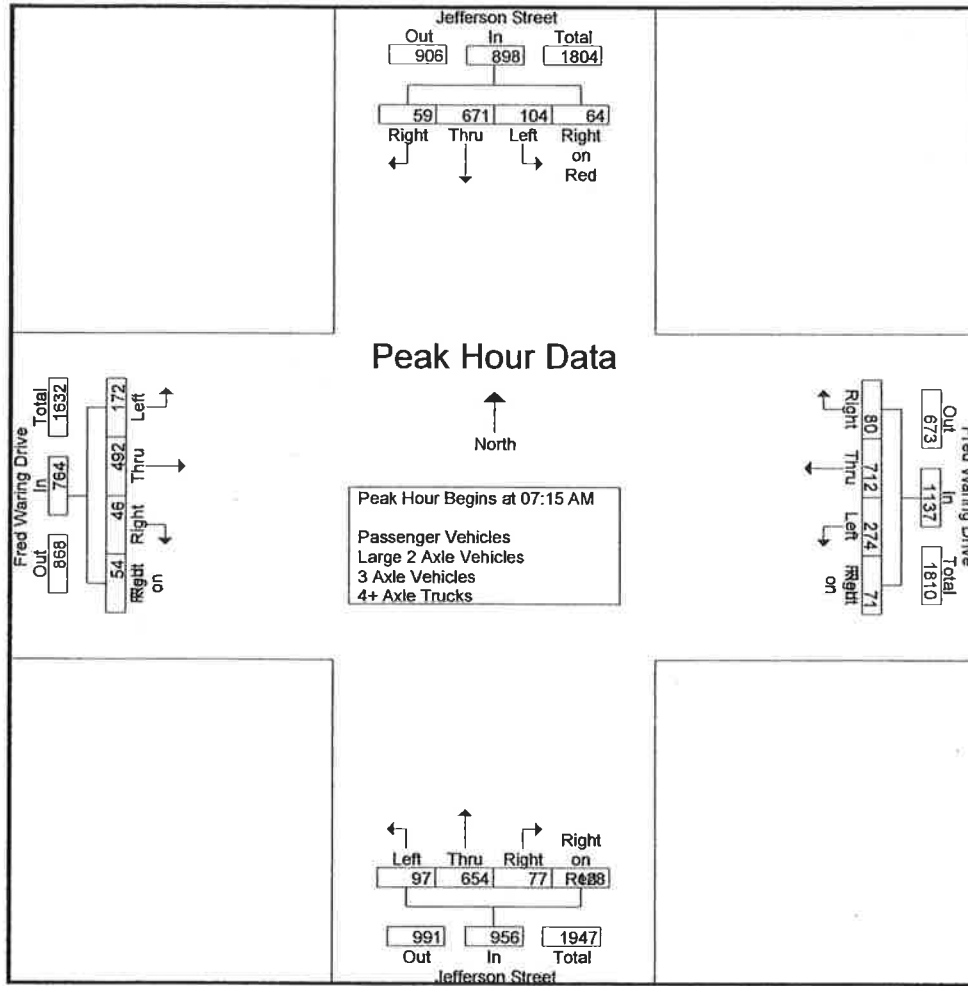
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 26 | 140 | 19 | 12 | 197 | 75 | 161 | 19 | 19 | 274 | 17 | 102 | 14 | 13 | 146 | 27 | 93 | 10 | 7 | 137 | 754 |
| 07:15 AM | 22 | 202 | 24 | 31 | 279 | 96 | 190 | 19 | 13 | 318 | 35 | 169 | 21 | 51 | 276 | 41 | 100 | 10 | 9 | 160 | 1033 |
| 07:30 AM | 32 | 165 | 5 | 15 | 217 | 67 | 212 | 19 | 21 | 319 | 15 | 162 | 23 | 38 | 238 | 55 | 151 | 8 | 12 | 226 | 1000 |
| 07:45 AM | 21 | 177 | 25 | 8 | 231 | 64 | 157 | 18 | 25 | 264 | 17 | 177 | 26 | 22 | 242 | 50 | 141 | 12 | 15 | 218 | 955 |
| Total | 101 | 684 | 73 | 66 | 924 | 302 | 720 | 75 | 78 | 1175 | 84 | 610 | 84 | 124 | 902 | 173 | 485 | 40 | 43 | 741 | 3742 |
| 08:00 AM | 29 | 127 | 5 | 10 | 171 | 47 | 153 | 24 | 12 | 236 | 30 | 146 | 7 | 17 | 200 | 26 | 100 | 16 | 18 | 160 | 767 |
| 08:15 AM | 15 | 147 | 14 | 22 | 198 | 57 | 151 | 10 | 21 | 239 | 42 | 149 | 12 | 23 | 226 | 28 | 95 | 9 | 8 | 140 | 803 |
| 08:30 AM | 35 | 123 | 8 | 16 | 182 | 38 | 167 | 16 | 24 | 245 | 36 | 130 | 11 | 20 | 197 | 37 | 128 | 12 | 12 | 189 | 813 |
| 08:45 AM | 26 | 109 | 9 | 17 | 161 | 35 | 134 | 18 | 18 | 205 | 25 | 103 | 6 | 27 | 161 | 32 | 74 | 13 | 18 | 137 | 664 |
| Total | 105 | 506 | 36 | 65 | 712 | 177 | 605 | 68 | 75 | 925 | 133 | 528 | 36 | 87 | 784 | 123 | 397 | 50 | 56 | 626 | 3047 |
| Grand Total | 206 | 1190 | 109 | 131 | 1636 | 479 | 1325 | 143 | 153 | 2100 | 217 | 1138 | 120 | 211 | 1686 | 296 | 882 | 90 | 99 | 1367 | 6789 |
| Apprch % | 12.6 | 72.7 | 6.7 | 8 | | 22.8 | 63.1 | 6.8 | 7.3 | | 12.9 | 67.5 | 7.1 | 12.5 | | 21.7 | 64.5 | 6.6 | 7.2 | | |
| Total % | 3 | 17.5 | 1.6 | 1.9 | 24.1 | 7.1 | 19.5 | 2.1 | 2.3 | 30.9 | 3.2 | 16.8 | 1.8 | 3.1 | 24.8 | 4.4 | 13 | 1.3 | 1.5 | 20.1 | |
| Passenger Vehicles | 1142 | | | | | 1305 | | | | | 1115 | | | | | | | | | | |
| % Passenger Vehicles | 97.1 | 96 | 98.2 | 100 | 96.6 | 97.5 | 98.5 | 95.8 | 98 | 98 | 98.2 | 98 | 99.2 | 98.6 | 98.2 | 98.6 | 98.9 | 96.7 | 97 | 98.5 | 97.8 |
| Large 2 Axle Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Large 2 Axle Vehicles | 2.9 | 2.2 | 1.8 | 0 | 2.1 | 2.5 | 1.3 | 3.5 | 2 | 1.8 | 1.8 | 0.8 | 0.8 | 1.4 | 1 | 1.4 | 0.8 | 3.3 | 3 | 1.2 | 1.5 |
| 3 Axle Vehicles | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| % 3 Axle Vehicles | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 4+ Axle Trucks | 0 | 19 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 3 | 36 |
| % 4+ Axle Trucks | | | | | | | | | | | | | | | | | | | | | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 22 | 202 | 24 | 31 | 279 | 96 | 190 | 19 | 13 | 318 | 35 | 169 | 21 | 51 | 276 | 41 | 100 | 10 | 9 | 160 | 1033 |
| 07:30 AM | 32 | 165 | 5 | 15 | 217 | 67 | 212 | 19 | 21 | 319 | 15 | 162 | 23 | 38 | 238 | 55 | 151 | 8 | 12 | 226 | 1000 |
| 07:45 AM | 21 | 177 | 25 | 8 | 231 | 64 | 157 | 18 | 25 | 264 | 17 | 177 | 26 | 22 | 242 | 50 | 141 | 12 | 15 | 218 | 955 |
| 08:00 AM | 29 | 127 | 5 | 10 | 171 | 47 | 153 | 24 | 12 | 236 | 30 | 146 | 7 | 17 | 200 | 26 | 100 | 16 | 18 | 160 | 767 |
| Total Volume | 104 | 671 | 59 | 64 | 898 | 274 | 712 | 80 | 71 | 1137 | 97 | 654 | 77 | 128 | 956 | 172 | 492 | 46 | 54 | 764 | 3755 |
| % App. Total | 11.6 | 74.7 | 6.6 | 7.1 | | 24.1 | 62.6 | 7 | 6.2 | | 10.1 | 68.4 | 8.1 | 13.4 | | 22.5 | 64.4 | 6 | 7.1 | | |
| PHF | .813 | .830 | .590 | .516 | .805 | .714 | .840 | .833 | .710 | .891 | .693 | .924 | .740 | .627 | .866 | .782 | .815 | .719 | .750 | .845 | .909 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



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. | 22 | 202 | 24 | 31 | 279 | 96 | 190 | 19 | 13 | 318 | 35 | 169 | 21 | 51 | 276 | 41 | 100 | 10 | 9 | 160 |
| +15 mins. | 32 | 165 | 5 | 15 | 217 | 67 | 212 | 19 | 21 | 319 | 15 | 162 | 23 | 38 | 238 | 55 | 151 | 8 | 12 | 226 |
| +30 mins. | 21 | 177 | 25 | 8 | 231 | 64 | 157 | 18 | 25 | 264 | 17 | 177 | 26 | 22 | 242 | 50 | 141 | 12 | 15 | 218 |
| +45 mins. | 29 | 127 | 5 | 10 | 171 | 47 | 153 | 24 | 12 | 236 | 30 | 146 | 7 | 17 | 200 | 26 | 100 | 16 | 18 | 160 |
| Total Volume | 104 | 671 | 59 | 64 | 898 | 274 | 712 | 80 | 71 | 1137 | 97 | 654 | 77 | 128 | 956 | 172 | 492 | 46 | 54 | 764 |
| % App. Total | 11.6 | 74.7 | 6.6 | 7.1 | | 24.1 | 62.6 | 7 | 6.2 | | 10.1 | 68.4 | 8.1 | 13.4 | | 22.5 | 64.4 | 6 | 7.1 | |
| PHF | .813 | .830 | .590 | .516 | .805 | .714 | .840 | .833 | .710 | .891 | .693 | .924 | .740 | .627 | .866 | .782 | .815 | .719 | .750 | .845 |

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

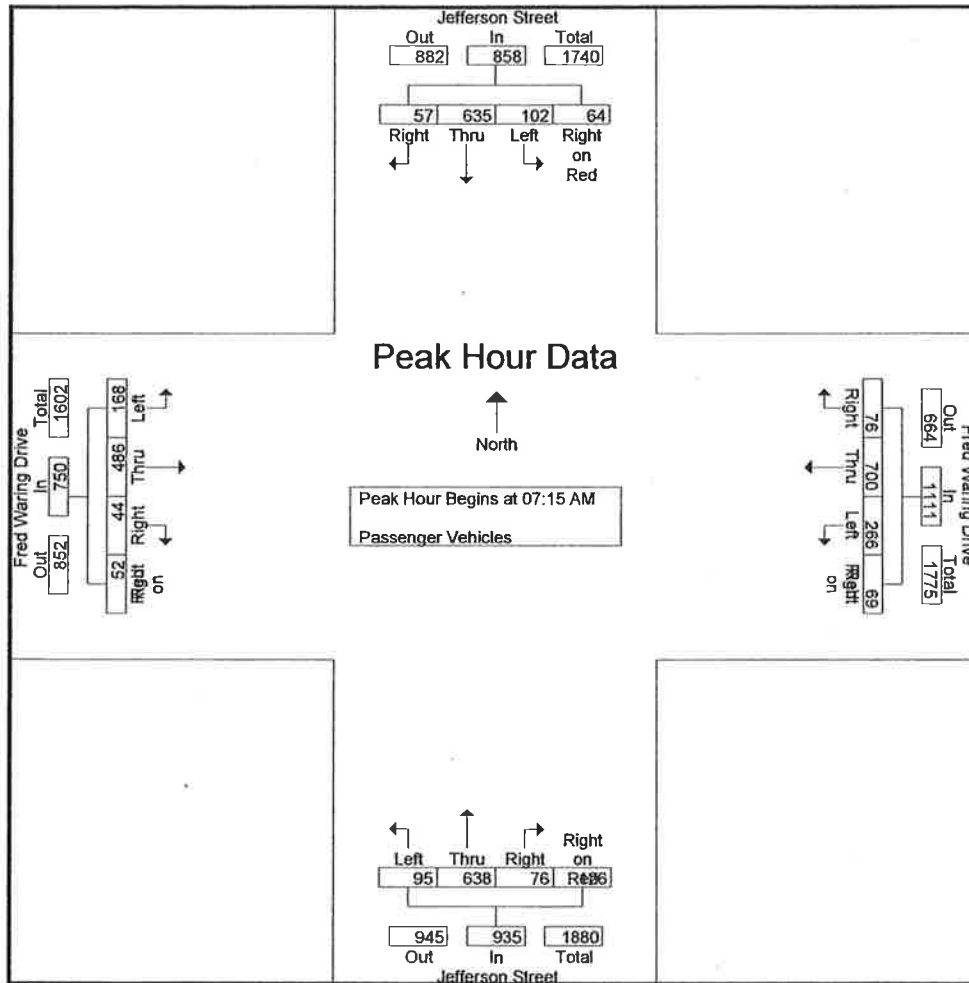
Groups Printed- Passenger Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 23 | 135 | 19 | 12 | 189 | 71 | 156 | 17 | 18 | 262 | 16 | 98 | 14 | 13 | 141 | 27 | 91 | 9 | 7 | 134 | 726 |
| 07:15 AM | 22 | 190 | 23 | 31 | 266 | 93 | 184 | 19 | 12 | 308 | 34 | 165 | 21 | 51 | 271 | 39 | 99 | 10 | 9 | 157 | 1002 |
| 07:30 AM | 31 | 154 | 5 | 15 | 205 | 66 | 207 | 18 | 20 | 311 | 14 | 157 | 23 | 38 | 232 | 53 | 149 | 8 | 12 | 222 | 970 |
| 07:45 AM | 21 | 168 | 24 | 8 | 221 | 61 | 156 | 17 | 25 | 259 | 17 | 174 | 25 | 21 | 237 | 50 | 138 | 11 | 15 | 214 | 931 |
| Total | 97 | 647 | 71 | 66 | 881 | 291 | 703 | 71 | 75 | 1140 | 81 | 594 | 83 | 123 | 881 | 169 | 477 | 38 | 43 | 727 | 3629 |
| 08:00 AM | 28 | 123 | 5 | 10 | 166 | 46 | 153 | 22 | 12 | 233 | 30 | 142 | 7 | 16 | 195 | 26 | 100 | 15 | 16 | 157 | 751 |
| 08:15 AM | 14 | 142 | 14 | 22 | 192 | 57 | 149 | 10 | 21 | 237 | 41 | 147 | 12 | 22 | 222 | 28 | 94 | 9 | 7 | 138 | 789 |
| 08:30 AM | 35 | 122 | 8 | 16 | 181 | 38 | 166 | 16 | 24 | 244 | 36 | 129 | 11 | 20 | 196 | 37 | 127 | 12 | 12 | 188 | 809 |
| 08:45 AM | 26 | 108 | 9 | 17 | 160 | 35 | 134 | 18 | 18 | 205 | 25 | 103 | 6 | 27 | 161 | 32 | 74 | 13 | 18 | 137 | 663 |
| Total | 103 | 495 | 36 | 65 | 699 | 176 | 602 | 66 | 75 | 919 | 132 | 521 | 36 | 85 | 774 | 123 | 395 | 49 | 53 | 620 | 3012 |
| Grand Total | 200 | 1142 | 107 | 131 | 1580 | 467 | 1305 | 137 | 150 | 2059 | 213 | 1115 | 119 | 208 | 1655 | 292 | 872 | 87 | 96 | 1347 | 6641 |
| Apprch % | 12.7 | 72.3 | 6.8 | 8.3 | | 22.7 | 63.4 | 6.7 | 7.3 | | 12.9 | 67.4 | 7.2 | 12.6 | | 21.7 | 64.7 | 6.5 | 7.1 | | |
| Total % | 3 | 17.2 | 1.6 | 2 | 23.8 | 7 | 19.7 | 2.1 | 2.3 | 31 | 3.2 | 16.8 | 1.8 | 3.1 | 24.9 | 4.4 | 13.1 | 1.3 | 1.4 | 20.3 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 22 | 190 | 23 | 31 | 266 | 93 | 184 | 19 | 12 | 308 | 34 | 165 | 21 | 51 | 271 | 39 | 99 | 10 | 9 | 157 | 1002 |
| 07:30 AM | 31 | 154 | 5 | 15 | 205 | 66 | 207 | 18 | 20 | 311 | 14 | 157 | 23 | 38 | 232 | 53 | 149 | 8 | 12 | 222 | 970 |
| 07:45 AM | 21 | 168 | 24 | 8 | 221 | 61 | 156 | 17 | 25 | 259 | 17 | 174 | 25 | 21 | 237 | 50 | 138 | 11 | 15 | 214 | 931 |
| 08:00 AM | 28 | 123 | 5 | 10 | 166 | 46 | 153 | 22 | 12 | 233 | 30 | 142 | 7 | 16 | 195 | 26 | 100 | 15 | 16 | 157 | 751 |
| Total Volume | 102 | 635 | 57 | 64 | 858 | 266 | 700 | 76 | 69 | 1111 | 95 | 638 | 76 | 126 | 935 | 168 | 486 | 44 | 52 | 750 | 3654 |
| % App. Total | 11.9 | 74 | 6.6 | 7.5 | | 23.9 | 63 | 6.8 | 6.2 | | 10.2 | 68.2 | 8.1 | 13.5 | | 22.4 | 64.8 | 5.9 | 6.9 | | |
| PHF | .823 | .836 | .594 | .516 | .806 | .715 | .845 | .864 | .690 | .893 | .699 | .917 | .760 | .618 | .863 | .792 | .815 | .733 | .813 | .845 | .912 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



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. | 22 | 190 | 23 | 31 | 266 | 93 | 184 | 19 | 12 | 308 | 34 | 165 | 21 | 51 | 271 | 39 | 99 | 10 | 9 | 157 |
| +15 mins. | 31 | 154 | 5 | 15 | 205 | 66 | 207 | 18 | 20 | 311 | 14 | 157 | 23 | 38 | 232 | 53 | 149 | 8 | 12 | 222 |
| +30 mins. | 21 | 168 | 24 | 8 | 221 | 61 | 156 | 17 | 25 | 259 | 17 | 174 | 25 | 21 | 237 | 50 | 138 | 11 | 15 | 214 |
| +45 mins. | 28 | 123 | 5 | 10 | 166 | 46 | 153 | 22 | 12 | 233 | 30 | 142 | 7 | 16 | 195 | 26 | 100 | 15 | 16 | 157 |
| Total Volume | 102 | 635 | 57 | 64 | 858 | 266 | 700 | 76 | 69 | 1111 | 95 | 638 | 76 | 126 | 935 | 168 | 486 | 44 | 52 | 750 |
| % App. Total | 11.9 | 74 | 6.6 | 7.5 | | 23.9 | 63 | 6.8 | 6.2 | | 10.2 | 68.2 | 8.1 | 13.5 | | 22.4 | 64.8 | 5.9 | 6.9 | |
| PHF | .823 | .836 | .594 | .516 | .806 | .715 | .845 | .864 | .690 | .893 | .699 | .917 | .760 | .618 | .863 | .792 | .815 | .733 | .813 | .845 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

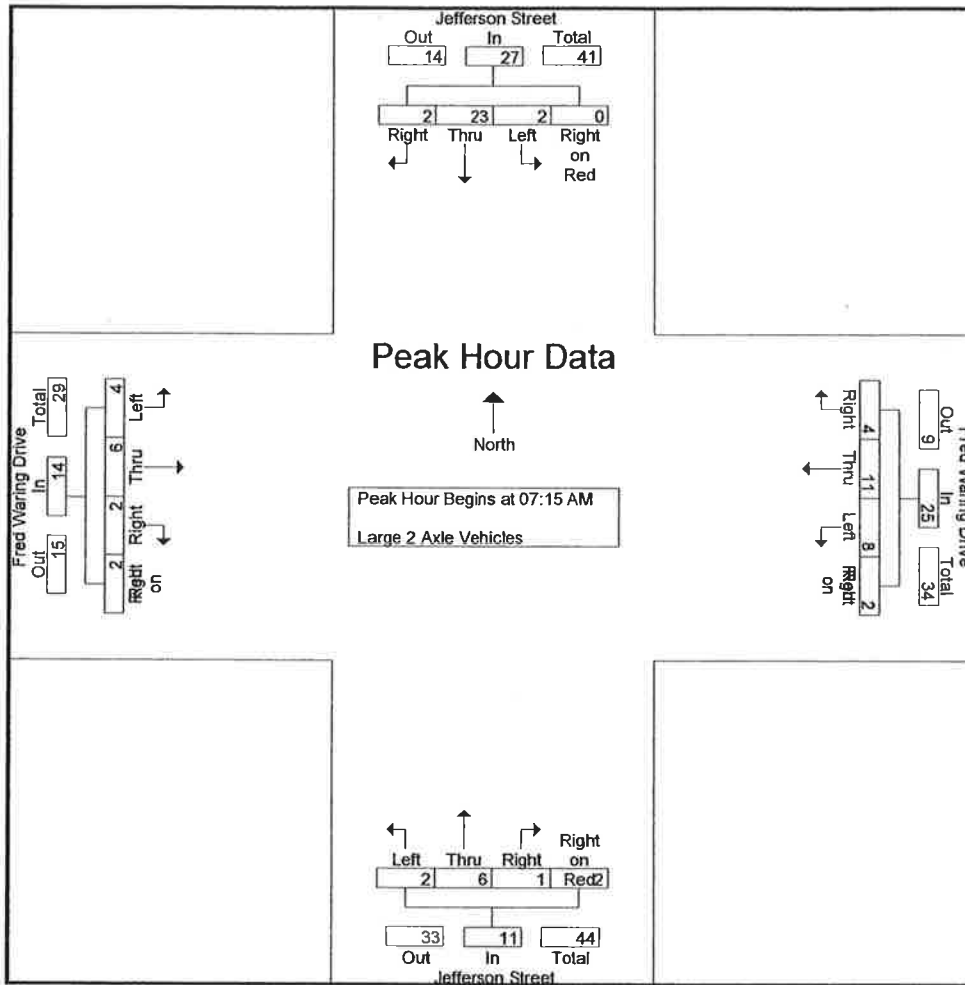
Groups Printed- Large 2 Axle Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|--------------------|-----------------------------|-----------|----------|--------------|------------|-----------------------------|-----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 3 | 0 | 0 | 0 | 3 | 4 | 5 | 1 | 1 | 11 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 19 |
| 07:15 AM | 0 | 9 | 1 | 0 | 10 | 3 | 6 | 0 | 1 | 10 | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 3 | 26 |
| 07:30 AM | 1 | 7 | 0 | 0 | 8 | 1 | 4 | 1 | 1 | 7 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 4 | 21 |
| 07:45 AM | 0 | 5 | 1 | 0 | 6 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 0 | 4 | 17 |
| Total | 4 | 21 | 2 | 0 | 27 | 11 | 16 | 3 | 3 | 33 | 3 | 5 | 1 | 1 | 10 | 4 | 7 | 2 | 0 | 13 | 83 |
| 08:00 AM | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 1 | 2 | 3 | 13 |
| 08:15 AM | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 5 | 0 | 0 | 7 | 1 | 1 | 2 | 0 | 4 | 1 | 4 | 0 | 2 | 7 | 0 | 0 | 1 | 3 | 4 | 22 |
| Grand Total | 6 | 26 | 2 | 0 | 34 | 12 | 17 | 5 | 3 | 37 | 4 | 9 | 1 | 3 | 17 | 4 | 7 | 3 | 3 | 17 | 105 |
| Apprch % | 17.6 | 76.5 | 5.9 | 0 | | 32.4 | 45.9 | 13.5 | 8.1 | | 23.5 | 52.9 | 5.9 | 17.6 | | 23.5 | 41.2 | 17.6 | 17.6 | | |
| Total % | 5.7 | 24.8 | 1.9 | 0 | 32.4 | 11.4 | 16.2 | 4.8 | 2.9 | 35.2 | 3.8 | 8.6 | 1 | 2.9 | 16.2 | 3.8 | 6.7 | 2.9 | 2.9 | 16.2 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------------------------------------------------------------|-----------------------------|-----------|----------|--------------|------------|-----------------------------|-----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 9 | 1 | 0 | 10 | 3 | 6 | 0 | 1 | 10 | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 3 | 26 |
| 07:30 AM | 1 | 7 | 0 | 0 | 8 | 1 | 4 | 1 | 1 | 7 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 4 | 21 |
| 07:45 AM | 0 | 5 | 1 | 0 | 6 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 0 | 4 | 17 |
| 08:00 AM | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 1 | 2 | 3 | 13 |
| Total Volume | 2 | 23 | 2 | 0 | 27 | 8 | 11 | 4 | 2 | 25 | 2 | 6 | 1 | 2 | 11 | 4 | 6 | 2 | 2 | 14 | 77 |
| % App. Total | 7.4 | 85.2 | 7.4 | 0 | | 32 | 44 | 16 | 8 | | 18.2 | 54.5 | 9.1 | 18.2 | | 28.6 | 42.9 | 14.3 | 14.3 | | |
| PHF | .500 | .639 | .500 | .000 | .675 | .667 | .458 | .500 | .500 | .625 | .500 | .500 | .250 | .500 | .688 | .500 | .500 | .500 | .250 | .875 | .740 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|------|------|------|------|
| +0 mins. | 0 | 9 | 1 | 0 | 10 | 3 | 6 | 0 | 1 | 10 | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 3 |
| +15 mins. | 1 | 7 | 0 | 0 | 8 | 1 | 4 | 1 | 1 | 7 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 4 |
| +30 mins. | 0 | 5 | 1 | 0 | 6 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 0 | 4 |
| +45 mins. | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 1 | 2 | 3 |
| Total Volume | 2 | 23 | 2 | 0 | 27 | 8 | 11 | 4 | 2 | 25 | 2 | 6 | 1 | 2 | 11 | 4 | 6 | 2 | 2 | 14 |
| % App. Total | 7.4 | 85.2 | 7.4 | 0 | | 32 | 44 | 16 | 8 | | 18.2 | 54.5 | 9.1 | 18.2 | | 28.6 | 42.9 | 14.3 | 14.3 | |
| PHF | .500 | .639 | .500 | .000 | .675 | .667 | .458 | .500 | .500 | .625 | .500 | .500 | .250 | .500 | .688 | .500 | .500 | .500 | .250 | .875 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

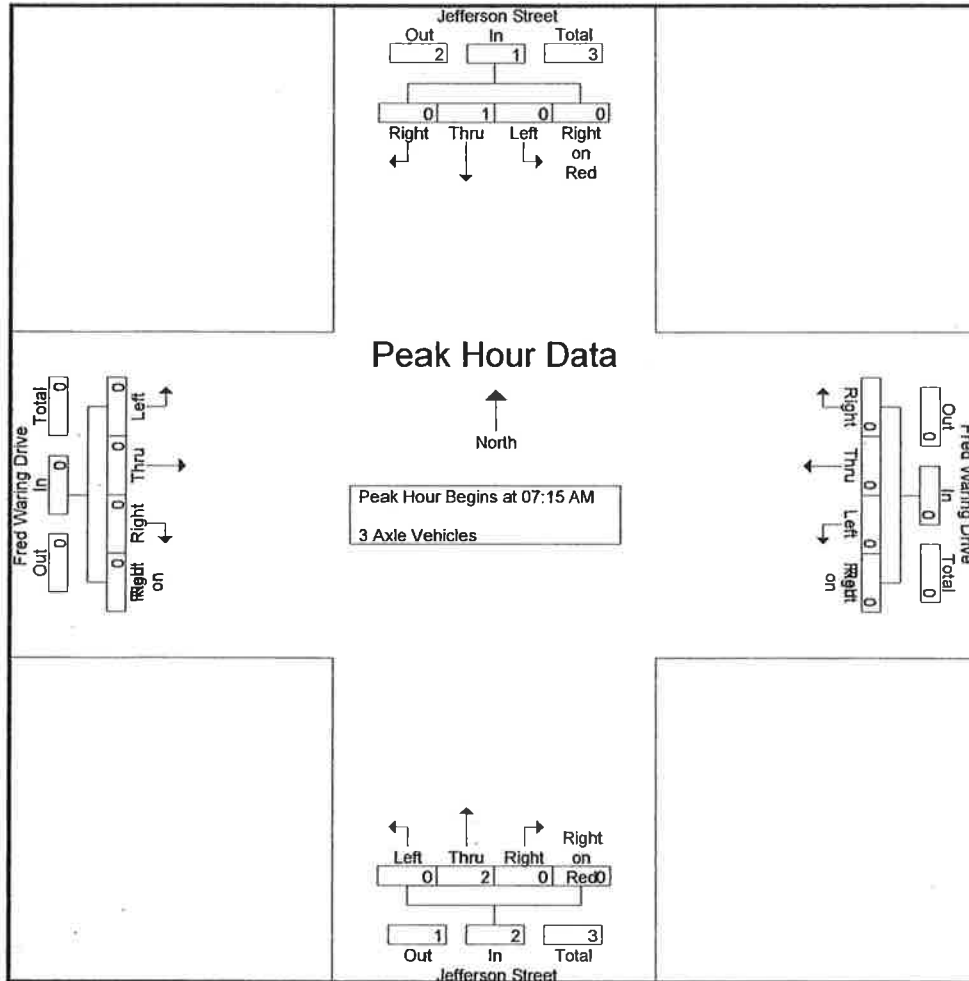
Groups Printed- 3 Axle Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 42.9 | 0 | 0 | 42.9 | 0 | 0 | 14.3 | 0 | 14.3 | 0 | 42.9 | 0 | 0 | 42.9 | 0 | 0 | 0 | 0 | 0 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .750 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



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 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

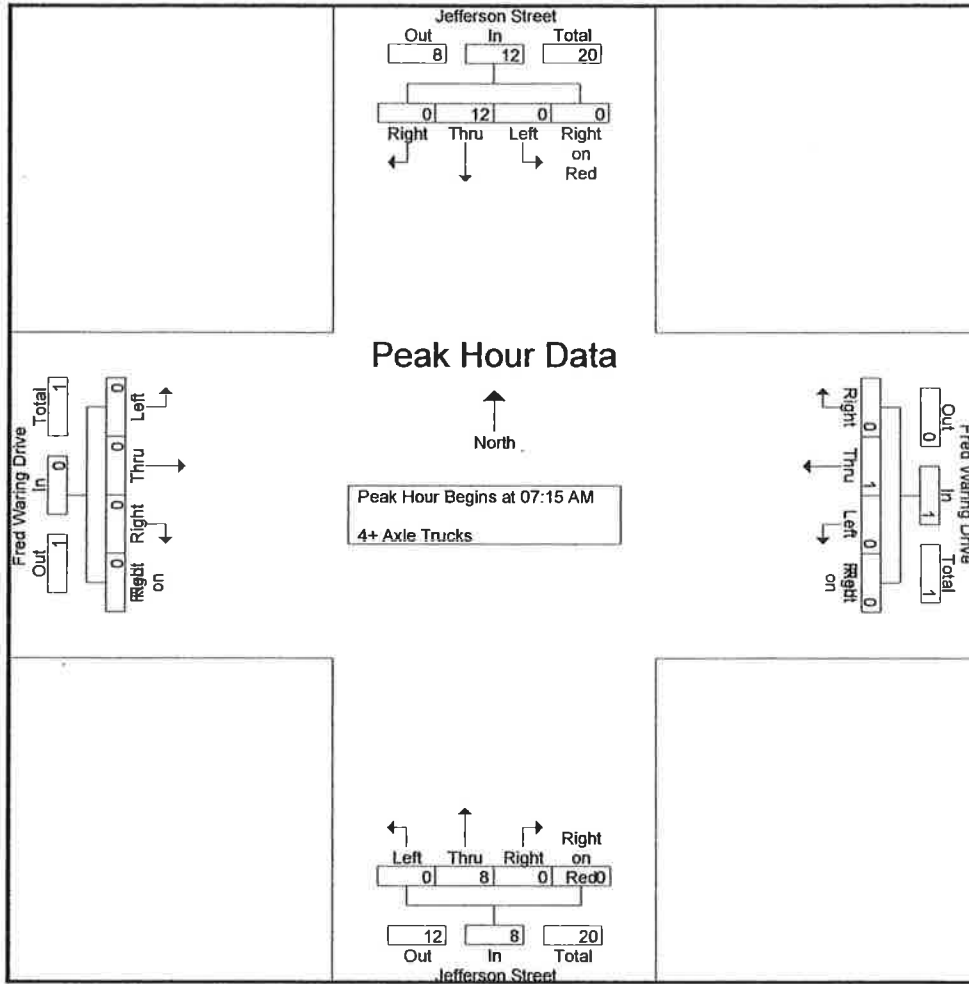
Groups Printed- 4+ Axle Trucks

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 8 |
| 07:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 27 |
| 08:00 AM | 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 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 08:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 9 |
| Grand Total | 0 | 19 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 3 | 36 |
| Approch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 52.8 | 0 | 0 | 52.8 | 0 | 8.3 | 0 | 0 | 8.3 | 0 | 30.6 | 0 | 0 | 30.6 | 0 | 8.3 | 0 | 0 | 8.3 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 21 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| PHF | .000 | .750 | .000 | .000 | .750 | .000 | .250 | .000 | .000 | .250 | .000 | .667 | .000 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .656 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWAM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .750 | .000 | .000 | .750 | .000 | .250 | .000 | .000 | .250 | .000 | .667 | .000 | .000 | .667 | .000 | .000 | .000 | .000 | .000 |

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

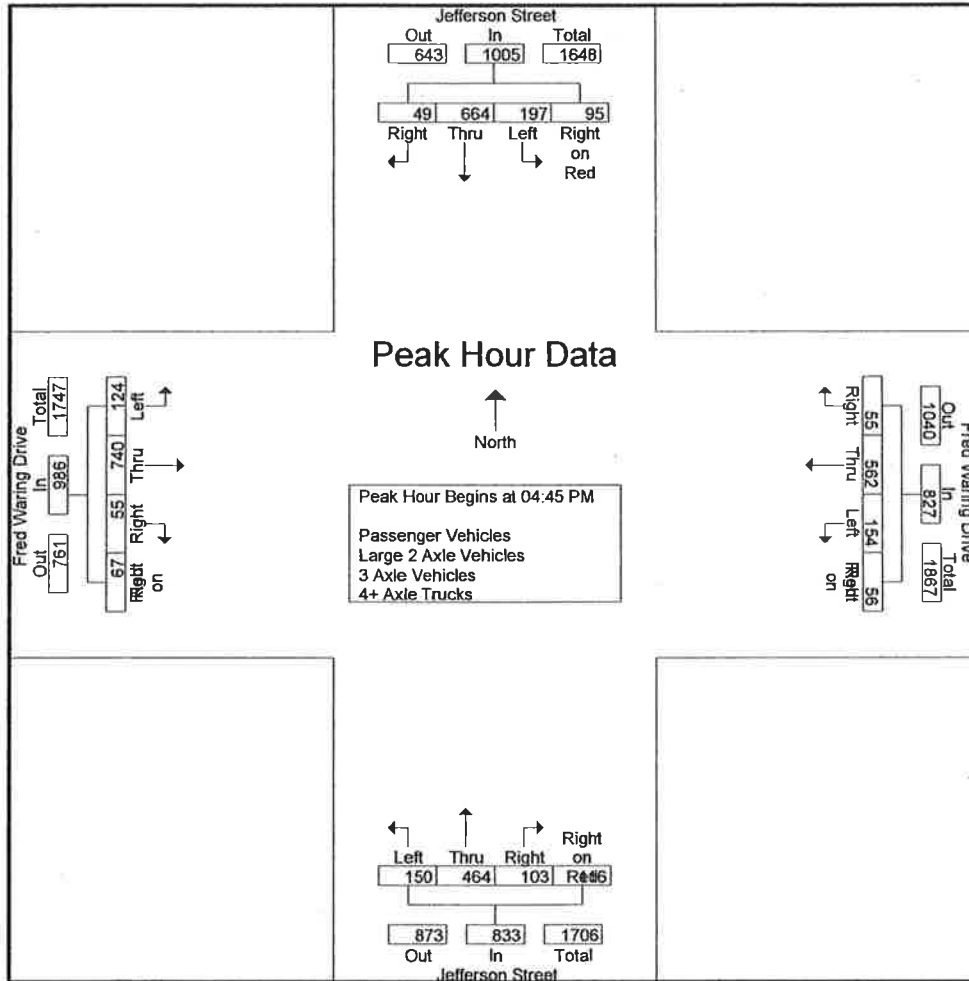
City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

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

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 53 | 143 | 15 | 16 | 227 | 35 | 133 | 8 | 14 | 190 | 38 | 137 | 25 | 22 | 222 | 40 | 191 | 15 | 14 | 260 | 899 |
| 04:15 PM | 44 | 154 | 14 | 27 | 239 | 27 | 130 | 16 | 12 | 185 | 31 | 101 | 22 | 31 | 185 | 34 | 154 | 27 | 17 | 232 | 841 |
| 04:30 PM | 33 | 149 | 10 | 26 | 218 | 26 | 125 | 14 | 13 | 178 | 37 | 149 | 22 | 23 | 231 | 34 | 176 | 15 | 12 | 237 | 864 |
| 04:45 PM | 57 | 146 | 16 | 23 | 242 | 31 | 134 | 15 | 13 | 193 | 33 | 112 | 28 | 32 | 205 | 29 | 174 | 10 | 19 | 232 | 872 |
| Total | 187 | 592 | 55 | 92 | 926 | 119 | 522 | 53 | 52 | 746 | 139 | 499 | 97 | 108 | 843 | 137 | 695 | 67 | 62 | 961 | 3476 |
| 05:00 PM | 52 | 181 | 8 | 19 | 260 | 46 | 142 | 17 | 20 | 225 | 44 | 101 | 24 | 25 | 194 | 35 | 159 | 12 | 13 | 219 | 898 |
| 05:15 PM | 54 | 190 | 9 | 30 | 283 | 33 | 146 | 9 | 12 | 200 | 35 | 129 | 22 | 27 | 213 | 33 | 229 | 19 | 14 | 295 | 991 |
| 05:30 PM | 34 | 147 | 16 | 23 | 220 | 44 | 140 | 14 | 11 | 209 | 38 | 122 | 29 | 32 | 221 | 27 | 178 | 14 | 21 | 240 | 890 |
| 05:45 PM | 31 | 150 | 15 | 9 | 205 | 28 | 97 | 10 | 7 | 142 | 35 | 119 | 25 | 24 | 203 | 27 | 145 | 27 | 13 | 212 | 762 |
| Total | 171 | 668 | 48 | 81 | 968 | 151 | 525 | 50 | 50 | 776 | 152 | 471 | 100 | 108 | 831 | 122 | 711 | 72 | 61 | 966 | 3541 |
| Grand Total | 358 | 1260 | 103 | 173 | 1894 | 270 | 1047 | 103 | 102 | 1522 | 291 | 970 | 197 | 216 | 1674 | 259 | 1406 | 139 | 123 | 1927 | 7017 |
| Apprch % | 18.9 | 66.5 | 5.4 | 9.1 | | 17.7 | 68.8 | 6.8 | 6.7 | | 17.4 | 57.9 | 11.8 | 12.9 | | 13.4 | 73 | 7.2 | 6.4 | | |
| Total % | 5.1 | 18 | 1.5 | 2.5 | 27 | 3.8 | 14.9 | 1.5 | 1.5 | 21.7 | 4.1 | 13.8 | 2.8 | 3.1 | 23.9 | 3.7 | 20 | 2 | 1.8 | 27.5 | |
| Passenger Vehicles | 1239 | | | | | 1037 | | | | | 1395 | | | | | | | | | | |
| % Passenger Vehicles | 99.4 | 98.3 | 99 | 99.4 | 98.7 | 99.3 | 99 | 99 | 100 | 99.1 | 97.6 | 96.8 | 98.5 | 99.1 | 97.4 | 98.5 | 99.2 | 99.3 | 99.2 | 99.1 | 98.6 |
| Large 2 Axle Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Large 2 Axle Vehicles | 0.6 | 1.1 | 1 | 0.6 | 1 | 0.7 | 0.7 | 1 | 0 | 0.7 | 2.4 | 2.5 | 1.5 | 0.9 | 2.2 | 1.5 | 0.6 | 0.7 | 0.8 | 0.8 | 1.1 |
| 3 Axle Vehicles | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| % 3 Axle Vehicles | 0 | 0.2 | 0 | 0 | 0.1 | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 4+ Axle Trucks | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 14 |
| % 4+ Axle Trucks | | | | | | | | | | | | | | | | | | | | | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 57 | 146 | 16 | 23 | 242 | 31 | 134 | 15 | 13 | 193 | 33 | 112 | 28 | 32 | 205 | 29 | 174 | 10 | 19 | 232 | 872 |
| 05:00 PM | 52 | 181 | 8 | 19 | 260 | 46 | 142 | 17 | 20 | 225 | 44 | 101 | 24 | 25 | 194 | 35 | 159 | 12 | 13 | 219 | 898 |
| 05:15 PM | 54 | 190 | 9 | 30 | 283 | 33 | 146 | 9 | 12 | 200 | 35 | 129 | 22 | 27 | 213 | 33 | 229 | 19 | 14 | 295 | 991 |
| 05:30 PM | 34 | 147 | 16 | 23 | 220 | 44 | 140 | 14 | 11 | 209 | 38 | 122 | 29 | 32 | 221 | 27 | 178 | 14 | 21 | 240 | 890 |
| Total Volume | 197 | 664 | 49 | 95 | 1005 | 154 | 562 | 55 | 56 | 827 | 150 | 464 | 103 | 116 | 833 | 124 | 740 | 55 | 67 | 986 | 3651 |
| % App. Total | 19.6 | 66.1 | 4.9 | 9.5 | | 18.6 | 68 | 6.7 | 6.8 | | 18 | 55.7 | 12.4 | 13.9 | | 12.6 | 75.1 | 5.6 | 6.8 | | |
| PHF | .864 | .874 | .766 | .792 | .888 | .837 | .962 | .809 | .700 | .919 | .852 | .899 | .888 | .906 | .942 | .886 | .808 | .724 | .798 | .836 | .921 |



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

| | 04:45 PM | | | | | 04:45 PM | | | | | 04:00 PM | | | | | 04:45 PM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 57 | 146 | 16 | 23 | 242 | 31 | 134 | 15 | 13 | 193 | 38 | 137 | 25 | 22 | 222 | 29 | 174 | 10 | 19 | 232 |
| +15 mins. | 52 | 181 | 8 | 19 | 260 | 46 | 142 | 17 | 20 | 225 | 31 | 101 | 22 | 31 | 185 | 35 | 159 | 12 | 13 | 219 |
| +30 mins. | 54 | 190 | 9 | 30 | 283 | 33 | 146 | 9 | 12 | 200 | 37 | 149 | 22 | 23 | 231 | 33 | 229 | 19 | 14 | 295 |
| +45 mins. | 34 | 147 | 16 | 23 | 220 | 44 | 140 | 14 | 11 | 209 | 33 | 112 | 28 | 32 | 205 | 27 | 178 | 14 | 21 | 240 |
| Total Volume | 197 | 664 | 49 | 95 | 1005 | 154 | 562 | 55 | 56 | 827 | 139 | 499 | 97 | 108 | 843 | 124 | 740 | 55 | 67 | 986 |
| % App. Total | 19.6 | 66.1 | 4.9 | 9.5 | | 18.6 | 68 | 6.7 | 6.8 | | 16.5 | 59.2 | 11.5 | 12.8 | | 12.6 | 75.1 | 5.6 | 6.8 | |
| PHF | .864 | .874 | .766 | .792 | .888 | .837 | .962 | .809 | .700 | .919 | .914 | .837 | .866 | .844 | .912 | .886 | .808 | .724 | .798 | .836 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

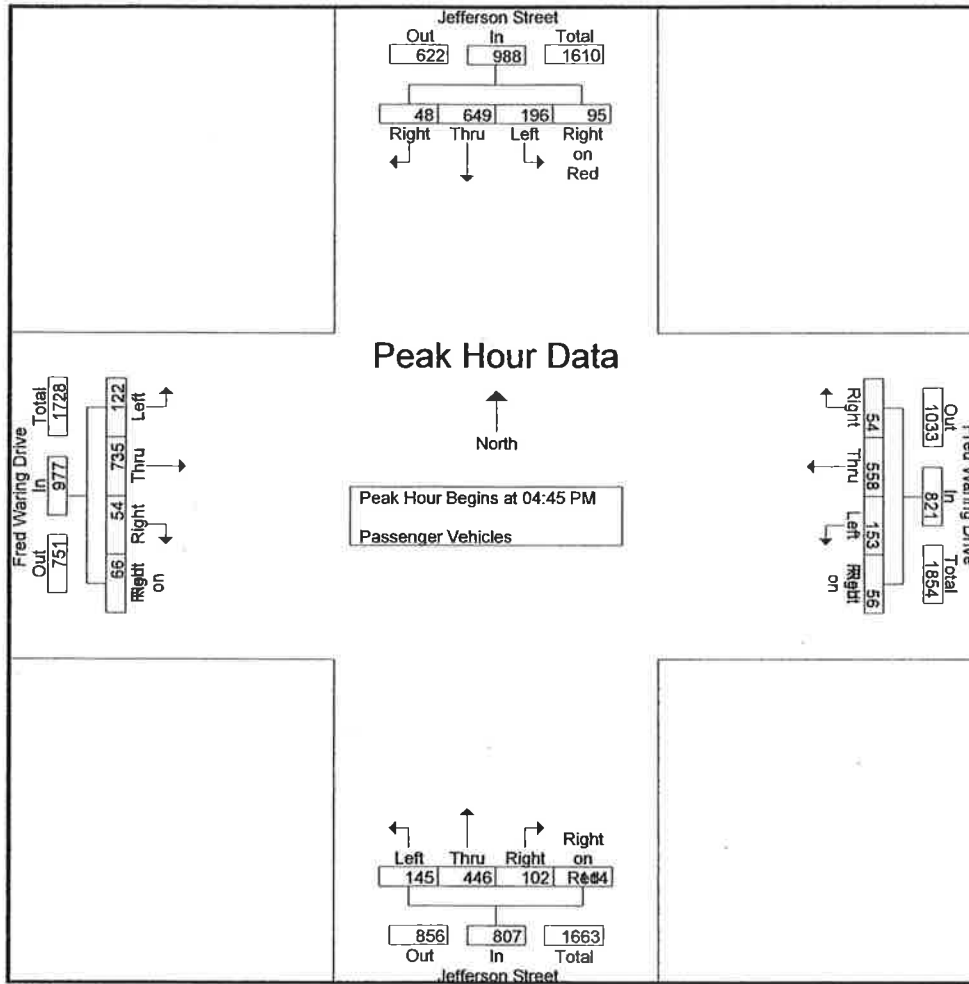
Groups Printed- Passenger Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|--------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 53 | 143 | 15 | 16 | 227 | 35 | 132 | 8 | 14 | 189 | 38 | 137 | 25 | 22 | 222 | 40 | 190 | 15 | 14 | 259 | 897 |
| 04:15 PM | 44 | 151 | 14 | 27 | 236 | 27 | 126 | 16 | 12 | 181 | 31 | 96 | 21 | 31 | 179 | 33 | 152 | 27 | 17 | 229 | 825 |
| 04:30 PM | 32 | 147 | 10 | 25 | 214 | 25 | 125 | 14 | 13 | 177 | 37 | 143 | 21 | 23 | 224 | 33 | 176 | 15 | 12 | 236 | 851 |
| 04:45 PM | 57 | 144 | 16 | 23 | 240 | 31 | 134 | 14 | 13 | 192 | 33 | 109 | 28 | 32 | 202 | 28 | 173 | 10 | 19 | 230 | 864 |
| Total | 186 | 585 | 55 | 91 | 917 | 118 | 517 | 52 | 52 | 739 | 139 | 485 | 95 | 108 | 827 | 134 | 691 | 67 | 62 | 954 | 3437 |
| 05:00 PM | 52 | 171 | 8 | 19 | 250 | 45 | 141 | 17 | 20 | 223 | 43 | 100 | 23 | 24 | 190 | 34 | 156 | 12 | 13 | 215 | 878 |
| 05:15 PM | 54 | 187 | 9 | 30 | 280 | 33 | 143 | 9 | 12 | 197 | 32 | 123 | 22 | 26 | 203 | 33 | 228 | 19 | 14 | 294 | 974 |
| 05:30 PM | 33 | 147 | 15 | 23 | 218 | 44 | 140 | 14 | 11 | 209 | 37 | 114 | 29 | 32 | 212 | 27 | 178 | 13 | 20 | 238 | 877 |
| 05:45 PM | 31 | 149 | 15 | 9 | 204 | 28 | 96 | 10 | 7 | 141 | 33 | 117 | 25 | 24 | 199 | 27 | 142 | 27 | 13 | 209 | 753 |
| Total | 170 | 654 | 47 | 81 | 952 | 150 | 520 | 50 | 50 | 770 | 145 | 454 | 99 | 106 | 804 | 121 | 704 | 71 | 60 | 956 | 3482 |
| Grand Total | 356 | 1239 | 102 | 172 | 1869 | 268 | 1037 | 102 | 102 | 1509 | 284 | 939 | 194 | 214 | 1631 | 255 | 1395 | 138 | 122 | 1910 | 6919 |
| Approch % | 19 | 66.3 | 5.5 | 9.2 | | 17.8 | 68.7 | 6.8 | 6.8 | | 17.4 | 57.6 | 11.9 | 13.1 | | 13.4 | 73 | 7.2 | 6.4 | | |
| Total % | 5.1 | 17.9 | 1.5 | 2.5 | 27 | 3.9 | 15 | 1.5 | 1.5 | 21.8 | 4.1 | 13.6 | 2.8 | 3.1 | 23.6 | 3.7 | 20.2 | 2 | 1.8 | 27.6 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 57 | 144 | 16 | 23 | 240 | 31 | 134 | 14 | 13 | 192 | 33 | 109 | 28 | 32 | 202 | 28 | 173 | 10 | 19 | 230 | 864 |
| 05:00 PM | 52 | 171 | 8 | 19 | 250 | 45 | 141 | 17 | 20 | 223 | 43 | 100 | 23 | 24 | 190 | 34 | 156 | 12 | 13 | 215 | 878 |
| 05:15 PM | 54 | 187 | 9 | 30 | 280 | 33 | 143 | 9 | 12 | 197 | 32 | 123 | 22 | 26 | 203 | 33 | 228 | 19 | 14 | 294 | 974 |
| 05:30 PM | 33 | 147 | 15 | 23 | 218 | 44 | 140 | 14 | 11 | 209 | 37 | 114 | 29 | 32 | 212 | 27 | 178 | 13 | 20 | 238 | 877 |
| Total Volume | 196 | 649 | 48 | 95 | 988 | 153 | 558 | 54 | 56 | 821 | 145 | 446 | 102 | 114 | 807 | 122 | 735 | 54 | 66 | 977 | 3593 |
| % App. Total | 19.8 | 65.7 | 4.9 | 9.6 | | 18.6 | 68 | 6.6 | 6.8 | | 18 | 55.3 | 12.6 | 14.1 | | 12.5 | 75.2 | 5.5 | 6.8 | | |
| PHF | .860 | .868 | .750 | .792 | .882 | .850 | .976 | .794 | .700 | .920 | .843 | .907 | .879 | .891 | .952 | .897 | .806 | .711 | .825 | .831 | .922 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



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

| | 04:45 PM | | | | | 04:00 PM | | | | | 04:45 PM | | | | | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|------|------|------|------|
| +0 mins. | 57 | 144 | 16 | 23 | 240 | 31 | 134 | 14 | 13 | 192 | 38 | 137 | 25 | 22 | 222 | 28 | 173 | 10 | 19 | 230 |
| +15 mins. | 52 | 171 | 8 | 19 | 250 | 45 | 141 | 17 | 20 | 223 | 31 | 96 | 21 | 31 | 179 | 34 | 156 | 12 | 13 | 215 |
| +30 mins. | 54 | 187 | 9 | 30 | 280 | 33 | 143 | 9 | 12 | 197 | 37 | 143 | 21 | 23 | 224 | 33 | 228 | 19 | 14 | 294 |
| +45 mins. | 33 | 147 | 15 | 23 | 218 | 44 | 140 | 14 | 11 | 209 | 33 | 109 | 28 | 32 | 202 | 27 | 178 | 13 | 20 | 238 |
| Total Volume | 196 | 649 | 48 | 95 | 988 | 153 | 558 | 54 | 56 | 821 | 139 | 485 | 95 | 108 | 827 | 122 | 735 | 54 | 66 | 977 |
| % App. Total | 19.8 | 65.7 | 4.9 | 9.6 | | 18.6 | 68 | 6.6 | 6.8 | | 16.8 | 58.6 | 11.5 | 13.1 | | 12.5 | 75.2 | 5.5 | 6.8 | |
| PHF | .860 | .868 | .750 | .792 | .882 | .850 | .976 | .794 | .700 | .920 | .914 | .848 | .848 | .844 | .923 | .897 | .806 | .711 | .825 | .831 |

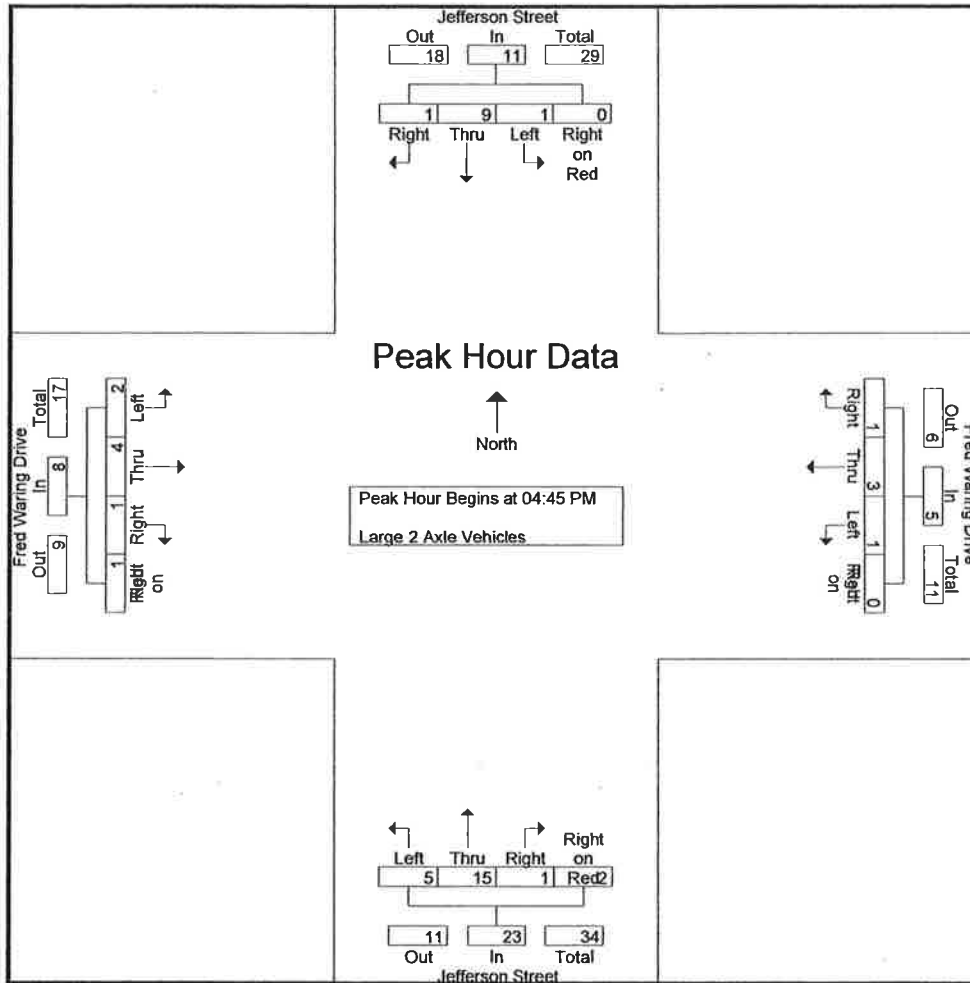
City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 14 |
| 04:30 PM | 1 | 2 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 13 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 |
| Total | 1 | 5 | 0 | 1 | 7 | 1 | 4 | 1 | 0 | 6 | 0 | 11 | 2 | 0 | 13 | 3 | 3 | 0 | 0 | 6 | 32 |
| 05:00 PM | 0 | 6 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 4 | 1 | 3 | 0 | 0 | 4 | 16 |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 3 | 6 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 1 | 16 |
| 05:30 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 2 | 11 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| Total | 1 | 9 | 1 | 0 | 11 | 1 | 3 | 0 | 0 | 4 | 7 | 13 | 1 | 2 | 23 | 1 | 6 | 1 | 1 | 9 | 47 |
| Grand Total | 2 | 14 | 1 | 1 | 18 | 2 | 7 | 1 | 0 | 10 | 7 | 24 | 3 | 2 | 36 | 4 | 9 | 1 | 1 | 15 | 79 |
| Apprch % | 11.1 | 77.8 | 5.6 | 5.6 | | 20 | 70 | 10 | 0 | | 19.4 | 66.7 | 8.3 | 5.6 | | 26.7 | 60 | 6.7 | 6.7 | | |
| Total % | 2.5 | 17.7 | 1.3 | 1.3 | 22.8 | 2.5 | 8.9 | 1.3 | 0 | 12.7 | 8.9 | 30.4 | 3.8 | 2.5 | 45.6 | 5.1 | 11.4 | 1.3 | 1.3 | 19 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 |
| 05:00 PM | 0 | 6 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 4 | 1 | 3 | 0 | 0 | 4 | 16 |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 3 | 6 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 1 | 16 |
| 05:30 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 2 | 11 |
| Total Volume | 1 | 9 | 1 | 0 | 11 | 1 | 3 | 1 | 0 | 5 | 5 | 15 | 1 | 2 | 23 | 2 | 4 | 1 | 1 | 8 | 47 |
| % App. Total | 9.1 | 81.8 | 9.1 | 0 | | 20 | 60 | 20 | 0 | | 21.7 | 65.2 | 4.3 | 8.7 | | 25 | 50 | 12.5 | 12.5 | | |
| PHF | .250 | .375 | .250 | .000 | .458 | .250 | .375 | .250 | .000 | .625 | .417 | .625 | .250 | .500 | .575 | .500 | .333 | .250 | .250 | .500 | .734 |



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| +15 mins. | 0 | 6 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 4 | 1 | 3 | 0 | 0 | 4 |
| +30 mins. | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 3 | 6 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 1 |
| +45 mins. | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 2 |
| Total Volume | 1 | 9 | 1 | 0 | 11 | 1 | 3 | 1 | 0 | 5 | 5 | 15 | 1 | 2 | 23 | 2 | 4 | 1 | 1 | 8 |
| % App. Total | 9.1 | 81.8 | 9.1 | 0 | | 20 | 60 | 20 | 0 | | 21.7 | 65.2 | 4.3 | 8.7 | | 25 | 50 | 12.5 | 12.5 | |
| PHF | .250 | .375 | .250 | .000 | .458 | .250 | .375 | .250 | .000 | .625 | .417 | .625 | .250 | .500 | .575 | .500 | .333 | .250 | .250 | .500 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

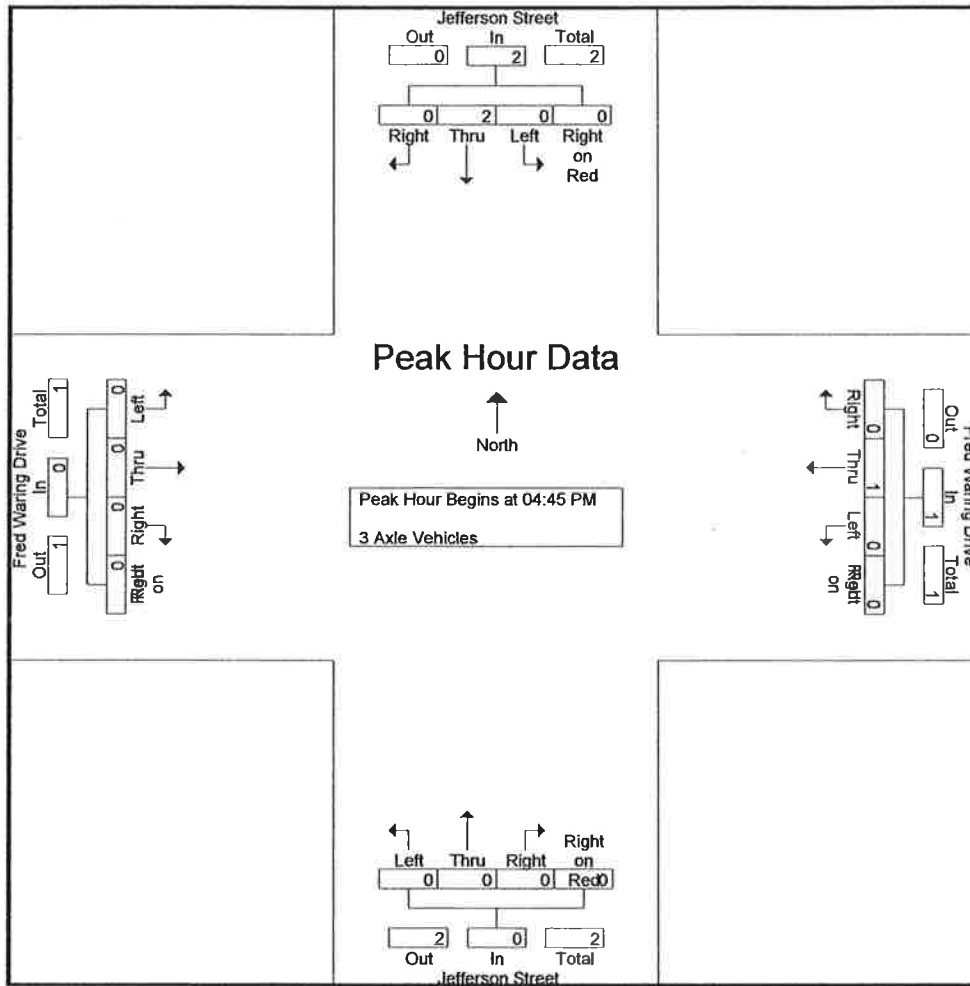
File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|--------------------|-----------------------------|----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|-----------------------------|----------|----------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 04:30 PM | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 40 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .750 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 0 | 1 | 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 | 1 | 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 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 1

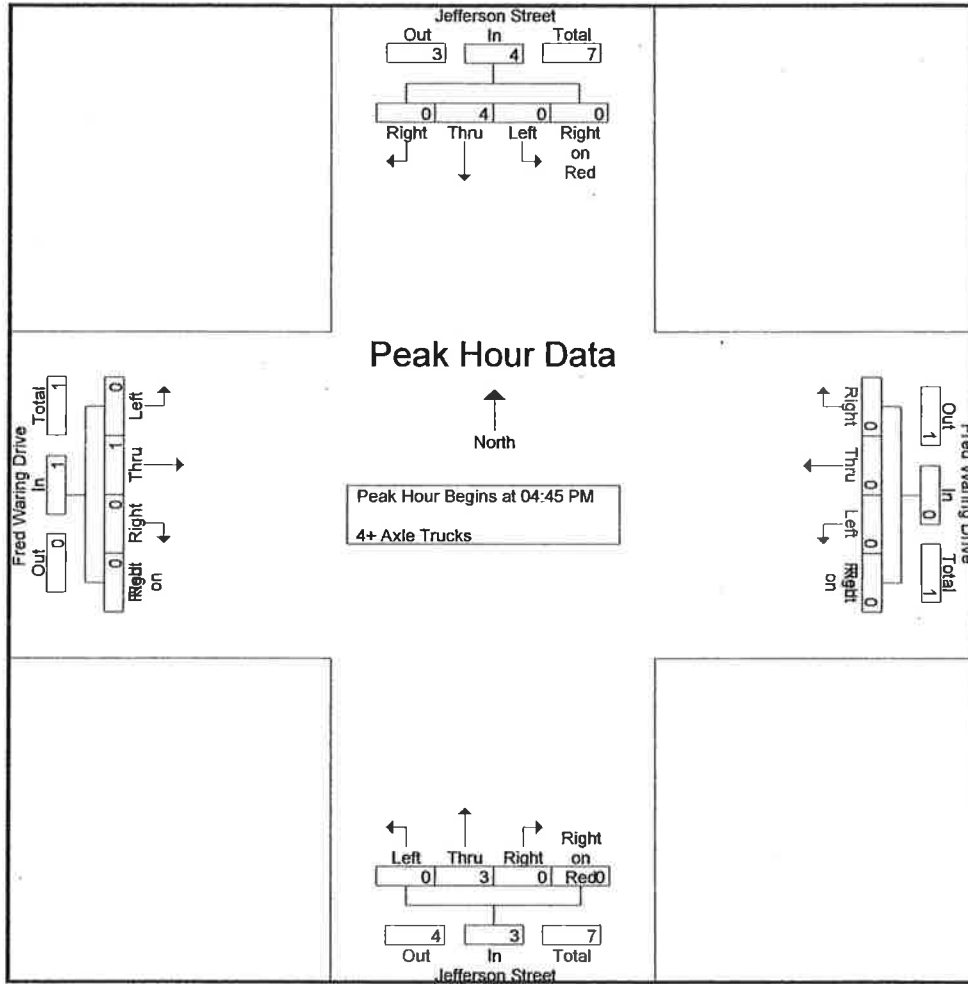
Groups Printed- 4+ Axle Trucks

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total | |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|----|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | | |
| 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 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 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 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 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 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Grand Total | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 14 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | |
| Total % | 0 | 35.7 | 0 | 0 | 35.7 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 14.3 | 0 | 0 | 14.3 | | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 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 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | |
| PHF | .000 | .333 | .000 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .375 | .000 | .250 | .000 | .000 | .250 | | .667 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFRPM
 Site Code : 11117531
 Start Date : 4/23/2008
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 3 | 0 | 0 | 3 | 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 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| PHF | .000 | .333 | .000 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .375 | .000 | .250 | .000 | .000 | .250 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

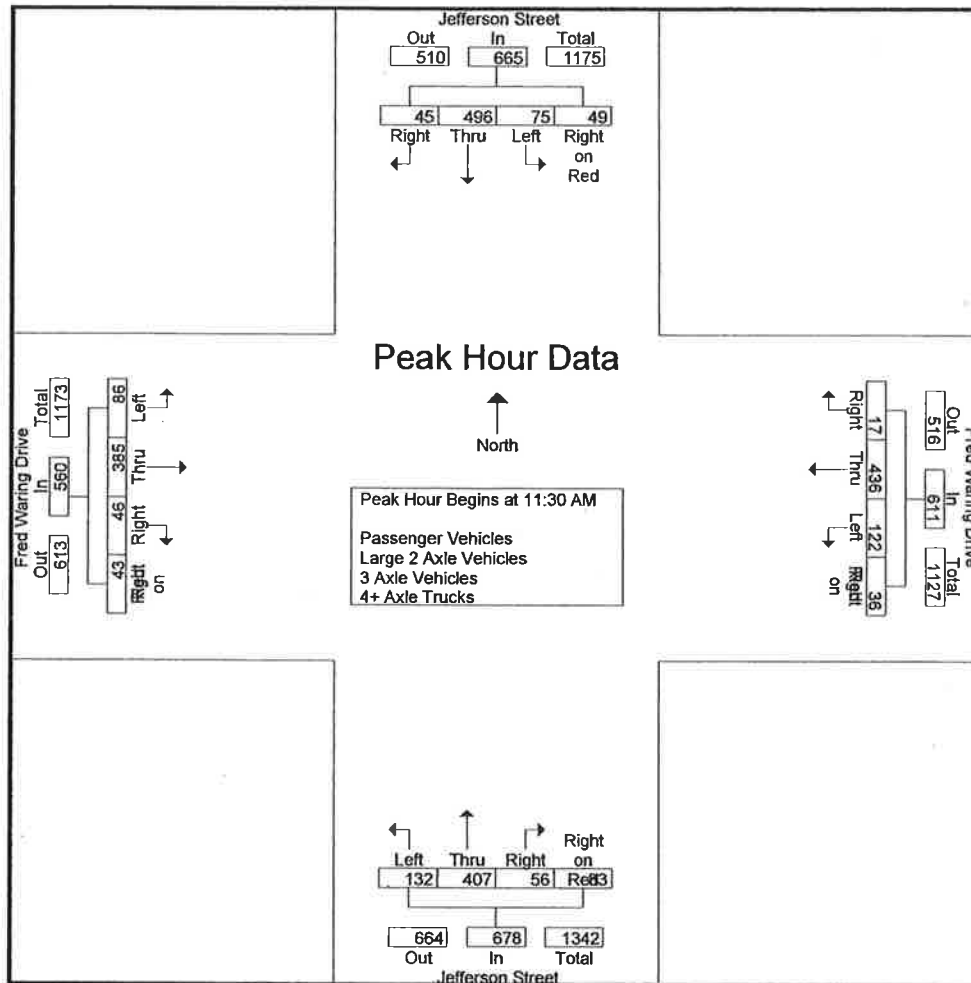
File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 1

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

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 17 | 101 | 12 | 11 | 141 | 30 | 118 | 10 | 8 | 166 | 34 | 92 | 21 | 24 | 171 | 26 | 69 | 10 | 11 | 116 | 594 |
| 11:15 AM | 12 | 105 | 12 | 14 | 143 | 31 | 135 | 8 | 16 | 190 | 26 | 85 | 19 | 19 | 149 | 22 | 74 | 15 | 11 | 122 | 604 |
| 11:30 AM | 19 | 138 | 14 | 10 | 181 | 25 | 118 | 3 | 13 | 159 | 32 | 114 | 26 | 22 | 194 | 17 | 69 | 12 | 8 | 106 | 640 |
| 11:45 AM | 13 | 124 | 10 | 15 | 162 | 35 | 107 | 6 | 5 | 153 | 33 | 107 | 8 | 17 | 165 | 16 | 100 | 13 | 14 | 143 | 623 |
| Total | 61 | 468 | 48 | 50 | 627 | 121 | 478 | 27 | 42 | 668 | 125 | 398 | 74 | 82 | 679 | 81 | 312 | 50 | 44 | 487 | 2461 |
| 12:00 PM | 22 | 128 | 13 | 11 | 174 | 32 | 96 | 4 | 13 | 145 | 29 | 88 | 14 | 16 | 147 | 28 | 99 | 8 | 7 | 142 | 608 |
| 12:15 PM | 21 | 106 | 8 | 13 | 148 | 30 | 115 | 4 | 5 | 154 | 38 | 98 | 8 | 28 | 172 | 25 | 117 | 13 | 14 | 169 | 643 |
| 12:30 PM | 23 | 126 | 10 | 15 | 174 | 40 | 103 | 4 | 10 | 157 | 31 | 80 | 16 | 16 | 143 | 15 | 101 | 9 | 14 | 139 | 613 |
| 12:45 PM | 29 | 145 | 7 | 9 | 190 | 17 | 82 | 8 | 5 | 112 | 33 | 106 | 21 | 29 | 189 | 18 | 82 | 11 | 6 | 117 | 608 |
| Total | 95 | 505 | 38 | 48 | 686 | 119 | 396 | 20 | 33 | 568 | 131 | 372 | 59 | 89 | 651 | 86 | 399 | 41 | 41 | 567 | 2472 |
| 01:00 PM | 31 | 99 | 21 | 10 | 161 | 43 | 92 | 9 | 3 | 147 | 31 | 97 | 19 | 27 | 174 | 21 | 124 | 6 | 14 | 165 | 647 |
| 01:15 PM | 23 | 92 | 13 | 15 | 143 | 34 | 87 | 12 | 5 | 138 | 33 | 108 | 22 | 15 | 178 | 19 | 106 | 12 | 9 | 146 | 605 |
| 01:30 PM | 23 | 95 | 15 | 16 | 149 | 25 | 105 | 19 | 4 | 153 | 35 | 106 | 19 | 21 | 181 | 25 | 71 | 9 | 11 | 116 | 599 |
| 01:45 PM | 25 | 100 | 7 | 15 | 147 | 20 | 108 | 10 | 5 | 143 | 33 | 125 | 12 | 24 | 194 | 25 | 114 | 8 | 9 | 156 | 640 |
| Total | 102 | 386 | 56 | 56 | 600 | 122 | 392 | 50 | 17 | 581 | 132 | 436 | 72 | 87 | 727 | 90 | 415 | 35 | 43 | 583 | 2491 |
| Grand Total | 258 | 1359 | 142 | 154 | 1913 | 362 | 1266 | 97 | 92 | 1817 | 388 | 1206 | 205 | 258 | 2057 | 257 | 1126 | 126 | 128 | 1637 | 7424 |
| Approch % | 13.5 | 71 | 7.4 | 8.1 | | 19.9 | 69.7 | 5.3 | 5.1 | | 18.9 | 58.6 | 10 | 12.5 | | 15.7 | 68.8 | 7.7 | 7.8 | | |
| Total % | 3.5 | 18.3 | 1.9 | 2.1 | 25.8 | 4.9 | 17.1 | 1.3 | 1.2 | 24.5 | 5.2 | 16.2 | 2.8 | 3.5 | 27.7 | 3.5 | 15.2 | 1.7 | 1.7 | 22.1 | |
| Passenger Vehicles | 1334 | | | | | 1259 | | | | | 1174 | | | | | 1105 | | | | | |
| % Passenger Vehicles | 96.1 | 98.2 | 97.9 | 98.7 | 97.9 | 97.5 | 99.4 | 95.9 | 98.9 | 98.8 | 99 | 97.3 | 98.5 | 98.8 | 98 | 98.8 | 98.1 | 99.2 | 99.2 | 98.4 | 98.3 |
| Large 2 Axle Vehicles | 3.1 | | | | | 2.5 | | | | | 1 | | | | | 1.2 | | | | | |
| % Large 2 Axle Vehicles | 3.1 | 1.3 | 2.1 | 1.3 | 1.6 | 2.5 | 0.6 | 3.1 | 1.1 | 1.1 | 1 | 2 | 1.5 | 1.2 | 1.7 | 1.2 | 1.9 | 0.8 | 0.8 | 1.6 | 1.5 |
| 3 Axle Vehicles | 1 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | |
| % 3 Axle Vehicles | 0.4 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 4+ Axle Trucks | 1 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | |
| % 4+ Axle Trucks | | | | | | | | | | | | | | | | | | | | | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|--------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 11:30 AM | 19 | 138 | 14 | 10 | 181 | 25 | 118 | 3 | 13 | 159 | 32 | 114 | 26 | 22 | 194 | 17 | 69 | 12 | 8 | 106 | 640 |
| 11:45 AM | 13 | 124 | 10 | 15 | 162 | 35 | 107 | 6 | 5 | 153 | 33 | 107 | 8 | 17 | 165 | 16 | 100 | 13 | 14 | 143 | 623 |
| 12:00 PM | 22 | 128 | 13 | 11 | 174 | 32 | 96 | 4 | 13 | 145 | 29 | 88 | 14 | 16 | 147 | 28 | 99 | 8 | 7 | 142 | 608 |
| 12:15 PM | 21 | 106 | 8 | 13 | 148 | 30 | 115 | 4 | 5 | 154 | 38 | 98 | 8 | 28 | 172 | 25 | 117 | 13 | 14 | 169 | 643 |
| Total Volume | 75 | 496 | 45 | 49 | 665 | 122 | 436 | 17 | 36 | 611 | 132 | 407 | 56 | 83 | 678 | 86 | 385 | 46 | 43 | 560 | 2514 |
| % App. Total | 11.3 | 74.6 | 6.8 | 7.4 | | 20 | 71.4 | 2.8 | 5.9 | | 19.5 | 60 | 8.3 | 12.2 | | 15.4 | 68.8 | 8.2 | 7.7 | | |
| PHF | .852 | .899 | .804 | .817 | .919 | .871 | .924 | .708 | .692 | .961 | .868 | .893 | .538 | .741 | .874 | .768 | .823 | .885 | .768 | .828 | .977 |

Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:30 AM



Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|------|------|------|------|
| +0 mins. | 19 | 138 | 14 | 10 | 181 | 25 | 118 | 3 | 13 | 159 | 32 | 114 | 26 | 22 | 194 | 17 | 69 | 12 | 8 | 106 |
| +15 mins. | 13 | 124 | 10 | 15 | 162 | 35 | 107 | 6 | 5 | 153 | 33 | 107 | 8 | 17 | 165 | 16 | 100 | 13 | 14 | 143 |
| +30 mins. | 22 | 128 | 13 | 11 | 174 | 32 | 96 | 4 | 13 | 145 | 29 | 88 | 14 | 16 | 147 | 28 | 99 | 8 | 7 | 142 |
| +45 mins. | 21 | 106 | 8 | 13 | 148 | 30 | 115 | 4 | 5 | 154 | 38 | 98 | 8 | 28 | 172 | 25 | 117 | 13 | 14 | 169 |
| Total Volume | 75 | 496 | 45 | 49 | 665 | 122 | 436 | 17 | 36 | 611 | 132 | 407 | 56 | 83 | 678 | 86 | 385 | 46 | 43 | 560 |
| % App. Total | 11.3 | 74.6 | 6.8 | 7.4 | | 20 | 71.4 | 2.8 | 5.9 | | 19.5 | 60 | 8.3 | 12.2 | | 15.4 | 68.8 | 8.2 | 7.7 | |
| PHF | .852 | .899 | .804 | .817 | .919 | .871 | .924 | .708 | .692 | .961 | .868 | .893 | .538 | .741 | .874 | .768 | .823 | .885 | .768 | .828 |

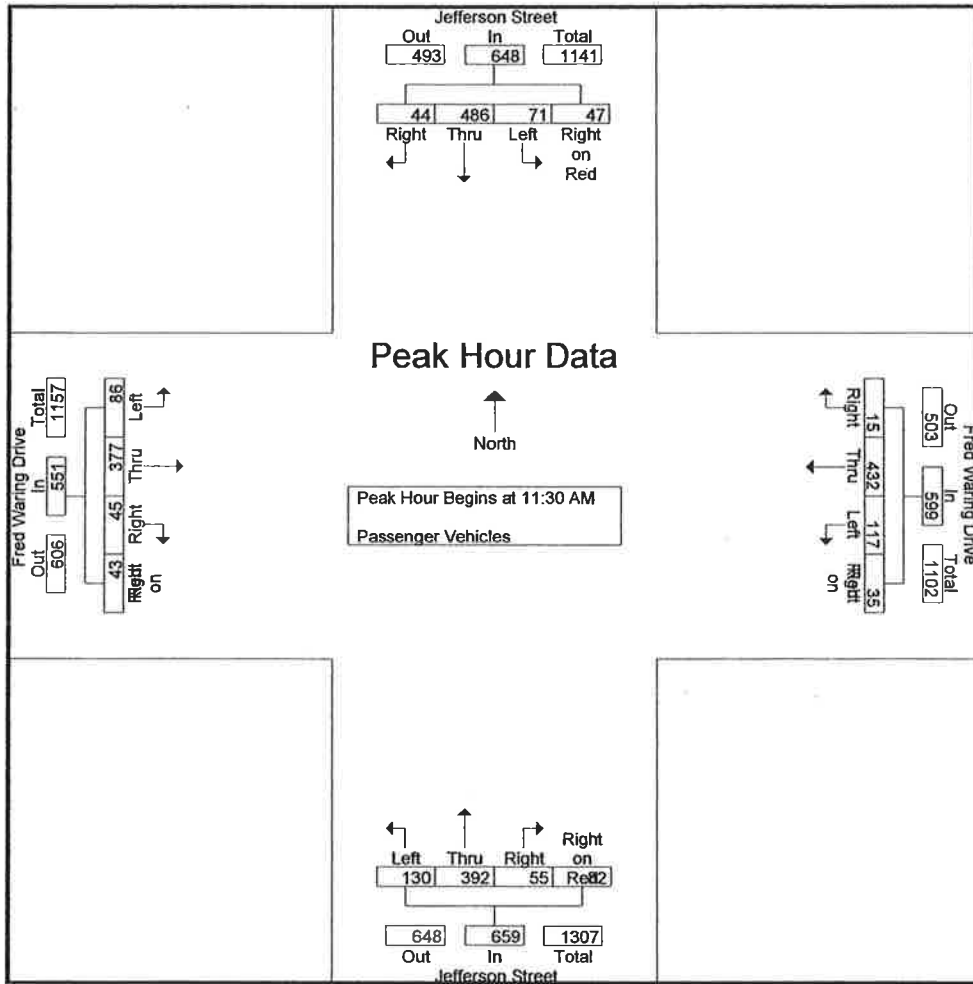
City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 1

Groups Printed- Passenger Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|--------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 16 | 99 | 11 | 11 | 137 | 29 | 117 | 10 | 8 | 164 | 34 | 90 | 20 | 23 | 167 | 26 | 66 | 10 | 11 | 113 | 581 |
| 11:15 AM | 12 | 101 | 12 | 14 | 139 | 31 | 135 | 8 | 16 | 190 | 26 | 83 | 18 | 18 | 145 | 21 | 71 | 15 | 10 | 117 | 591 |
| 11:30 AM | 17 | 134 | 13 | 10 | 174 | 23 | 117 | 3 | 13 | 156 | 31 | 112 | 25 | 22 | 190 | 17 | 67 | 12 | 8 | 104 | 624 |
| 11:45 AM | 12 | 121 | 10 | 14 | 157 | 32 | 106 | 6 | 5 | 149 | 33 | 101 | 8 | 17 | 159 | 16 | 99 | 13 | 14 | 142 | 607 |
| Total | 57 | 455 | 46 | 49 | 607 | 115 | 475 | 27 | 42 | 659 | 124 | 386 | 71 | 80 | 661 | 80 | 303 | 50 | 43 | 476 | 2403 |
| 12:00 PM | 22 | 126 | 13 | 11 | 172 | 32 | 94 | 3 | 13 | 142 | 29 | 83 | 14 | 15 | 141 | 28 | 96 | 8 | 7 | 139 | 594 |
| 12:15 PM | 20 | 105 | 8 | 12 | 145 | 30 | 115 | 3 | 4 | 152 | 37 | 96 | 8 | 28 | 169 | 25 | 115 | 12 | 14 | 166 | 632 |
| 12:30 PM | 23 | 125 | 10 | 15 | 173 | 40 | 103 | 4 | 10 | 157 | 30 | 79 | 16 | 16 | 141 | 15 | 100 | 9 | 14 | 138 | 609 |
| 12:45 PM | 27 | 143 | 7 | 9 | 186 | 17 | 82 | 7 | 5 | 111 | 33 | 100 | 21 | 29 | 183 | 17 | 81 | 11 | 6 | 115 | 595 |
| Total | 92 | 499 | 38 | 47 | 676 | 119 | 394 | 17 | 32 | 562 | 129 | 358 | 59 | 88 | 634 | 85 | 392 | 40 | 41 | 558 | 2430 |
| 01:00 PM | 31 | 96 | 21 | 10 | 158 | 43 | 92 | 9 | 3 | 147 | 30 | 94 | 19 | 27 | 170 | 21 | 120 | 6 | 14 | 161 | 636 |
| 01:15 PM | 23 | 92 | 13 | 15 | 143 | 32 | 86 | 12 | 5 | 135 | 33 | 107 | 22 | 15 | 177 | 19 | 105 | 12 | 9 | 145 | 600 |
| 01:30 PM | 23 | 94 | 14 | 16 | 147 | 24 | 105 | 19 | 4 | 152 | 35 | 106 | 19 | 21 | 181 | 25 | 71 | 9 | 11 | 116 | 596 |
| 01:45 PM | 22 | 98 | 7 | 15 | 142 | 20 | 107 | 9 | 5 | 141 | 33 | 123 | 12 | 24 | 192 | 24 | 114 | 8 | 9 | 155 | 630 |
| Total | 99 | 380 | 55 | 56 | 590 | 119 | 390 | 49 | 17 | 575 | 131 | 430 | 72 | 87 | 720 | 89 | 410 | 35 | 43 | 577 | 2462 |
| Grand Total | 248 | 1334 | 139 | 152 | 1873 | 353 | 1259 | 93 | 91 | 1796 | 384 | 1174 | 202 | 255 | 2015 | 254 | 1105 | 125 | 127 | 1611 | 7295 |
| Apprch % | 13.2 | 71.2 | 7.4 | 8.1 | | 19.7 | 70.1 | 5.2 | 5.1 | | 19.1 | 58.3 | 10 | 12.7 | | 15.8 | 68.6 | 7.8 | 7.9 | | |
| Total % | 3.4 | 18.3 | 1.9 | 2.1 | 25.7 | 4.8 | 17.3 | 1.3 | 1.2 | 24.6 | 5.3 | 16.1 | 2.8 | 3.5 | 27.6 | 3.5 | 15.1 | 1.7 | 1.7 | 22.1 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:30 AM | 17 | 134 | 13 | 10 | 174 | 23 | 117 | 3 | 13 | 156 | 31 | 112 | 25 | 22 | 190 | 17 | 67 | 12 | 8 | 104 | 624 |
| 11:45 AM | 12 | 121 | 10 | 14 | 157 | 32 | 106 | 6 | 5 | 149 | 33 | 101 | 8 | 17 | 159 | 16 | 99 | 13 | 14 | 142 | 607 |
| 12:00 PM | 22 | 126 | 13 | 11 | 172 | 32 | 94 | 3 | 13 | 142 | 29 | 83 | 14 | 15 | 141 | 28 | 96 | 8 | 7 | 139 | 594 |
| 12:15 PM | 20 | 105 | 8 | 12 | 145 | 30 | 115 | 3 | 4 | 152 | 37 | 96 | 8 | 28 | 169 | 25 | 115 | 12 | 14 | 166 | 632 |
| Total Volume | 71 | 486 | 44 | 47 | 648 | 117 | 432 | 15 | 35 | 599 | 130 | 392 | 55 | 82 | 659 | 86 | 377 | 45 | 43 | 551 | 2457 |
| % App. Total | 11 | 75 | 6.8 | 7.3 | | 19.5 | 72.1 | 2.5 | 5.8 | | 19.7 | 59.5 | 8.3 | 12.4 | | 15.6 | 68.4 | 8.2 | 7.8 | | |
| PHF | .807 | .907 | .846 | .839 | .931 | .914 | .923 | .625 | .673 | .960 | .878 | .875 | .550 | .732 | .867 | .768 | .820 | .865 | .768 | .830 | .972 |



Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 17 | 134 | 13 | 10 | 174 | 23 | 117 | 3 | 13 | 156 | 31 | 112 | 25 | 22 | 190 | 17 | 67 | 12 | 8 | 104 |
| +15 mins. | 12 | 121 | 10 | 14 | 157 | 32 | 106 | 6 | 5 | 149 | 33 | 101 | 8 | 17 | 159 | 16 | 99 | 13 | 14 | 142 |
| +30 mins. | 22 | 126 | 13 | 11 | 172 | 32 | 94 | 3 | 13 | 142 | 29 | 83 | 14 | 15 | 141 | 28 | 96 | 8 | 7 | 139 |
| +45 mins. | 20 | 105 | 8 | 12 | 145 | 30 | 115 | 3 | 4 | 152 | 37 | 96 | 8 | 28 | 169 | 25 | 115 | 12 | 14 | 166 |
| Total Volume | 71 | 486 | 44 | 47 | 648 | 117 | 432 | 15 | 35 | 599 | 130 | 392 | 55 | 82 | 659 | 86 | 377 | 45 | 43 | 551 |
| % App. Total | 11 | 75 | 6.8 | 7.3 | | 19.5 | 72.1 | 2.5 | 5.8 | | 19.7 | 59.5 | 8.3 | 12.4 | | 15.6 | 68.4 | 8.2 | 7.8 | |
| PHF | .807 | .907 | .846 | .839 | .931 | .914 | .923 | .625 | .673 | .960 | .878 | .875 | .550 | .732 | .867 | .768 | .820 | .865 | .768 | .830 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 1

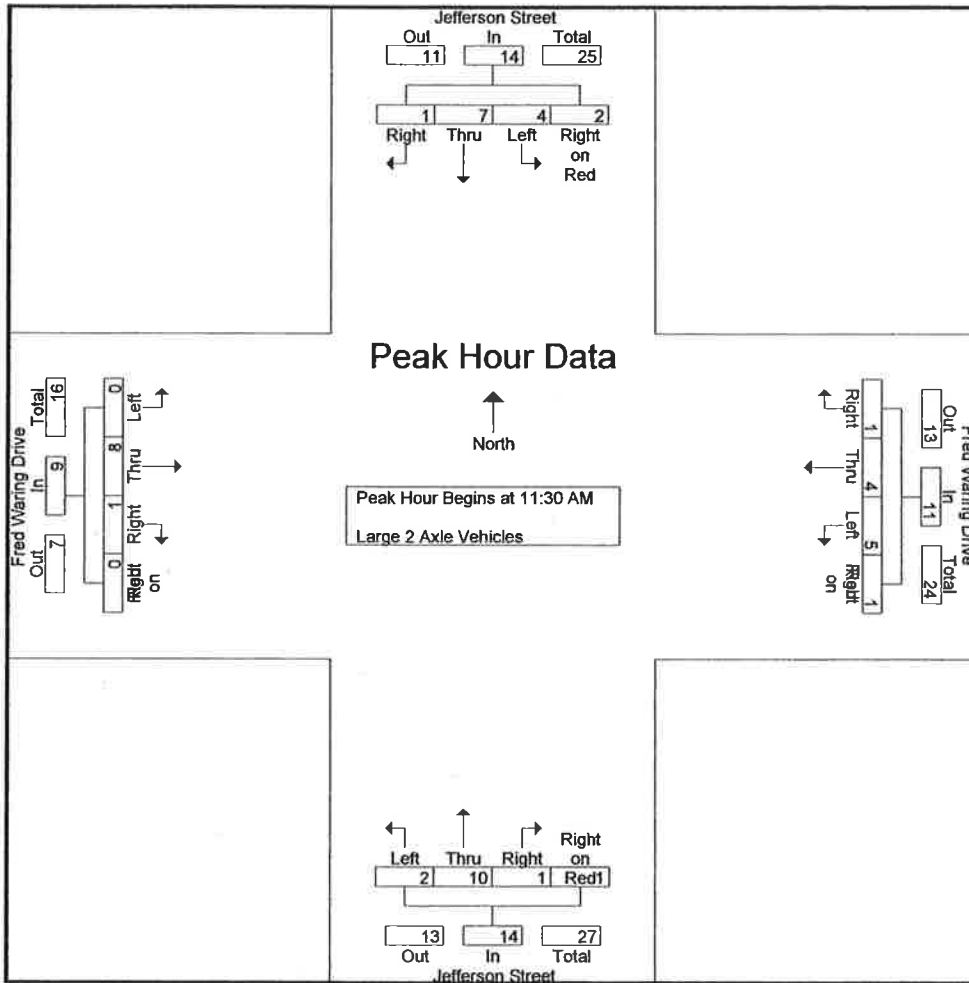
Groups Printed- Large 2 Axle Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 4 | 0 | 3 | 0 | 0 | 3 | 11 |
| 11:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 3 | 0 | 1 | 5 | 11 |
| 11:30 AM | 2 | 3 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 15 |
| 11:45 AM | 1 | 2 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 11 |
| Total | 4 | 8 | 2 | 1 | 15 | 6 | 3 | 0 | 0 | 9 | 1 | 7 | 3 | 2 | 13 | 1 | 9 | 0 | 1 | 11 | 48 |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 1 | 6 | 0 | 3 | 0 | 0 | 3 | 12 |
| 12:15 PM | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 10 |
| 12:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 11 |
| Total | 2 | 5 | 0 | 1 | 8 | 0 | 2 | 2 | 1 | 5 | 2 | 11 | 0 | 1 | 14 | 1 | 7 | 1 | 0 | 9 | 36 |
| 01:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 11 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 |
| 01:30 PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 PM | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 8 |
| Total | 2 | 5 | 1 | 0 | 8 | 3 | 2 | 1 | 0 | 6 | 1 | 6 | 0 | 0 | 7 | 1 | 5 | 0 | 0 | 6 | 27 |
| Grand Total | 8 | 18 | 3 | 2 | 31 | 9 | 7 | 3 | 1 | 20 | 4 | 24 | 3 | 3 | 34 | 3 | 21 | 1 | 1 | 26 | 111 |
| Apprch % | 25.8 | 58.1 | 9.7 | 6.5 | | 45 | 35 | 15 | 5 | | 11.8 | 70.6 | 8.8 | 8.8 | | 11.5 | 80.8 | 3.8 | 3.8 | | |
| Total % | 7.2 | 16.2 | 2.7 | 1.8 | 27.9 | 8.1 | 6.3 | 2.7 | 0.9 | 18 | 3.6 | 21.6 | 2.7 | 2.7 | 30.6 | 2.7 | 18.9 | 0.9 | 0.9 | 23.4 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:30 AM | 2 | 3 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 15 |
| 11:45 AM | 1 | 2 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 11 |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 1 | 6 | 0 | 3 | 0 | 0 | 3 | 12 |
| 12:15 PM | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 10 |
| Total Volume | 4 | 7 | 1 | 2 | 14 | 5 | 4 | 1 | 1 | 11 | 2 | 10 | 1 | 1 | 14 | 0 | 8 | 1 | 0 | 9 | 48 |
| % App. Total | 28.6 | 50 | 7.1 | 14.3 | | 45.5 | 36.4 | 9.1 | 9.1 | | 14.3 | 71.4 | 7.1 | 7.1 | | 0 | 88.9 | 11.1 | 0 | | |
| PHF | .500 | .583 | .250 | .500 | .583 | .417 | .500 | .250 | .250 | .688 | .500 | .500 | .250 | .250 | .583 | .000 | .667 | .250 | .000 | .750 | .800 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 2



Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|------|------|------|------|
| +0 mins. | 2 | 3 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 |
| +15 mins. | 1 | 2 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 1 | 6 | 0 | 3 | 0 | 0 | 3 |
| +45 mins. | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 |
| Total Volume | 4 | 7 | 1 | 2 | 14 | 5 | 4 | 1 | 1 | 11 | 2 | 10 | 1 | 1 | 14 | 0 | 8 | 1 | 0 | 9 |
| % App. Total | 28.6 | 50 | 7.1 | 14.3 | | 45.5 | 36.4 | 9.1 | 9.1 | | 14.3 | 71.4 | 7.1 | 7.1 | | 0 | 88.9 | 11.1 | 0 | |
| PHF | .500 | .583 | .250 | .500 | .583 | .417 | .500 | .250 | .250 | .688 | .500 | .500 | .250 | .250 | .583 | .000 | .667 | .250 | .000 | .750 |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 1

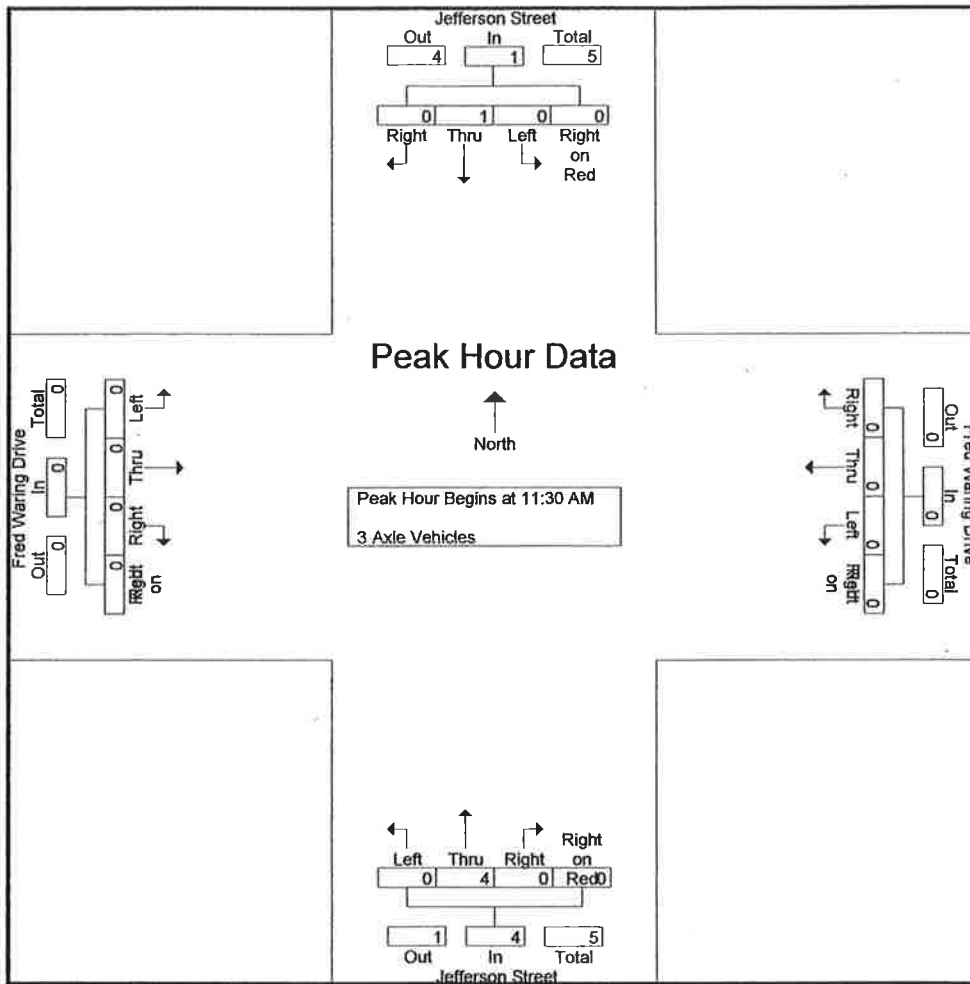
Groups Printed- 3 Axle Vehicles

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total | | | | | |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|---|---|---|---|---|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | | | | | | |
| 11:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 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 |
| 01:15 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 |
| 01:30 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 |
| 01:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Apprch % | 25 | 75 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 11.1 | 33.3 | 0 | 0 | 44.4 | 0 | 0 | 0 | 0 | 0 | 0 | 55.6 | 0 | 0 | 55.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total | | | | | |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|------|------|------|------|---|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | | | | | | |
| Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .333 | .000 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .417 | |

City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 2



Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .333 | .000 | .000 | .333 | .000 | .000 | .000 | .000 | .000 |

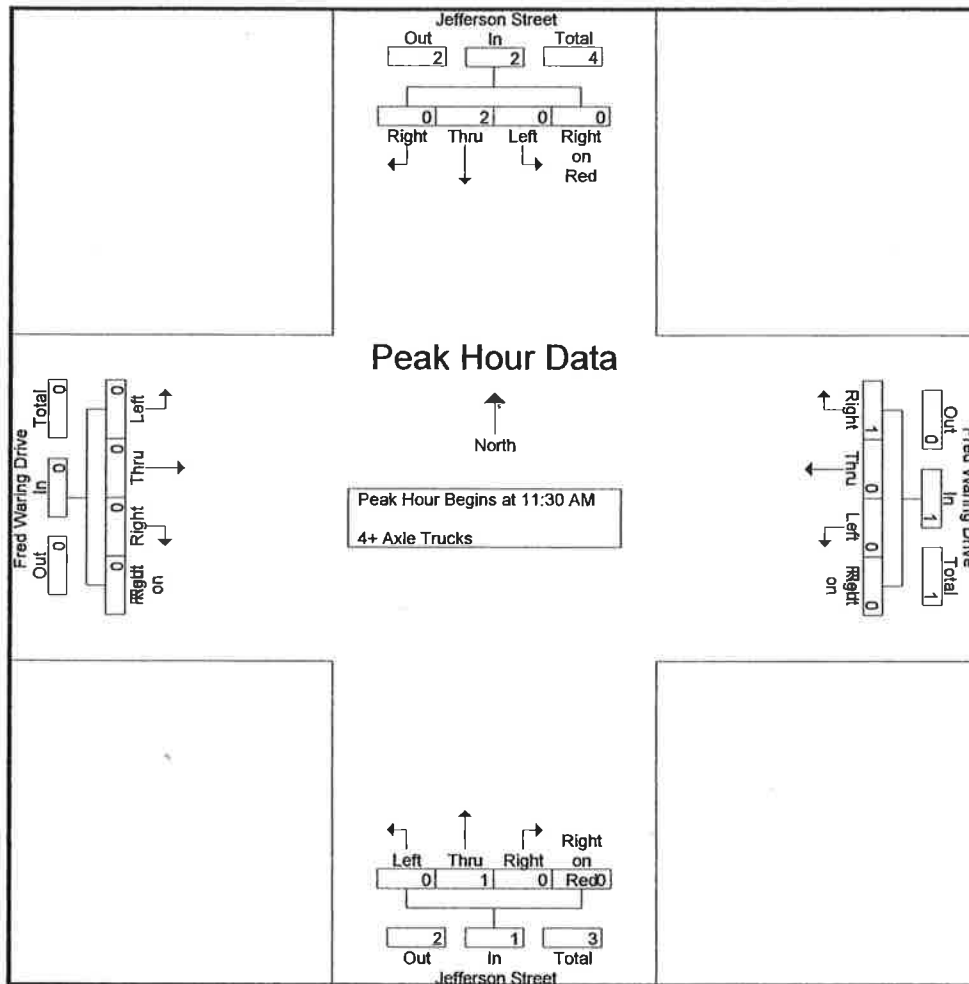
City of La Quinta
 N/S: Jefferson Street
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQJEFWMD
 Site Code : 11117566
 Start Date : 5/10/2008
 Page No : 1

Groups Printed- 4+ Axle Trucks

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total | |
|-------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|---|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | | |
| 11:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 1 | 0 | 0 | 0 | 1 | 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 | 3 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Apprch % | 20 | 80 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 11.1 | 44.4 | 0 | 0 | 55.6 | 0 | 0 | 11.1 | 0 | 11.1 | 0 | 33.3 | 0 | 0 | 33.3 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Start Time | Jefferson Street Southbound | | | | | Fred Waring Drive Westbound | | | | | Jefferson Street Northbound | | | | | Fred Waring Drive Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|-----------------------------|------|-------|--------------|------------|------------|------|
| | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | Left | Thru | Right | Right on Red | App. Total | | |
| Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | | |
| 11:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .500 |



Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | | 11:30 AM | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 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 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 |

City of La Quinta
N/S: Dune Palms Road
E/W: Fred Waring Drive
Weather: Sunny

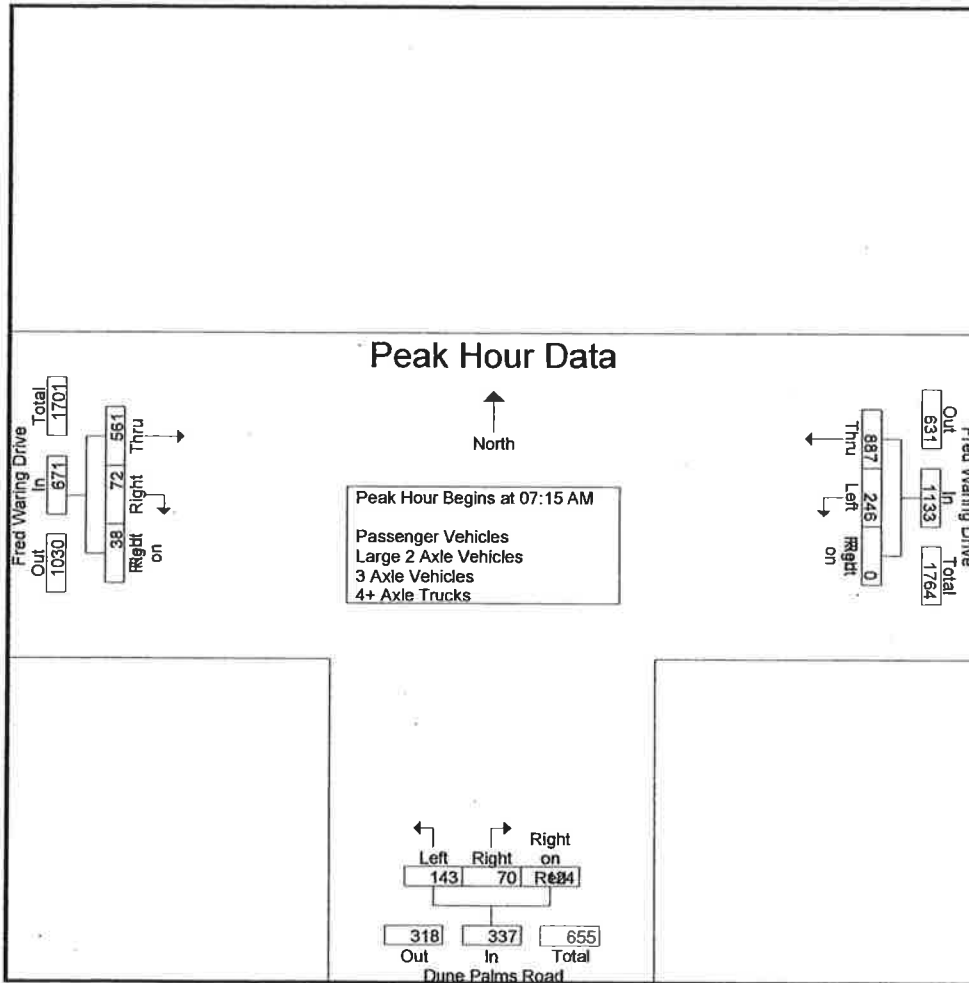
File Name : LQDPFWAM
Site Code : 11117531
Start Date : 4/24/2008
Page No : 1

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

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 76 | 162 | 0 | 238 | 25 | 4 | 17 | 46 | 72 | 12 | 9 | 93 | 377 |
| 07:15 AM | 95 | 240 | 0 | 335 | 34 | 22 | 32 | 88 | 114 | 20 | 12 | 146 | 569 |
| 07:30 AM | 69 | 212 | 0 | 281 | 43 | 27 | 30 | 100 | 163 | 12 | 8 | 183 | 564 |
| 07:45 AM | 42 | 228 | 0 | 270 | 32 | 13 | 39 | 84 | 176 | 16 | 11 | 203 | 557 |
| Total | 282 | 842 | 0 | 1124 | 134 | 66 | 118 | 318 | 525 | 60 | 40 | 625 | 2067 |
| 08:00 AM | 40 | 207 | 0 | 247 | 34 | 8 | 23 | 65 | 108 | 24 | 7 | 139 | 451 |
| 08:15 AM | 33 | 189 | 0 | 222 | 42 | 8 | 28 | 78 | 101 | 18 | 5 | 124 | 424 |
| 08:30 AM | 16 | 193 | 0 | 209 | 45 | 10 | 15 | 70 | 105 | 17 | 4 | 126 | 405 |
| 08:45 AM | 19 | 168 | 0 | 187 | 33 | 6 | 10 | 49 | 107 | 11 | 7 | 125 | 361 |
| Total | 108 | 757 | 0 | 865 | 154 | 32 | 76 | 262 | 421 | 70 | 23 | 514 | 1641 |
| Grand Total | 390 | 1599 | 0 | 1989 | 288 | 98 | 194 | 580 | 946 | 130 | 63 | 1139 | 3708 |
| Apprch % | 19.6 | 80.4 | 0 | | 49.7 | 16.9 | 33.4 | | 83.1 | 11.4 | 5.5 | | |
| Total % | 10.5 | 43.1 | 0 | 53.6 | 7.8 | 2.6 | 5.2 | 15.6 | 25.5 | 3.5 | 1.7 | 30.7 | |
| Passenger Vehicles | 390 | 1579 | 0 | 1969 | 288 | 98 | 194 | 580 | 931 | 130 | 63 | 1124 | 3673 |
| % Passenger Vehicles | 100 | 98.7 | 0 | 99 | 100 | 100 | 100 | 100 | 98.4 | 100 | 100 | 98.7 | 99.1 |
| Large 2 Axle Vehicles | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 24 |
| % Large 2 Axle Vehicles | 0 | 0.9 | 0 | 0.7 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0.9 | 0.6 |
| 3 Axle Vehicles | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| % 3 Axle Vehicles | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0.1 |
| 4+ Axle Trucks | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| % 4+ Axle Trucks | 0 | 0.3 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0.2 |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|--------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:15 AM | 95 | 240 | 0 | 335 | 34 | 22 | 32 | 88 | 114 | 20 | 12 | 146 | 569 |
| 07:30 AM | 69 | 212 | 0 | 281 | 43 | 27 | 30 | 100 | 163 | 12 | 8 | 183 | 564 |
| 07:45 AM | 42 | 228 | 0 | 270 | 32 | 13 | 39 | 84 | 176 | 16 | 11 | 203 | 557 |
| 08:00 AM | 40 | 207 | 0 | 247 | 34 | 8 | 23 | 65 | 108 | 24 | 7 | 139 | 451 |
| Total Volume | 246 | 887 | 0 | 1133 | 143 | 70 | 124 | 337 | 561 | 72 | 38 | 671 | 2141 |
| % App. Total | 21.7 | 78.3 | 0 | | 42.4 | 20.8 | 36.8 | | 83.6 | 10.7 | 5.7 | | |
| PHF | .647 | .924 | .000 | .846 | .831 | .648 | .795 | .843 | .797 | .750 | .792 | .826 | .941 |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM



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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 95 | 240 | 0 | 335 | 34 | 22 | 32 | 88 | 114 | 20 | 12 | 146 |
| +15 mins. | 69 | 212 | 0 | 281 | 43 | 27 | 30 | 100 | 163 | 12 | 8 | 183 |
| +30 mins. | 42 | 228 | 0 | 270 | 32 | 13 | 39 | 84 | 176 | 16 | 11 | 203 |
| +45 mins. | 40 | 207 | 0 | 247 | 34 | 8 | 23 | 65 | 108 | 24 | 7 | 139 |
| Total Volume | 246 | 887 | 0 | 1133 | 143 | 70 | 124 | 337 | 561 | 72 | 38 | 671 |
| % App. Total | 21.7 | 78.3 | 0 | | 42.4 | 20.8 | 36.8 | | 83.6 | 10.7 | 5.7 | |
| PHF | .647 | .924 | .000 | .846 | .831 | .648 | .795 | .843 | .797 | .750 | .792 | .826 |

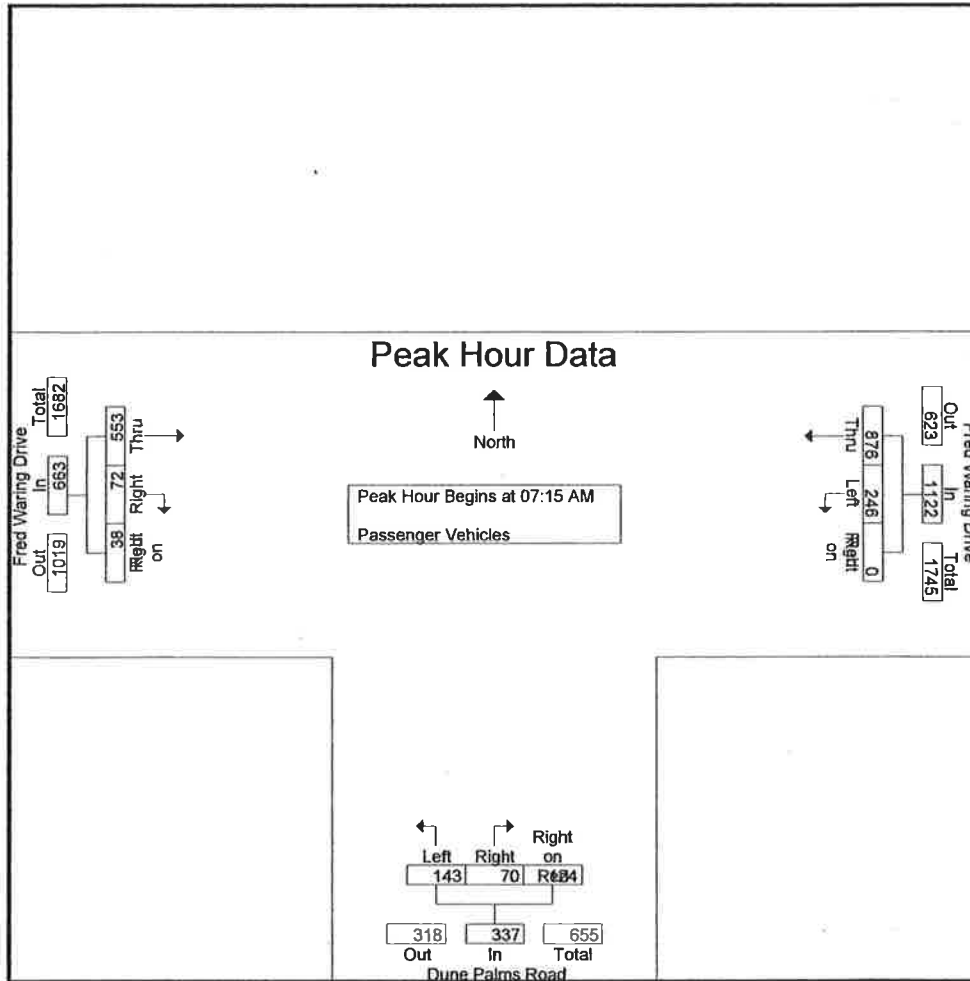
City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWAM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

Groups Printed- Passenger Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 76 | 157 | 0 | 233 | 25 | 4 | 17 | 46 | 69 | 12 | 9 | 90 | 369 |
| 07:15 AM | 95 | 236 | 0 | 331 | 34 | 22 | 32 | 88 | 111 | 20 | 12 | 143 | 562 |
| 07:30 AM | 69 | 209 | 0 | 278 | 43 | 27 | 30 | 100 | 161 | 12 | 8 | 181 | 559 |
| 07:45 AM | 42 | 224 | 0 | 266 | 32 | 13 | 39 | 84 | 175 | 16 | 11 | 202 | 552 |
| Total | 282 | 826 | 0 | 1108 | 134 | 66 | 118 | 318 | 516 | 60 | 40 | 616 | 2042 |
| 08:00 AM | 40 | 207 | 0 | 247 | 34 | 8 | 23 | 65 | 106 | 24 | 7 | 137 | 449 |
| 08:15 AM | 33 | 188 | 0 | 221 | 42 | 8 | 28 | 78 | 100 | 18 | 5 | 123 | 422 |
| 08:30 AM | 16 | 191 | 0 | 207 | 45 | 10 | 15 | 70 | 104 | 17 | 4 | 125 | 402 |
| 08:45 AM | 19 | 167 | 0 | 186 | 33 | 6 | 10 | 49 | 105 | 11 | 7 | 123 | 358 |
| Total | 108 | 753 | 0 | 861 | 154 | 32 | 76 | 262 | 415 | 70 | 23 | 508 | 1631 |
| Grand Total | 390 | 1579 | 0 | 1969 | 288 | 98 | 194 | 580 | 931 | 130 | 63 | 1124 | 3673 |
| Apprch % | 19.8 | 80.2 | 0 | | 49.7 | 16.9 | 33.4 | | 82.8 | 11.6 | 5.6 | | |
| Total % | 10.6 | 43 | 0 | 53.6 | 7.8 | 2.7 | 5.3 | 15.8 | 25.3 | 3.5 | 1.7 | 30.6 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 95 | 236 | 0 | 331 | 34 | 22 | 32 | 88 | 111 | 20 | 12 | 143 | 562 |
| 07:30 AM | 69 | 209 | 0 | 278 | 43 | 27 | 30 | 100 | 161 | 12 | 8 | 181 | 559 |
| 07:45 AM | 42 | 224 | 0 | 266 | 32 | 13 | 39 | 84 | 175 | 16 | 11 | 202 | 552 |
| 08:00 AM | 40 | 207 | 0 | 247 | 34 | 8 | 23 | 65 | 106 | 24 | 7 | 137 | 449 |
| Total Volume | 246 | 876 | 0 | 1122 | 143 | 70 | 124 | 337 | 553 | 72 | 38 | 663 | 2122 |
| % App. Total | 21.9 | 78.1 | 0 | | 42.4 | 20.8 | 36.8 | | 83.4 | 10.9 | 5.7 | | |
| PHF | .647 | .928 | .000 | .847 | .831 | .648 | .795 | .843 | .790 | .750 | .792 | .821 | .944 |



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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 95 | 236 | 0 | 331 | 34 | 22 | 32 | 88 | 111 | 20 | 12 | 143 |
| +15 mins. | 69 | 209 | 0 | 278 | 43 | 27 | 30 | 100 | 161 | 12 | 8 | 181 |
| +30 mins. | 42 | 224 | 0 | 266 | 32 | 13 | 39 | 84 | 175 | 16 | 11 | 202 |
| +45 mins. | 40 | 207 | 0 | 247 | 34 | 8 | 23 | 65 | 106 | 24 | 7 | 137 |
| Total Volume | 246 | 876 | 0 | 1122 | 143 | 70 | 124 | 337 | 553 | 72 | 38 | 663 |
| % App. Total | 21.9 | 78.1 | 0 | | 42.4 | 20.8 | 36.8 | | 83.4 | 10.9 | 5.7 | |
| PHF | .647 | .928 | .000 | .847 | .831 | .648 | .795 | .843 | .790 | .750 | .792 | .821 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWAM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 07:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 07:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 19 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| Grand Total | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 24 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 58.3 | 0 | 58.3 | 0 | 0 | 0 | 0 | 41.7 | 0 | 0 | 41.7 | |

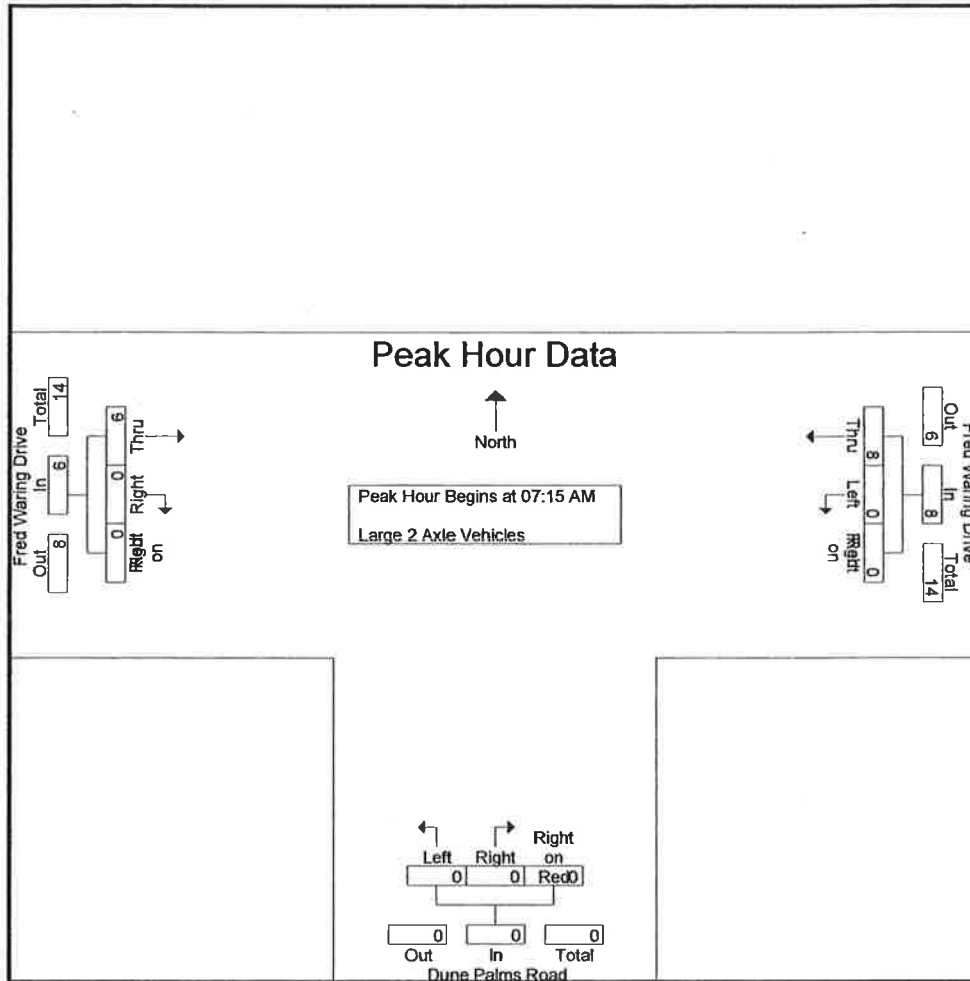
| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|--------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 07:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 14 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .750 | .000 | .000 | .750 | .583 |

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

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWAM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| +15 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 |
| % App. Total | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .750 | .000 | .000 | .750 |

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

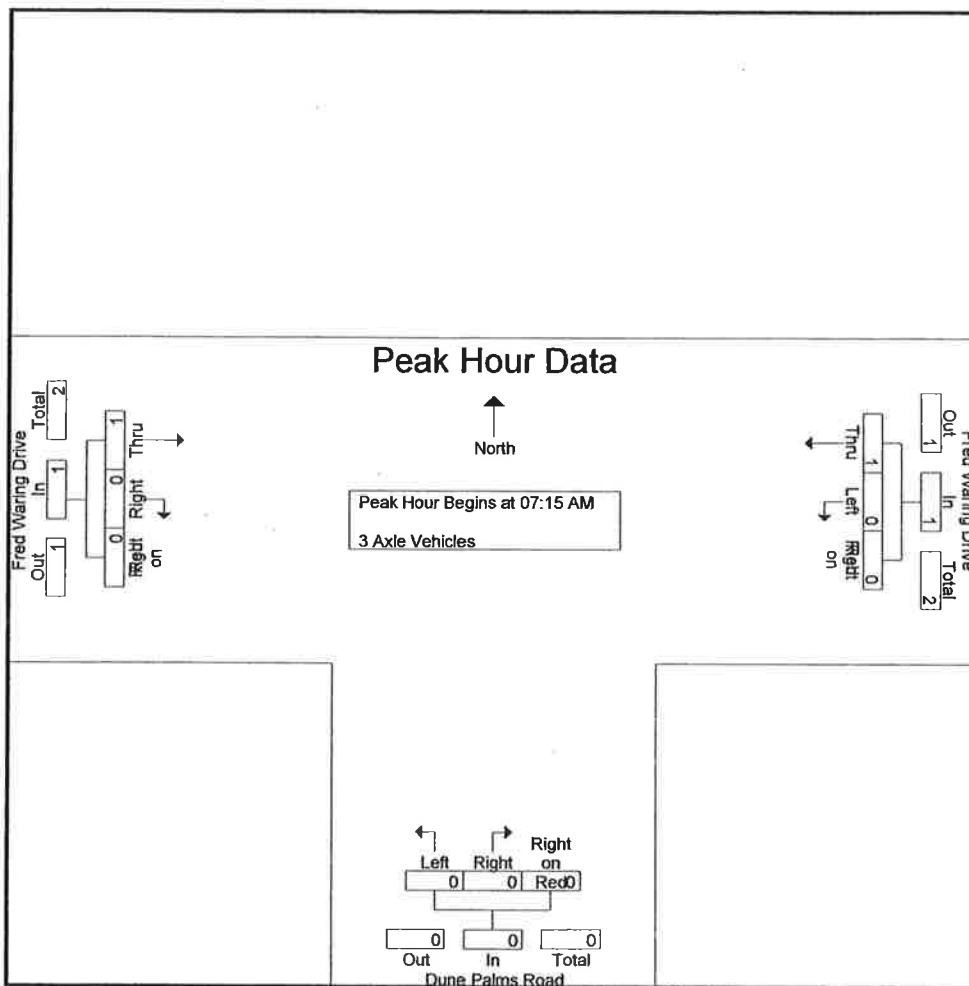
File Name : LQDPFWAM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Grand Total | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|--------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .500 |

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



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 |

Counts Unlimited Inc.
 25286 Jaclyn Avenue
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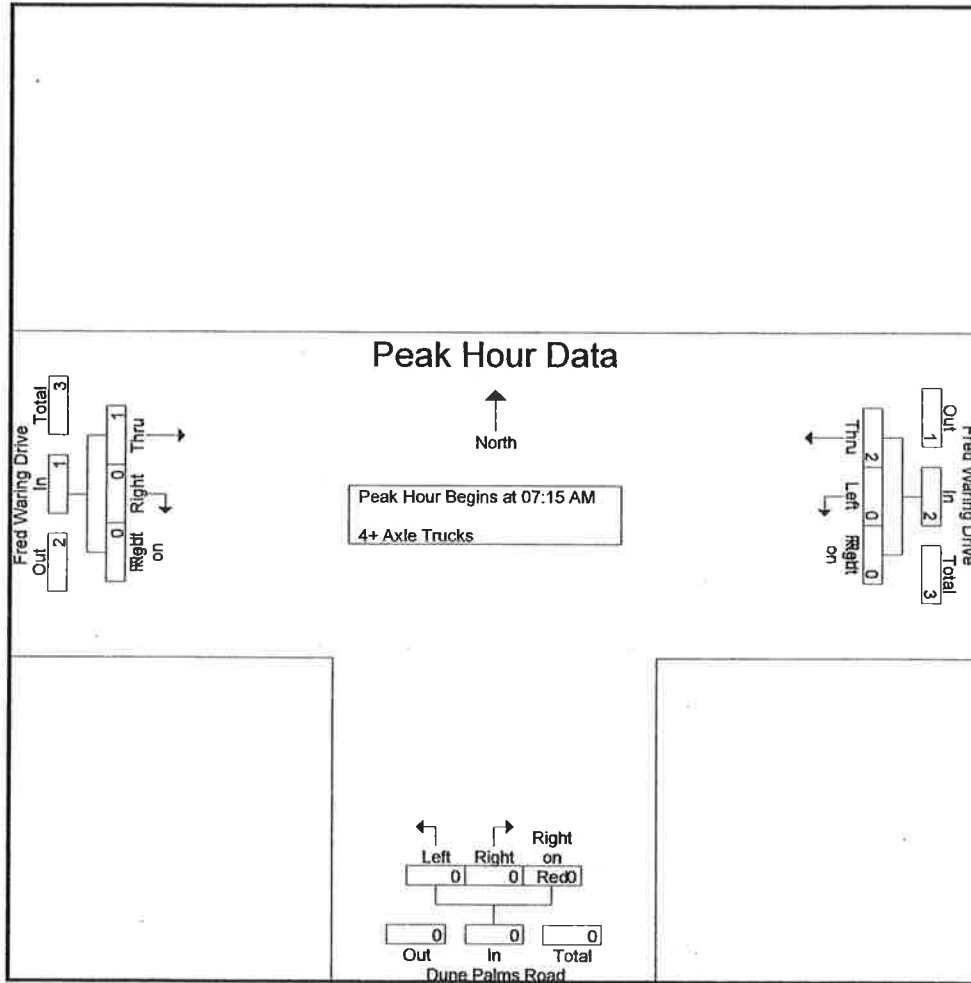
City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWAM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

Groups Printed- 4+ Axle Trucks

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 07:15 AM | 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 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| Grand Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 57.1 | 0 | 57.1 | 0 | 0 | 0 | 0 | 42.9 | 0 | 0 | 42.9 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 0 | 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 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .375 |



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 |

Counts Unlimited Inc.
 25286 Jaclyn Avenue
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 951-485-7934

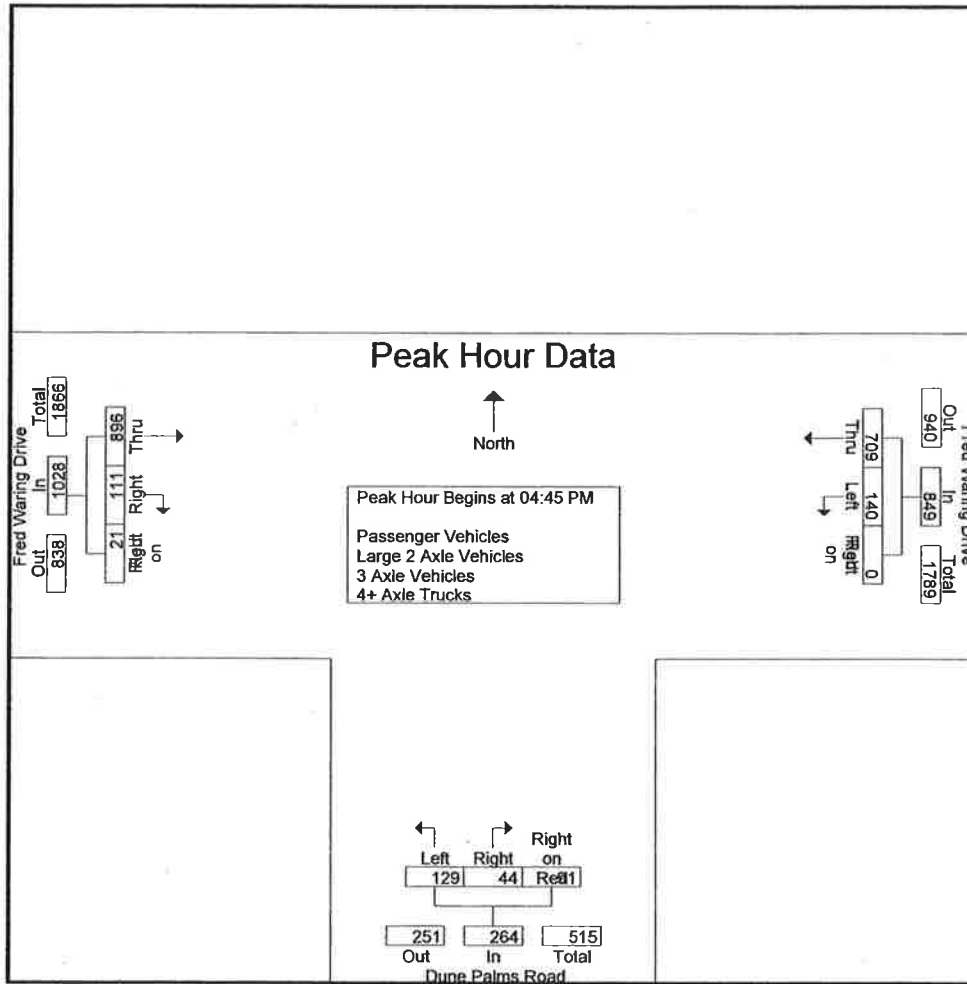
City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

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

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 32 | 153 | 0 | 185 | 30 | 12 | 19 | 61 | 258 | 33 | 4 | 295 | 541 |
| 04:15 PM | 51 | 169 | 0 | 220 | 29 | 11 | 15 | 55 | 201 | 21 | 12 | 234 | 509 |
| 04:30 PM | 38 | 163 | 0 | 201 | 40 | 15 | 20 | 75 | 228 | 19 | 9 | 256 | 532 |
| 04:45 PM | 32 | 179 | 0 | 211 | 41 | 12 | 23 | 76 | 212 | 24 | 4 | 240 | 527 |
| Total | 153 | 664 | 0 | 817 | 140 | 50 | 77 | 267 | 899 | 97 | 29 | 1025 | 2109 |
| 05:00 PM | 40 | 182 | 0 | 222 | 28 | 14 | 18 | 60 | 226 | 31 | 6 | 263 | 545 |
| 05:15 PM | 35 | 152 | 0 | 187 | 36 | 11 | 21 | 68 | 226 | 36 | 6 | 268 | 523 |
| 05:30 PM | 33 | 196 | 0 | 229 | 24 | 7 | 29 | 60 | 232 | 20 | 5 | 257 | 546 |
| 05:45 PM | 25 | 161 | 0 | 186 | 17 | 2 | 20 | 39 | 186 | 25 | 1 | 212 | 437 |
| Total | 133 | 691 | 0 | 824 | 105 | 34 | 88 | 227 | 870 | 112 | 18 | 1000 | 2051 |
| Grand Total | 286 | 1355 | 0 | 1641 | 245 | 84 | 165 | 494 | 1769 | 209 | 47 | 2025 | 4160 |
| Apprch % | 17.4 | 82.6 | 0 | | 49.6 | 17 | 33.4 | | 87.4 | 10.3 | 2.3 | | |
| Total % | 6.9 | 32.6 | 0 | 39.4 | 5.9 | 2 | 4 | 11.9 | 42.5 | 5 | 1.1 | 48.7 | |
| Passenger Vehicles | 280 | 1340 | 0 | 1620 | 244 | 84 | 165 | 493 | 1742 | 208 | 47 | 1997 | 4110 |
| % Passenger Vehicles | 97.9 | 98.9 | 0 | 98.7 | 99.6 | 100 | 100 | 99.8 | 98.5 | 99.5 | 100 | 98.6 | 98.8 |
| Large 2 Axle Vehicles | 6 | 12 | 0 | 18 | 1 | 0 | 0 | 1 | 20 | 1 | 0 | 21 | 40 |
| % Large 2 Axle Vehicles | 2.1 | 0.9 | 0 | 1.1 | 0.4 | 0 | 0 | 0.2 | 1.1 | 0.5 | 0 | 1 | 1 |
| 3 Axle Vehicles | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| % 3 Axle Vehicles | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0.1 |
| 4+ Axle Trucks | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| % 4+ Axle Trucks | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.1 | 0.1 |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 32 | 179 | 0 | 211 | 41 | 12 | 23 | 76 | 212 | 24 | 4 | 240 | 527 |
| 05:00 PM | 40 | 182 | 0 | 222 | 28 | 14 | 18 | 60 | 226 | 31 | 6 | 263 | 545 |
| 05:15 PM | 35 | 152 | 0 | 187 | 36 | 11 | 21 | 68 | 226 | 36 | 6 | 268 | 523 |
| 05:30 PM | 33 | 196 | 0 | 229 | 24 | 7 | 29 | 60 | 232 | 20 | 5 | 257 | 546 |
| Total Volume | 140 | 709 | 0 | 849 | 129 | 44 | 91 | 264 | 896 | 111 | 21 | 1028 | 2141 |
| % App. Total | 16.5 | 83.5 | 0 | | 48.9 | 16.7 | 34.5 | | 87.2 | 10.8 | 2 | | |
| PHF | .875 | .904 | .000 | .927 | .787 | .786 | .784 | .868 | .966 | .771 | .875 | .959 | .980 |



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 32 | 179 | 0 | 211 | 41 | 12 | 23 | 76 | 212 | 24 | 4 | 240 |
| +15 mins. | 40 | 182 | 0 | 222 | 28 | 14 | 18 | 60 | 226 | 31 | 6 | 263 |
| +30 mins. | 35 | 152 | 0 | 187 | 36 | 11 | 21 | 68 | 226 | 36 | 6 | 268 |
| +45 mins. | 33 | 196 | 0 | 229 | 24 | 7 | 29 | 60 | 232 | 20 | 5 | 257 |
| Total Volume | 140 | 709 | 0 | 849 | 129 | 44 | 91 | 264 | 896 | 111 | 21 | 1028 |
| % App. Total | 16.5 | 83.5 | 0 | | 48.9 | 16.7 | 34.5 | | 87.2 | 10.8 | 2 | |
| PHF | .875 | .904 | .000 | .927 | .787 | .786 | .784 | .868 | .966 | .771 | .875 | .959 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

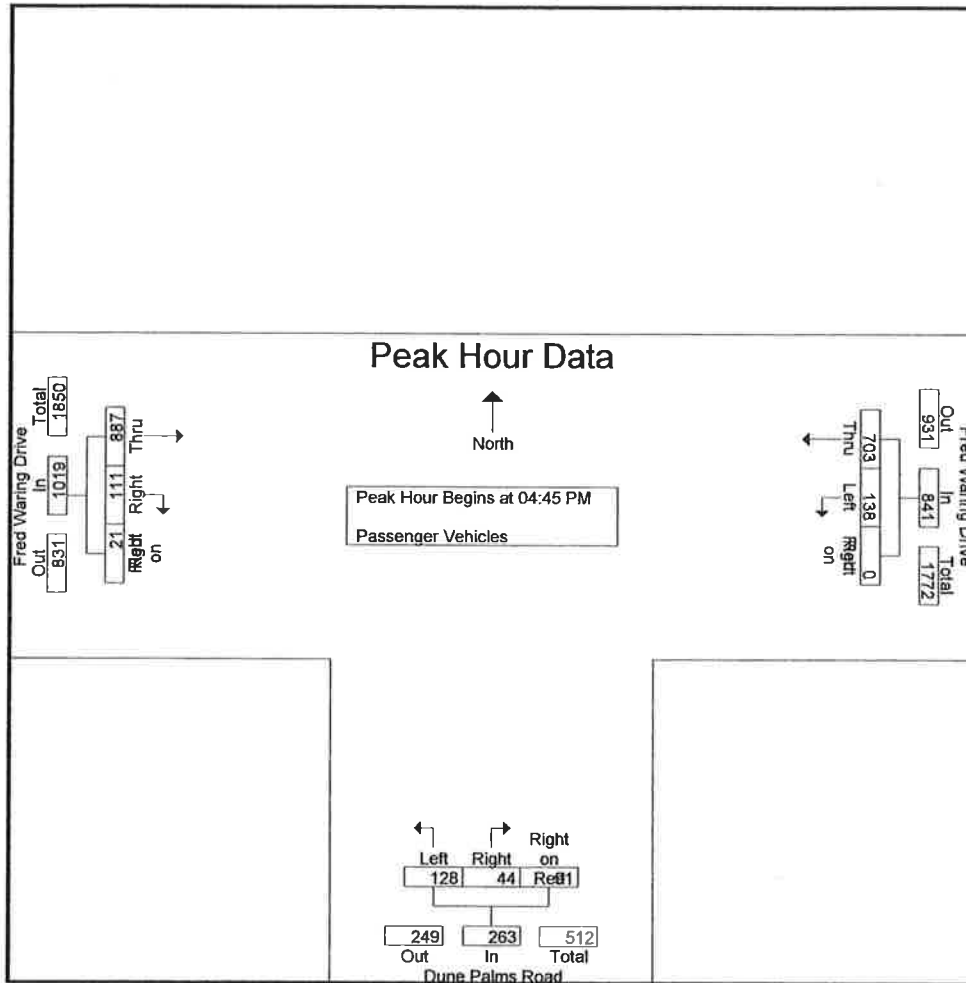
File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

Groups Printed- Passenger Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 31 | 152 | 0 | 183 | 30 | 12 | 19 | 61 | 250 | 33 | 4 | 287 | 531 |
| 04:15 PM | 49 | 169 | 0 | 218 | 29 | 11 | 15 | 55 | 195 | 20 | 12 | 227 | 500 |
| 04:30 PM | 37 | 158 | 0 | 195 | 40 | 15 | 20 | 75 | 226 | 19 | 9 | 254 | 524 |
| 04:45 PM | 31 | 177 | 0 | 208 | 40 | 12 | 23 | 75 | 209 | 24 | 4 | 237 | 520 |
| Total | 148 | 656 | 0 | 804 | 139 | 50 | 77 | 266 | 880 | 96 | 29 | 1005 | 2075 |
| 05:00 PM | 40 | 181 | 0 | 221 | 28 | 14 | 18 | 60 | 223 | 31 | 6 | 260 | 541 |
| 05:15 PM | 35 | 151 | 0 | 186 | 36 | 11 | 21 | 68 | 225 | 36 | 6 | 267 | 521 |
| 05:30 PM | 32 | 194 | 0 | 226 | 24 | 7 | 29 | 60 | 230 | 20 | 5 | 255 | 541 |
| 05:45 PM | 25 | 158 | 0 | 183 | 17 | 2 | 20 | 39 | 184 | 25 | 1 | 210 | 432 |
| Total | 132 | 684 | 0 | 816 | 105 | 34 | 88 | 227 | 862 | 112 | 18 | 992 | 2035 |
| Grand Total | 280 | 1340 | 0 | 1620 | 244 | 84 | 165 | 493 | 1742 | 208 | 47 | 1997 | 4110 |
| Apprch % | 17.3 | 82.7 | 0 | | 49.5 | 17 | 33.5 | | 87.2 | 10.4 | 2.4 | | |
| Total % | 6.8 | 32.6 | 0 | 39.4 | 5.9 | 2 | 4 | 12 | 42.4 | 5.1 | 1.1 | 48.6 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|--------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 04:45 PM | 31 | 177 | 0 | 208 | 40 | 12 | 23 | 75 | 209 | 24 | 4 | 237 | 520 |
| 05:00 PM | 40 | 181 | 0 | 221 | 28 | 14 | 18 | 60 | 223 | 31 | 6 | 260 | 541 |
| 05:15 PM | 35 | 151 | 0 | 186 | 36 | 11 | 21 | 68 | 225 | 36 | 6 | 267 | 521 |
| 05:30 PM | 32 | 194 | 0 | 226 | 24 | 7 | 29 | 60 | 230 | 20 | 5 | 255 | 541 |
| Total Volume | 138 | 703 | 0 | 841 | 128 | 44 | 91 | 263 | 887 | 111 | 21 | 1019 | 2123 |
| % App. Total | 16.4 | 83.6 | 0 | | 48.7 | 16.7 | 34.6 | | 87 | 10.9 | 2.1 | | |
| PHF | .863 | .906 | .000 | .930 | .800 | .786 | .784 | .877 | .964 | .771 | .875 | .954 | .981 |

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 31 | 177 | 0 | 208 | 40 | 12 | 23 | 75 | 209 | 24 | 4 | 237 |
| +15 mins. | 40 | 181 | 0 | 221 | 28 | 14 | 18 | 60 | 223 | 31 | 6 | 260 |
| +30 mins. | 35 | 151 | 0 | 186 | 36 | 11 | 21 | 68 | 225 | 36 | 6 | 267 |
| +45 mins. | 32 | 194 | 0 | 226 | 24 | 7 | 29 | 60 | 230 | 20 | 5 | 255 |
| Total Volume | 138 | 703 | 0 | 841 | 128 | 44 | 91 | 263 | 887 | 111 | 21 | 1019 |
| % App. Total | 16.4 | 83.6 | 0 | | 48.7 | 16.7 | 34.6 | | 87 | 10.9 | 2.1 | |
| PHF | .863 | .906 | .000 | .930 | .800 | .786 | .784 | .877 | .964 | .771 | .875 | .954 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

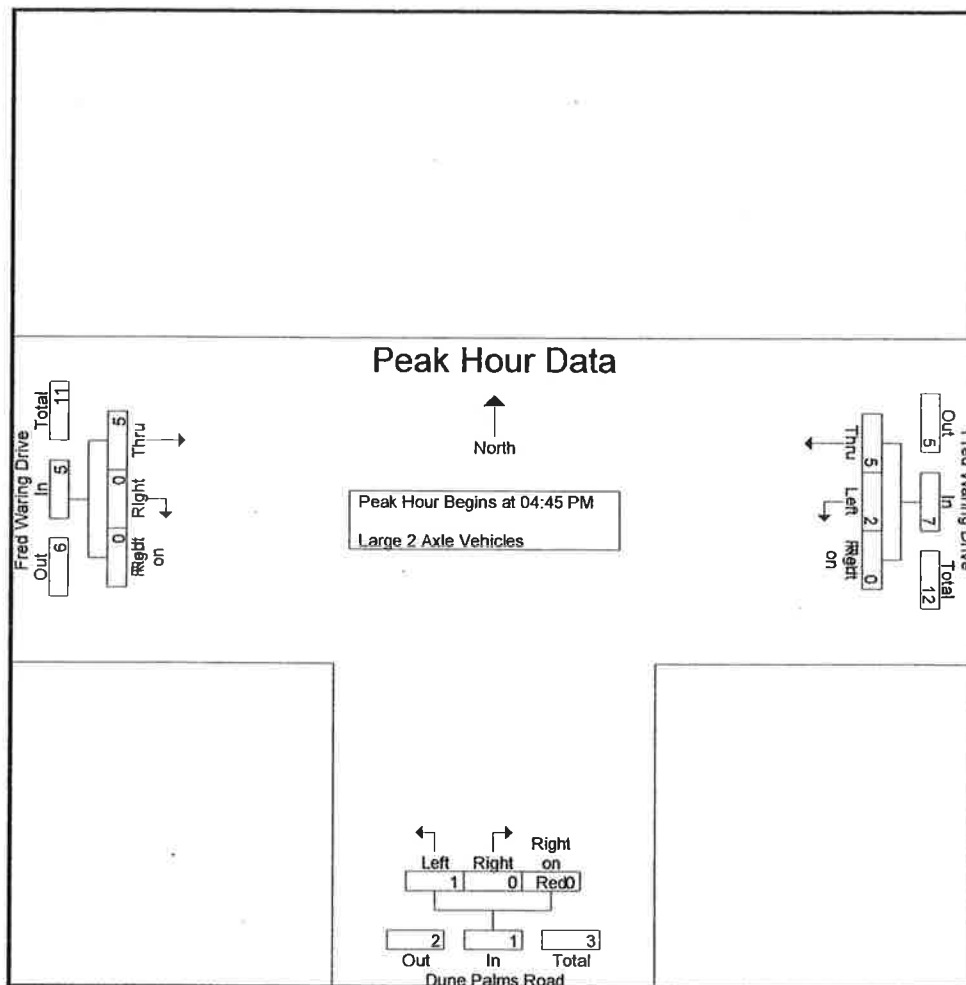
Groups Printed- Large 2 Axle Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 9 |
| 04:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 8 |
| 04:30 PM | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| 04:45 PM | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| Total | 5 | 6 | 0 | 11 | 1 | 0 | 0 | 1 | 15 | 1 | 0 | 16 | 28 |
| 05:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 12 |
| Grand Total | 6 | 12 | 0 | 18 | 1 | 0 | 0 | 1 | 20 | 1 | 0 | 21 | 40 |
| Apprch % | 33.3 | 66.7 | 0 | | 100 | 0 | 0 | | 95.2 | 4.8 | 0 | | |
| Total % | 15 | 30 | 0 | 45 | 2.5 | 0 | 0 | 2.5 | 50 | 2.5 | 0 | 52.5 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| 05:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total Volume | 2 | 5 | 0 | 7 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 5 | 13 |
| % App. Total | 28.6 | 71.4 | 0 | | 100 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .500 | .625 | .000 | .583 | .250 | .000 | .000 | .250 | .625 | .000 | .000 | .625 | .813 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +45 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 2 | 5 | 0 | 7 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 5 |
| % App. Total | 28.6 | 71.4 | 0 | | 100 | 0 | 0 | | 100 | 0 | 0 | |
| PHF | .500 | .625 | .000 | .583 | .250 | .000 | .000 | .250 | .625 | .000 | .000 | .625 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

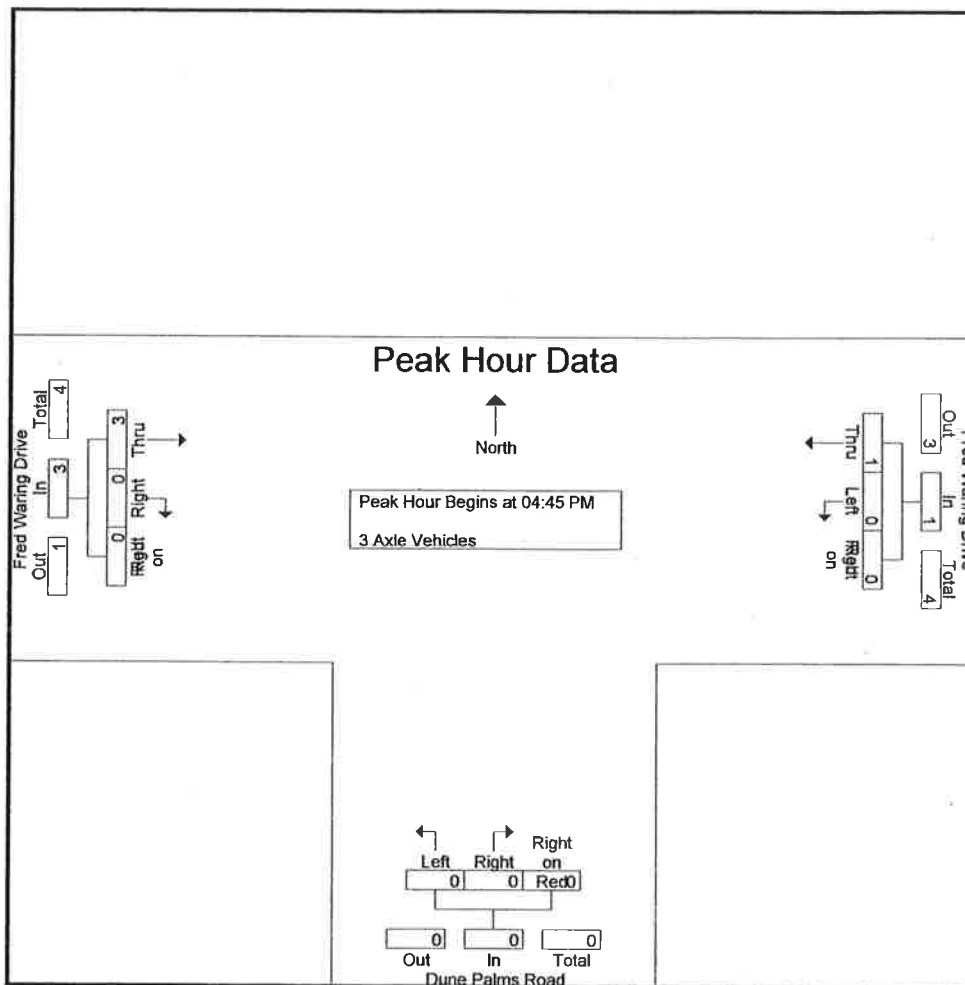
Groups Printed- 3 Axle Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 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 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| Grand Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .375 | .333 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .375 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 1

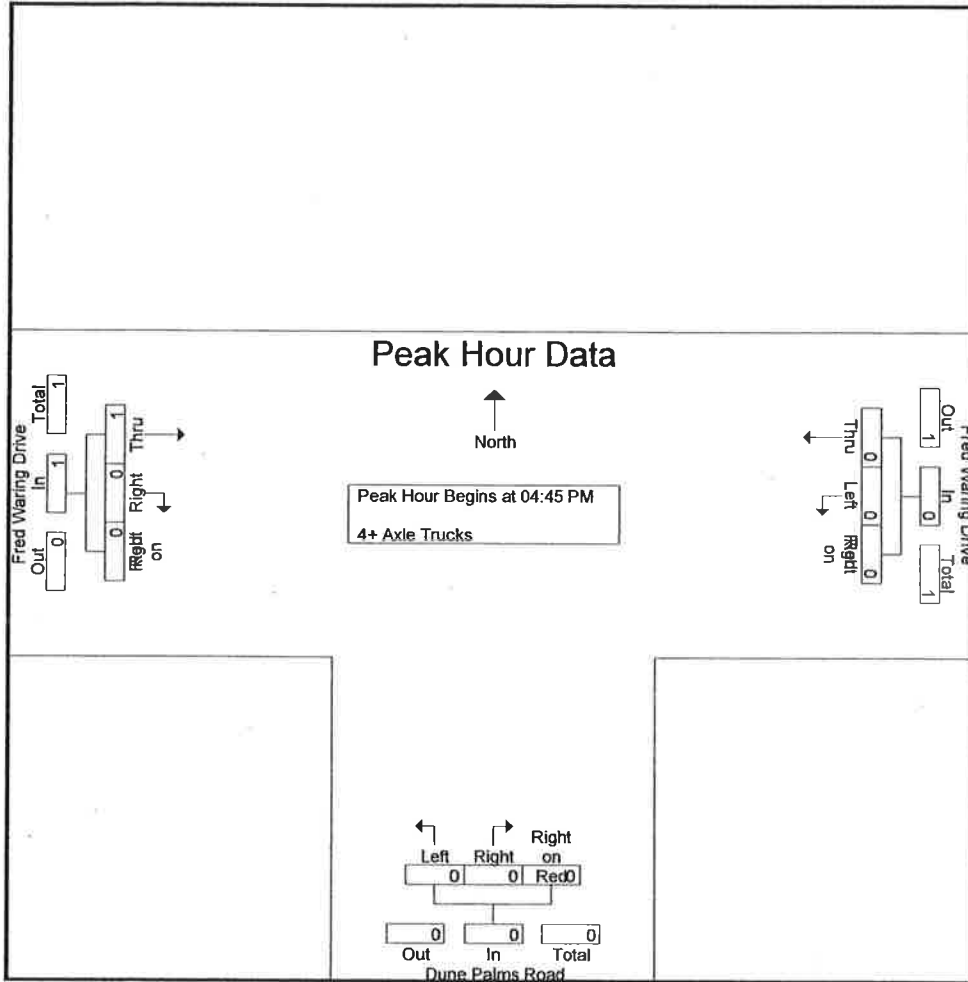
Groups Printed- 4+ Axle Trucks

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:00 PM | 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 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Grand Total | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 60 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 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 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWPM
 Site Code : 11117531
 Start Date : 4/24/2008
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 |

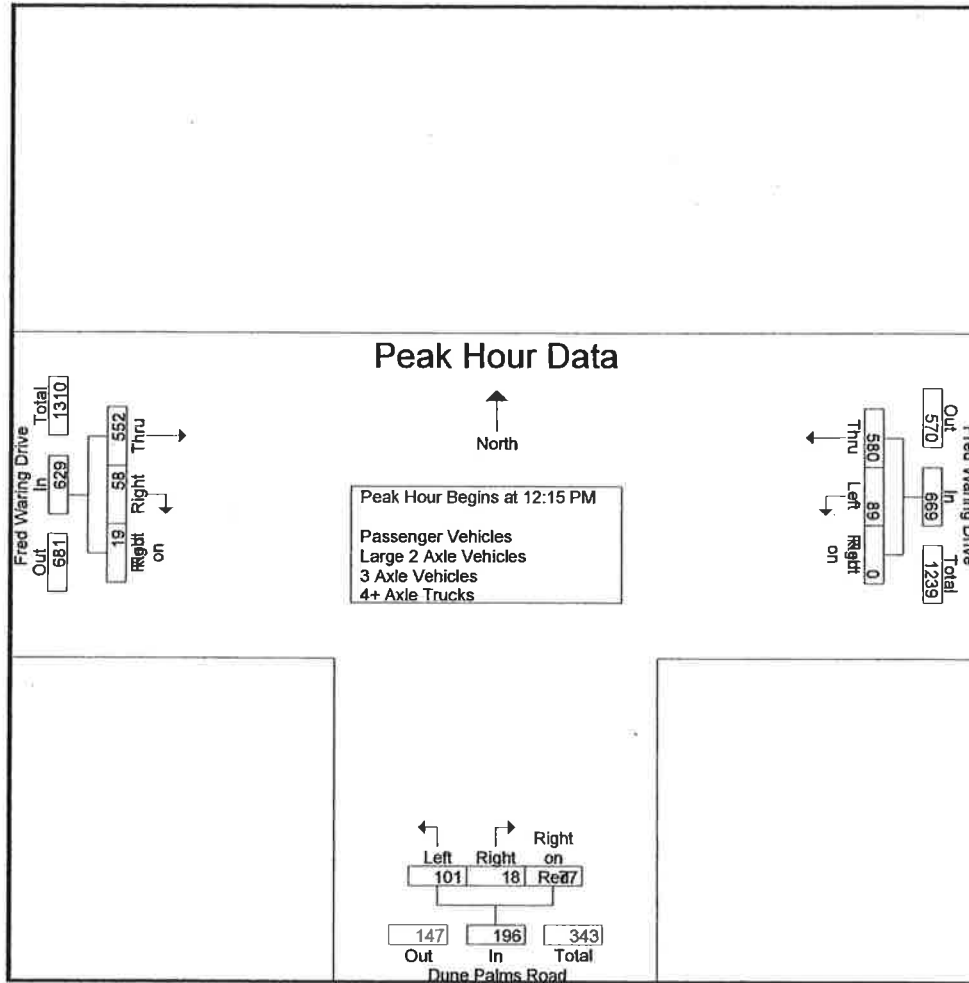
City of La Quinta
N/S: Dune Palms Road
E/W: Fred Waring Drive
Weather: Sunny

File Name : LQDPFWSAT
Site Code : 11117531
Start Date : 5/10/2008
Page No : 1

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

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 30 | 145 | 0 | 175 | 19 | 3 | 17 | 39 | 92 | 19 | 2 | 113 | 327 |
| 11:15 AM | 28 | 158 | 0 | 186 | 22 | 5 | 11 | 38 | 122 | 10 | 9 | 141 | 365 |
| 11:30 AM | 17 | 172 | 0 | 189 | 26 | 5 | 14 | 45 | 110 | 12 | 6 | 128 | 362 |
| 11:45 AM | 22 | 147 | 0 | 169 | 22 | 10 | 27 | 59 | 120 | 10 | 3 | 133 | 361 |
| Total | 97 | 622 | 0 | 719 | 89 | 23 | 69 | 181 | 444 | 51 | 20 | 515 | 1415 |
| 12:00 PM | 18 | 130 | 0 | 148 | 18 | 7 | 20 | 45 | 130 | 13 | 3 | 146 | 339 |
| 12:15 PM | 23 | 158 | 0 | 181 | 26 | 4 | 19 | 49 | 161 | 11 | 2 | 174 | 404 |
| 12:30 PM | 28 | 141 | 0 | 169 | 29 | 6 | 21 | 56 | 111 | 18 | 7 | 136 | 361 |
| 12:45 PM | 21 | 135 | 0 | 156 | 26 | 2 | 18 | 46 | 125 | 16 | 7 | 148 | 350 |
| Total | 90 | 564 | 0 | 654 | 99 | 19 | 78 | 196 | 527 | 58 | 19 | 604 | 1454 |
| 01:00 PM | 17 | 146 | 0 | 163 | 20 | 6 | 19 | 45 | 155 | 13 | 3 | 171 | 379 |
| 01:15 PM | 22 | 148 | 0 | 170 | 17 | 2 | 24 | 43 | 131 | 11 | 3 | 145 | 358 |
| 01:30 PM | 24 | 154 | 0 | 178 | 26 | 5 | 18 | 49 | 105 | 11 | 3 | 119 | 346 |
| 01:45 PM | 22 | 150 | 0 | 172 | 18 | 3 | 21 | 42 | 136 | 17 | 5 | 158 | 372 |
| Total | 85 | 598 | 0 | 683 | 81 | 16 | 82 | 179 | 527 | 52 | 14 | 593 | 1455 |
| Grand Total | 272 | 1784 | 0 | 2056 | 269 | 58 | 229 | 556 | 1498 | 161 | 53 | 1712 | 4324 |
| Apprch % | 13.2 | 86.8 | 0 | | 48.4 | 10.4 | 41.2 | | 87.5 | 9.4 | 3.1 | | |
| Total % | 6.3 | 41.3 | 0 | 47.5 | 6.2 | 1.3 | 5.3 | 12.9 | 34.6 | 3.7 | 1.2 | 39.6 | |
| Passenger Vehicles | 272 | 1770 | 0 | 2042 | 269 | 58 | 226 | 553 | 1482 | 160 | 53 | 1695 | 4290 |
| % Passenger Vehicles | 100 | 99.2 | 0 | 99.3 | 100 | 100 | 98.7 | 99.5 | 98.9 | 99.4 | 100 | 99 | 99.2 |
| Large 2 Axle Vehicles | 0 | 14 | 0 | 14 | 0 | 0 | 3 | 3 | 16 | 1 | 0 | 17 | 34 |
| % Large 2 Axle Vehicles | 0 | 0.8 | 0 | 0.7 | 0 | 0 | 1.3 | 0.5 | 1.1 | 0.6 | 0 | 1 | 0.8 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | |
| 12:15 PM | 23 | 158 | 0 | 181 | 26 | 4 | 19 | 49 | 161 | 11 | 2 | 174 | 404 |
| 12:30 PM | 28 | 141 | 0 | 169 | 29 | 6 | 21 | 56 | 111 | 18 | 7 | 136 | 361 |
| 12:45 PM | 21 | 135 | 0 | 156 | 26 | 2 | 18 | 46 | 125 | 16 | 7 | 148 | 350 |
| 01:00 PM | 17 | 146 | 0 | 163 | 20 | 6 | 19 | 45 | 155 | 13 | 3 | 171 | 379 |
| Total Volume | 89 | 580 | 0 | 669 | 101 | 18 | 77 | 196 | 552 | 58 | 19 | 629 | 1494 |
| % App. Total | 13.3 | 86.7 | 0 | | 51.5 | 9.2 | 39.3 | | 87.8 | 9.2 | 3 | | |
| PHF | .795 | .918 | .000 | .924 | .871 | .750 | .917 | .875 | .857 | .806 | .679 | .904 | .925 |



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

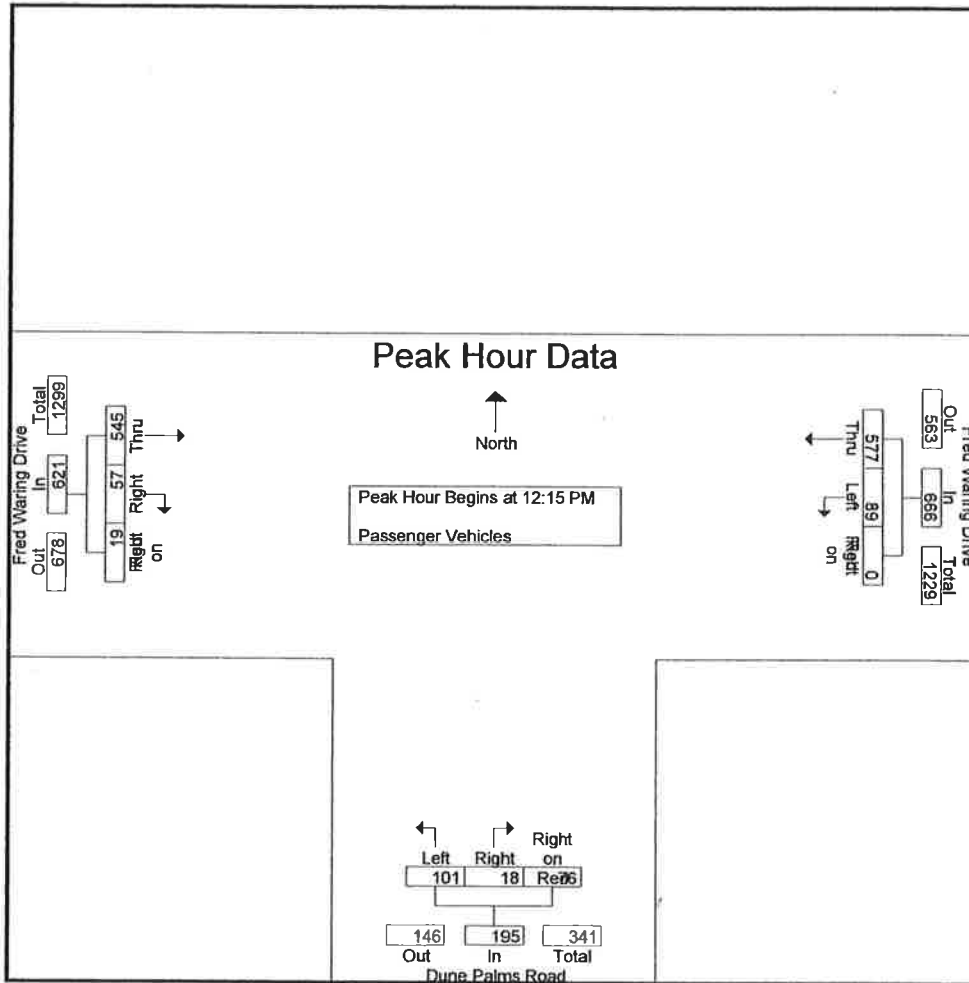
| | 11:00 AM | | | | 11:45 AM | | | | 12:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 30 | 145 | 0 | 175 | 22 | 10 | 27 | 59 | 161 | 11 | 2 | 174 |
| +15 mins. | 28 | 158 | 0 | 186 | 18 | 7 | 20 | 45 | 111 | 18 | 7 | 136 |
| +30 mins. | 17 | 172 | 0 | 189 | 26 | 4 | 19 | 49 | 125 | 16 | 7 | 148 |
| +45 mins. | 22 | 147 | 0 | 169 | 29 | 6 | 21 | 56 | 155 | 13 | 3 | 171 |
| Total Volume | 97 | 622 | 0 | 719 | 95 | 27 | 87 | 209 | 552 | 58 | 19 | 629 |
| % App. Total | 13.5 | 86.5 | 0 | | 45.5 | 12.9 | 41.6 | | 87.8 | 9.2 | 3 | |
| PHF | .808 | .904 | .000 | .951 | .819 | .675 | .806 | .886 | .857 | .806 | .679 | .904 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

Groups Printed- Passenger Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 30 | 142 | 0 | 172 | 19 | 3 | 16 | 38 | 91 | 19 | 2 | 112 | 322 |
| 11:15 AM | 28 | 156 | 0 | 184 | 22 | 5 | 11 | 38 | 120 | 10 | 9 | 139 | 361 |
| 11:30 AM | 17 | 169 | 0 | 186 | 26 | 5 | 14 | 45 | 108 | 12 | 6 | 126 | 357 |
| 11:45 AM | 22 | 146 | 0 | 168 | 22 | 10 | 27 | 59 | 119 | 10 | 3 | 132 | 359 |
| Total | 97 | 613 | 0 | 710 | 89 | 23 | 68 | 180 | 438 | 51 | 20 | 509 | 1399 |
| 12:00 PM | 18 | 129 | 0 | 147 | 18 | 7 | 19 | 44 | 128 | 13 | 3 | 144 | 335 |
| 12:15 PM | 23 | 158 | 0 | 181 | 26 | 4 | 19 | 49 | 160 | 11 | 2 | 173 | 403 |
| 12:30 PM | 28 | 140 | 0 | 168 | 29 | 6 | 20 | 55 | 110 | 18 | 7 | 135 | 358 |
| 12:45 PM | 21 | 134 | 0 | 155 | 26 | 2 | 18 | 46 | 122 | 16 | 7 | 145 | 346 |
| Total | 90 | 561 | 0 | 651 | 99 | 19 | 76 | 194 | 520 | 58 | 19 | 597 | 1442 |
| 01:00 PM | 17 | 145 | 0 | 162 | 20 | 6 | 19 | 45 | 153 | 12 | 3 | 168 | 375 |
| 01:15 PM | 22 | 148 | 0 | 170 | 17 | 2 | 24 | 43 | 131 | 11 | 3 | 145 | 358 |
| 01:30 PM | 24 | 154 | 0 | 178 | 26 | 5 | 18 | 49 | 105 | 11 | 3 | 119 | 346 |
| 01:45 PM | 22 | 149 | 0 | 171 | 18 | 3 | 21 | 42 | 135 | 17 | 5 | 157 | 370 |
| Total | 85 | 596 | 0 | 681 | 81 | 16 | 82 | 179 | 524 | 51 | 14 | 589 | 1449 |
| Grand Total | 272 | 1770 | 0 | 2042 | 269 | 58 | 226 | 553 | 1482 | 160 | 53 | 1695 | 4290 |
| Apprch % | 13.3 | 86.7 | 0 | | 48.6 | 10.5 | 40.9 | | 87.4 | 9.4 | 3.1 | | |
| Total % | 6.3 | 41.3 | 0 | 47.6 | 6.3 | 1.4 | 5.3 | 12.9 | 34.5 | 3.7 | 1.2 | 39.5 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | |
| 12:15 PM | 23 | 158 | 0 | 181 | 26 | 4 | 19 | 49 | 160 | 11 | 2 | 173 | 403 |
| 12:30 PM | 28 | 140 | 0 | 168 | 29 | 6 | 20 | 55 | 110 | 18 | 7 | 135 | 358 |
| 12:45 PM | 21 | 134 | 0 | 155 | 26 | 2 | 18 | 46 | 122 | 16 | 7 | 145 | 346 |
| 01:00 PM | 17 | 145 | 0 | 162 | 20 | 6 | 19 | 45 | 153 | 12 | 3 | 168 | 375 |
| Total Volume | 89 | 577 | 0 | 666 | 101 | 18 | 76 | 195 | 545 | 57 | 19 | 621 | 1482 |
| % App. Total | 13.4 | 86.6 | 0 | | 51.8 | 9.2 | 39 | | 87.8 | 9.2 | 3.1 | | |
| PHF | .795 | .913 | .000 | .920 | .871 | .750 | .950 | .886 | .852 | .792 | .679 | .897 | .919 |



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 12:15 PM | | | | 12:15 PM | | | | 12:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 23 | 158 | 0 | 181 | 26 | 4 | 19 | 49 | 160 | 11 | 2 | 173 |
| +15 mins. | 28 | 140 | 0 | 168 | 29 | 6 | 20 | 55 | 110 | 18 | 7 | 135 |
| +30 mins. | 21 | 134 | 0 | 155 | 26 | 2 | 18 | 46 | 122 | 16 | 7 | 145 |
| +45 mins. | 17 | 145 | 0 | 162 | 20 | 6 | 19 | 45 | 153 | 12 | 3 | 168 |
| Total Volume | 89 | 577 | 0 | 666 | 101 | 18 | 76 | 195 | 545 | 57 | 19 | 621 |
| % App. Total | 13.4 | 86.6 | 0 | | 51.8 | 9.2 | 39 | | 87.8 | 9.2 | 3.1 | |
| PHF | .795 | .913 | .000 | .920 | .871 | .750 | .950 | .886 | .852 | .792 | .679 | .897 |

City of La Quinta
N/S: Dune Palms Road
E/W: Fred Waring Drive
Weather: Sunny

File Name : LQDPFWSAT
Site Code : 11117531
Start Date : 5/10/2008
Page No : 1

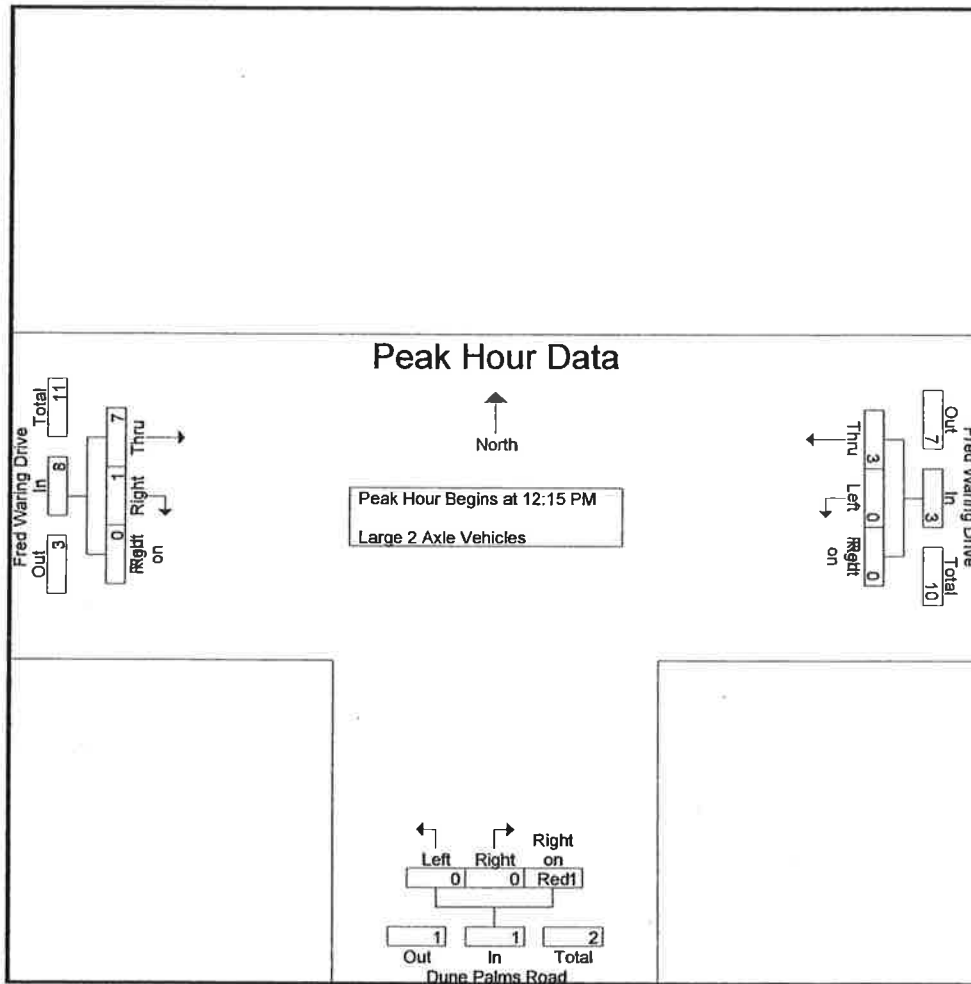
Groups Printed- Large 2 Axle Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 5 |
| 11:15 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 11:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 11:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 9 | 0 | 9 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 6 | 16 |
| 12:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 4 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 12:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 7 | 12 |
| 01:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 4 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 6 |
| Grand Total | 0 | 14 | 0 | 14 | 0 | 0 | 3 | 3 | 16 | 1 | 0 | 17 | 34 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 100 | | 94.1 | 5.9 | 0 | | |
| Total % | 0 | 41.2 | 0 | 41.2 | 0 | 0 | 8.8 | 8.8 | 47.1 | 2.9 | 0 | 50 | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|--------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 12:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 3 |
| 12:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 01:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 4 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 7 | 1 | 0 | 8 | 12 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 87.5 | 12.5 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .000 | .000 | .250 | .250 | .583 | .250 | .000 | .667 | .750 |

City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWSAT
 Site Code : 11117531
 Start Date : 5/10/2008
 Page No : 2



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:15 PM | | | | 12:15 PM | | | | 12:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 7 | 1 | 0 | 8 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 87.5 | 12.5 | 0 | |
| PHF | .000 | .750 | .000 | .750 | .000 | .000 | .250 | .250 | .583 | .250 | .000 | .667 |

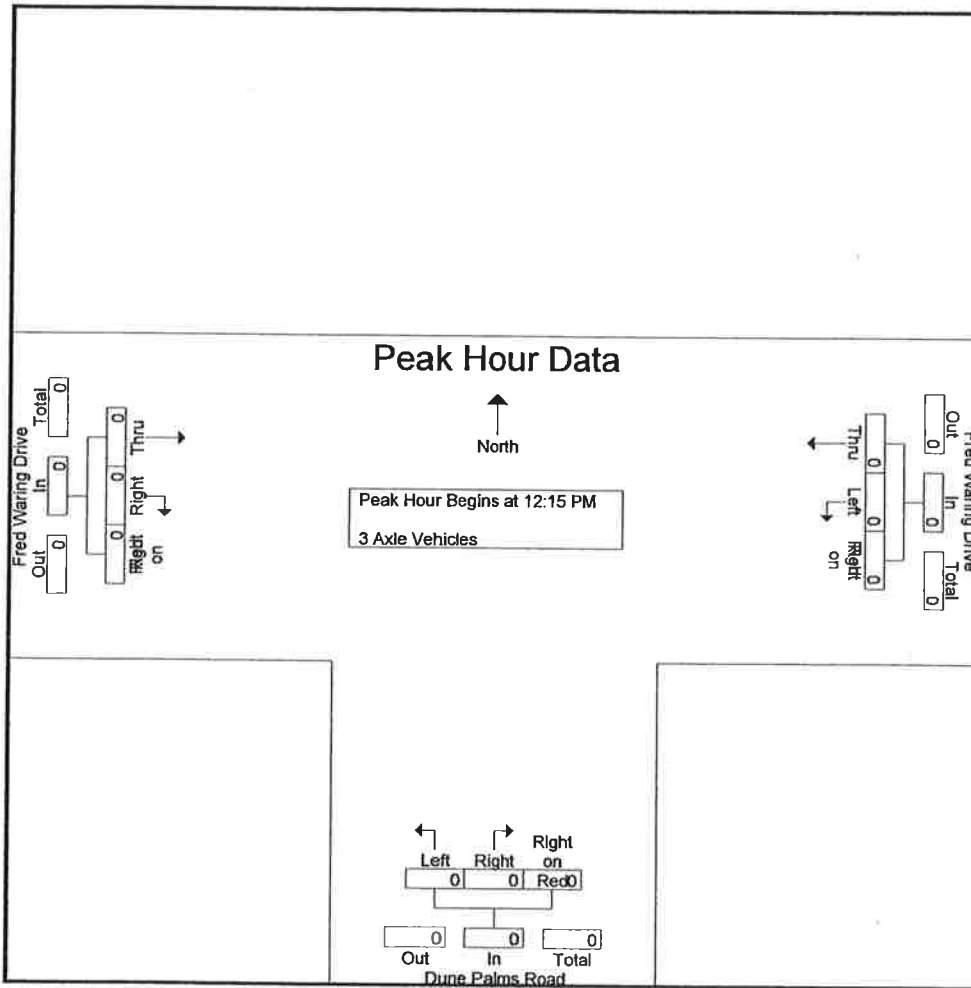
City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWSAT
 Site Code : 11117531
 Start Date : 5/10/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 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 |
| 11:30 AM | 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 |
| Total | 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 |
| 12:15 PM | 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 |
| 12:45 PM | 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 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 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 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Total % | | | | | | | | | | | | | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | |
| 12:15 PM | 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 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:15 PM | | | | 12:15 PM | | | | 12:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 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 |
| % App. Total | 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 |

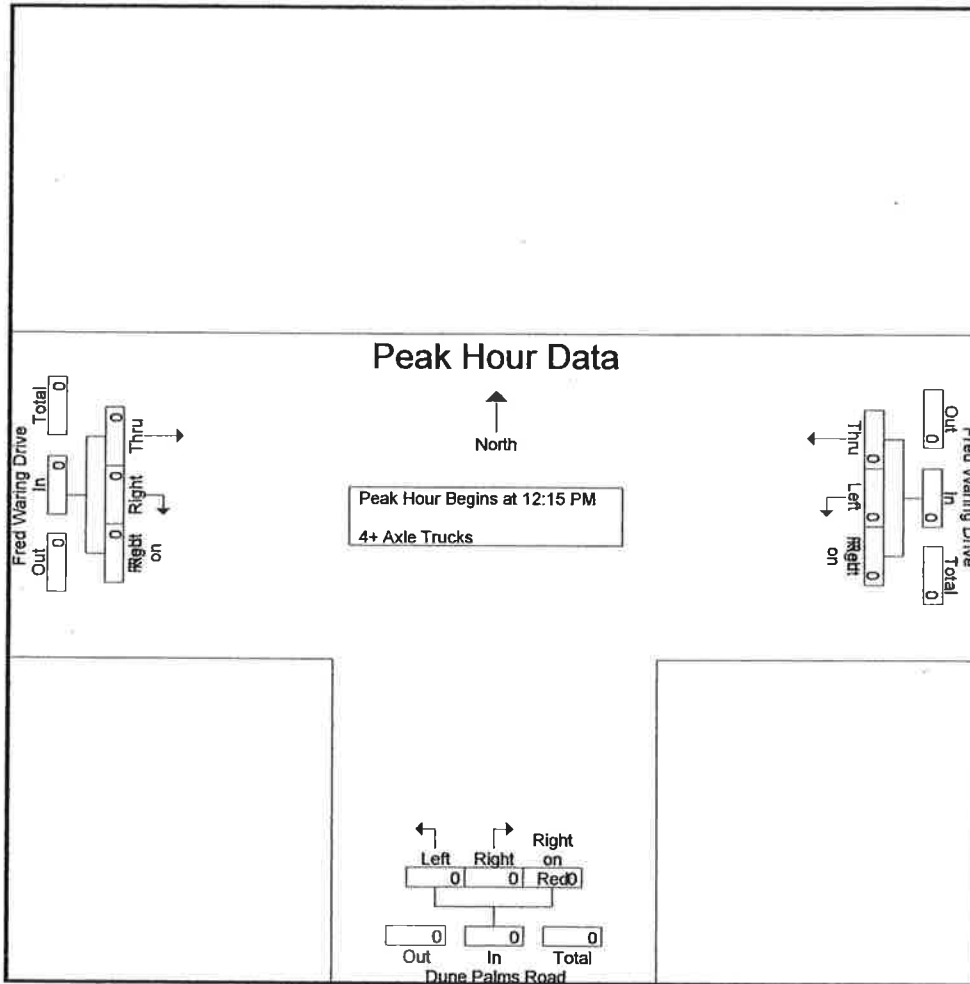
City of La Quinta
 N/S: Dune Palms Road
 E/W: Fred Waring Drive
 Weather: Sunny

File Name : LQDPFWSAT
 Site Code : 11117531
 Start Date : 5/10/2008
 Page No : 1

Groups Printed- 4+ Axle Trucks

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|-------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 11:00 AM | 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 |
| 11:30 AM | 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 |
| Total | 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 |
| 12:15 PM | 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 |
| 12:45 PM | 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 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 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 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Total % | | | | | | | | | | | | | |

| Start Time | Fred Waring Drive Westbound | | | | Dune Palms Road Northbound | | | | Fred Waring Drive Eastbound | | | | Int. Total |
|--------------|-----------------------------|------|--------------|------------|----------------------------|-------|--------------|------------|-----------------------------|-------|--------------|------------|------------|
| | Left | Thru | Right on Red | App. Total | Left | Right | Right on Red | App. Total | Thru | Right | Right on Red | App. Total | |
| 12:15 PM | 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 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |



Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 12:15 PM | | | | 12:15 PM | | | | 12:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 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 |
| % App. Total | 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 |

Counts Unlimited, inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of La Quinta
Jefferson Street
S/ Fred Waring Drive
24 Hour Directional Classification Count
Northbound

LQJESFW
Site Code: 111175
Date Start: 24-Apr-08
Date End: 24-Apr-08

| Start Time | 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 | | >6 Axl | | Total |
|-------------|-----------------|----------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------|-------|--------|-------|-------|
| | Bikes | Trailers | | | | | | | | | Multi | Multi | | | |
| 04/24/08 | 2 | 37 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 01:00 | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 02:00 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 03:00 | 0 | 22 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:00 | 1 | 38 | 14 | 2 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 63 |
| 05:00 | 1 | 118 | 55 | 0 | 9 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 186 |
| 06:00 | 4 | 266 | 145 | 3 | 20 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 448 |
| 07:00 | 5 | 635 | 247 | 10 | 34 | 2 | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 1 | 954 |
| 08:00 | 3 | 481 | 191 | 5 | 51 | 10 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 1 | 762 |
| 09:00 | 4 | 403 | 195 | 14 | 38 | 7 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 675 |
| 10:00 | 2 | 426 | 177 | 7 | 45 | 7 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 1 | 682 |
| 11:00 | 6 | 431 | 190 | 14 | 45 | 6 | 1 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 713 |
| 12 PM | 3 | 451 | 205 | 9 | 31 | 5 | 0 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 723 |
| 13:00 | 5 | 428 | 205 | 6 | 56 | 5 | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 1 | 725 |
| 14:00 | 7 | 618 | 284 | 9 | 59 | 4 | 0 | 12 | 8 | 1 | 0 | 0 | 0 | 1 | 1003 |
| 15:00 | 7 | 615 | 310 | 5 | 76 | 4 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 3 | 1042 |
| 16:00 | 4 | 559 | 237 | 6 | 46 | 2 | 1 | 7 | 1 | 1 | 5 | 0 | 0 | 1 | 870 |
| 17:00 | 6 | 566 | 180 | 6 | 31 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 798 |
| 18:00 | 5 | 443 | 141 | 1 | 18 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 612 |
| 19:00 | 1 | 366 | 126 | 2 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| 20:00 | 1 | 311 | 94 | 1 | 9 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 420 |
| 21:00 | 1 | 211 | 53 | 1 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 276 |
| 22:00 | 0 | 162 | 38 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 207 |
| 23:00 | 0 | 85 | 30 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 120 |
| Total | 68 | 7705 | 3150 | 102 | 605 | 59 | 2 | 133 | 81 | 3 | 7 | 0 | 10 | 11925 | |
| Percent | 0.6% | 64.6% | 26.4% | 0.9% | 5.1% | 0.5% | 0.0% | 1.1% | 0.7% | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% | |
| AM Peak | 11:00 | 07:00 | 07:00 | 09:00 | 08:00 | 08:00 | 11:00 | 07:00 | 10:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| Vol. | 6 | 635 | 247 | 14 | 51 | 10 | 1 | 15 | 11 | 1 | 1 | 1 | 1 | 954 | |
| PM Peak | 14:00 | 14:00 | 15:00 | 12:00 | 15:00 | 12:00 | 16:00 | 15:00 | 14:00 | 14:00 | 16:00 | 15:00 | 15:00 | 15:00 | |
| Vol. | 7 | 618 | 310 | 9 | 76 | 5 | 1 | 19 | 8 | 1 | 5 | 3 | 3 | 1042 | |
| Grand Total | 68 | 7705 | 3150 | 102 | 605 | 59 | 2 | 133 | 81 | 3 | 7 | 0 | 10 | 11925 | |
| Percent | 0.6% | 64.6% | 26.4% | 0.9% | 5.1% | 0.5% | 0.0% | 1.1% | 0.7% | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% | |

Counts Unlimited, inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 (951) 485-7934

City of La Quinta
 Jefferson Street
 S/ Fred Waring Drive
 24 Hour Directional Classification Count
 Southbound

LQJESFW
 Site Code: 111175
 Date Start: 24-Apr-08
 Date End: 24-Apr-08

| 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 |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 04/24/08 | 0 | 43 | 6 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 52 |
| 01:00 | 0 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 02:00 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 03:00 | 0 | 32 | 7 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 45 |
| 04:00 | 0 | 24 | 9 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 05:00 | 0 | 100 | 50 | 4 | 7 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 165 |
| 06:00 | 1 | 313 | 180 | 4 | 56 | 5 | 0 | 13 | 7 | 0 | 5 | 0 | 0 | 584 |
| 07:00 | 3 | 627 | 280 | 7 | 70 | 6 | 0 | 19 | 9 | 1 | 0 | 0 | 2 | 1024 |
| 08:00 | 5 | 474 | 193 | 17 | 68 | 2 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 779 |
| 09:00 | 1 | 405 | 172 | 5 | 48 | 4 | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 659 |
| 10:00 | 7 | 380 | 166 | 8 | 40 | 2 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 620 |
| 11:00 | 1 | 461 | 156 | 6 | 48 | 3 | 0 | 10 | 5 | 0 | 0 | 0 | 1 | 691 |
| 12 PM | 6 | 505 | 178 | 5 | 35 | 3 | 0 | 4 | 11 | 0 | 0 | 0 | 2 | 749 |
| 13:00 | 2 | 488 | 159 | 9 | 43 | 1 | 0 | 3 | 6 | 0 | 1 | 0 | 1 | 713 |
| 14:00 | 3 | 609 | 221 | 6 | 36 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 1 | 885 |
| 15:00 | 6 | 696 | 216 | 7 | 48 | 2 | 0 | 8 | 1 | 0 | 0 | 0 | 2 | 986 |
| 16:00 | 4 | 611 | 179 | 6 | 34 | 2 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 852 |
| 17:00 | 3 | 772 | 176 | 3 | 26 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 989 |
| 18:00 | 3 | 594 | 134 | 1 | 17 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 755 |
| 19:00 | 5 | 547 | 123 | 2 | 18 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 701 |
| 20:00 | 4 | 478 | 87 | 2 | 9 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 586 |
| 21:00 | 1 | 457 | 77 | 1 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 551 |
| 22:00 | 3 | 364 | 74 | 1 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 451 |
| 23:00 | 1 | 252 | 34 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 296 |
| Total | 59 | 9285 | 2888 | 97 | 635 | 34 | 0 | 127 | 88 | 1 | 6 | 0 | 16 | 13236 |
| Percent | 0.4% | 70.1% | 21.8% | 0.7% | 4.8% | 0.3% | 0.0% | 1.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.1% | |
| AM Peak | 10:00 | 07:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | 07:00 | 06:00 | 07:00 | 07:00 | 07:00 |
| Vol. | 7 | 627 | 280 | 17 | 70 | 6 | 10 | 19 | 10 | 1 | 5 | 2 | 2 | 1024 |
| PM Peak | 12:00 | 17:00 | 14:00 | 13:00 | 15:00 | 12:00 | 12:00 | 16:00 | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 17:00 |
| Vol. | 6 | 772 | 221 | 9 | 48 | 3 | 11 | 12 | 11 | 1 | 2 | 2 | 2 | 989 |
| Grand Total | 59 | 9285 | 2888 | 97 | 635 | 34 | 0 | 127 | 88 | 1 | 6 | 0 | 16 | 13236 |
| Percent | 0.4% | 70.1% | 21.8% | 0.7% | 4.8% | 0.3% | 0.0% | 1.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.1% | |

Counts Unlimited, inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 (951) 485-7934

City of La Quinta
 Jefferson Street
 S/ Fred Waring Drive
 24 Hour Directional Classification Count
 Northbound, Southbound

LQJESFW
 Site Code: 111175
 Date Start: 24-Apr-08
 Date End: 24-Apr-08

| 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 |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 04/24/08 | 2 | 80 | 16 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 103 |
| 01:00 | 0 | 41 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 57 |
| 02:00 | 0 | 45 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 56 |
| 03:00 | 0 | 54 | 17 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 79 |
| 04:00 | 1 | 62 | 23 | 3 | 8 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 101 |
| 05:00 | 1 | 218 | 105 | 4 | 16 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 351 |
| 06:00 | 5 | 579 | 325 | 7 | 76 | 7 | 0 | 17 | 11 | 0 | 5 | 0 | 0 | 1032 |
| 07:00 | 8 | 1262 | 527 | 17 | 104 | 8 | 0 | 34 | 13 | 2 | 0 | 0 | 3 | 1978 |
| 08:00 | 8 | 955 | 384 | 22 | 119 | 12 | 0 | 27 | 13 | 0 | 0 | 0 | 1 | 1541 |
| 09:00 | 5 | 808 | 367 | 19 | 86 | 11 | 0 | 23 | 15 | 0 | 0 | 0 | 0 | 1334 |
| 10:00 | 9 | 806 | 343 | 15 | 85 | 9 | 0 | 17 | 17 | 0 | 0 | 0 | 1 | 1302 |
| 11:00 | 7 | 892 | 346 | 20 | 93 | 9 | 1 | 22 | 13 | 0 | 0 | 0 | 1 | 1404 |
| 12 PM | 9 | 956 | 383 | 14 | 66 | 8 | 0 | 16 | 17 | 0 | 1 | 0 | 2 | 1472 |
| 13:00 | 7 | 916 | 364 | 15 | 99 | 6 | 0 | 14 | 13 | 0 | 2 | 0 | 2 | 1438 |
| 14:00 | 10 | 1227 | 505 | 15 | 95 | 6 | 0 | 16 | 11 | 1 | 0 | 0 | 2 | 1888 |
| 15:00 | 13 | 1311 | 526 | 12 | 124 | 6 | 0 | 27 | 4 | 0 | 0 | 0 | 5 | 2028 |
| 16:00 | 8 | 1170 | 416 | 12 | 80 | 4 | 1 | 19 | 3 | 1 | 5 | 0 | 3 | 1722 |
| 17:00 | 9 | 1338 | 356 | 9 | 57 | 3 | 0 | 11 | 3 | 0 | 0 | 0 | 1 | 1787 |
| 18:00 | 8 | 1037 | 275 | 2 | 35 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 1 | 1367 |
| 19:00 | 6 | 913 | 249 | 4 | 33 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 1214 |
| 20:00 | 5 | 789 | 181 | 3 | 18 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 2 | 1006 |
| 21:00 | 2 | 668 | 130 | 2 | 20 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 827 |
| 22:00 | 3 | 526 | 112 | 2 | 9 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 658 |
| 23:00 | 1 | 337 | 64 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 416 |
| Total | 127 | 16990 | 6038 | 199 | 1240 | 93 | 2 | 260 | 169 | 4 | 13 | 0 | 26 | 25161 |
| Percent | 0.5% | 67.5% | 24.0% | 0.8% | 4.9% | 0.4% | 0.0% | 1.0% | 0.7% | 0.0% | 0.1% | 0.0% | 0.1% | |
| AM Peak | 10:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 11:00 | 07:00 | 10:00 | 07:00 | 06:00 | 07:00 | 07:00 | 07:00 |
| Vol. | 9 | 1262 | 527 | 22 | 119 | 12 | 1 | 34 | 17 | 2 | 5 | 3 | 3 | 1978 |
| PM Peak | 15:00 | 17:00 | 15:00 | 13:00 | 15:00 | 12:00 | 16:00 | 15:00 | 12:00 | 14:00 | 16:00 | 15:00 | 15:00 | 15:00 |
| Vol. | 13 | 1338 | 526 | 15 | 124 | 8 | 1 | 27 | 17 | 1 | 5 | 5 | 5 | 2028 |
| Grand Total | 127 | 16990 | 6038 | 199 | 1240 | 93 | 2 | 260 | 169 | 4 | 13 | 0 | 26 | 25161 |
| Percent | 0.5% | 67.5% | 24.0% | 0.8% | 4.9% | 0.4% | 0.0% | 1.0% | 0.7% | 0.0% | 0.1% | 0.0% | 0.1% | |

Counts Unlimited, inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 (951) 485-7934

City of La Quinta
 Fred Waring Drive
 W/ Jefferson Street

LQFWMWJE

Site Code: 111175

Date Start: 24-Apr-08

Date End: 24-Apr-08

24 Hour Directional Classification Count

| 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 |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 04/24/08 | | | | | | | | | | | | | | |
| 01:00 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 02:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 06:00 | 0 | 40 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:00 | 4 | 110 | 64 | 2 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 190 |
| 08:00 | 1 | 365 | 107 | 4 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 495 |
| 09:00 | 1 | 270 | 79 | 1 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 369 |
| 10:00 | 7 | 222 | 71 | 2 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 317 |
| 11:00 | 1 | 187 | 62 | 2 | 24 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 280 |
| 12 PM | 1 | 259 | 71 | 4 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 355 |
| 13:00 | 1 | 329 | 99 | 1 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 444 |
| 14:00 | 0 | 297 | 97 | 2 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 417 |
| 15:00 | 2 | 443 | 166 | 3 | 20 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 645 |
| 16:00 | 1 | 516 | 177 | 2 | 34 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 744 |
| 17:00 | 3 | 461 | 133 | 0 | 23 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 623 |
| 18:00 | 0 | 487 | 116 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 616 |
| 19:00 | 4 | 316 | 81 | 0 | 14 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 419 |
| 20:00 | 2 | 248 | 66 | 2 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 329 |
| 21:00 | 0 | 266 | 55 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 329 |
| 22:00 | 0 | 187 | 43 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 23:00 | 1 | 113 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 23:00 | 0 | 52 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Total | 29 | 5218 | 1549 | 26 | 251 | 5 | 0 | 46 | 0 | 0 | 0 | 1 | 3 | 7128 |
| Percent | 0.4% | 73.2% | 21.7% | 0.4% | 3.5% | 0.1% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 09:00 | 7 | 365 | 107 | 4 | 24 | 2 | 4 | 10:00 | 0.0% | 0.0% | 0.0% | 0.0% | 07:00 |
| Vol. | | | | | | | | | | | | | | 495 |
| PM Peak | 18:00 | 15:00 | 15:00 | 14:00 | 15:00 | 18:00 | 18:00 | 15:00 | 15:00 | 13:00 | 15:00 | 15:00 | 15:00 | 15:00 |
| Vol. | 4 | 516 | 177 | 3 | 34 | 1 | 12 | 12 | 1 | 2 | 2 | 2 | 744 | |
| Grand Total | 29 | 5218 | 1549 | 26 | 251 | 5 | 0 | 46 | 0 | 0 | 0 | 1 | 3 | 7128 |
| Percent | 0.4% | 73.2% | 21.7% | 0.4% | 3.5% | 0.1% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

Counts Unlimited, inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 (951) 485-7934

City of La Quinta
 Fred Waring Drive
 W/ Jefferson Street

LQFWWJE

Site Code: 111175

Date Start: 24-Apr-08

Date End: 24-Apr-08

24 Hour Directional Classification Count

Westbound

| 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 | | Total |
|-------------|-----------------|----------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|-------|--------------|-------|--------|
| | Bikes | Trailers | | | | | | | | | Multi | Multi | Multi | Multi | |
| 04/24/08 | 1 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 01:00 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 03:00 | 0 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 04:00 | 0 | 55 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 05:00 | 2 | 178 | 86 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 06:00 | 3 | 422 | 201 | 3 | 31 | 0 | 1 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 684 |
| 07:00 | 1 | 700 | 198 | 9 | 38 | 0 | 1 | 21 | 2 | 1 | 0 | 1 | 0 | 1 | 973 |
| 08:00 | 0 | 574 | 168 | 1 | 30 | 3 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 791 |
| 09:00 | 1 | 453 | 123 | 5 | 32 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 625 |
| 10:00 | 2 | 469 | 121 | 3 | 22 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 622 |
| 11:00 | 3 | 346 | 108 | 3 | 31 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 501 |
| 12 PM | 2 | 440 | 128 | 4 | 22 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 606 |
| 13:00 | 2 | 441 | 133 | 2 | 18 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 605 |
| 14:00 | 3 | 540 | 165 | 3 | 30 | 0 | 0 | 7 | 2 | 0 | 0 | 1 | 1 | 0 | 753 |
| 15:00 | 1 | 552 | 157 | 8 | 28 | 1 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 758 |
| 16:00 | 3 | 565 | 168 | 2 | 17 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 762 |
| 17:00 | 6 | 619 | 166 | 3 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 815 |
| 18:00 | 6 | 472 | 112 | 2 | 15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 609 |
| 19:00 | 5 | 338 | 88 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 438 |
| 20:00 | 1 | 273 | 64 | 0 | 8 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 351 |
| 21:00 | 0 | 227 | 50 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 22:00 | 1 | 117 | 36 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 23:00 | 0 | 58 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Total | 43 | 7929 | 2323 | 50 | 376 | 12 | 4 | 114 | 14 | 1 | 0 | 3 | 6 | 0 | 10875 |
| Percent | 0.4% | 72.9% | 21.4% | 0.5% | 3.5% | 0.1% | 0.0% | 1.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 100.0% |
| AM Peak | 06:00 | 07:00 | 06:00 | 07:00 | 07:00 | 08:00 | 06:00 | 07:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 07:00 |
| Vol. | 3 | 700 | 201 | 9 | 38 | 3 | 1 | 21 | 3 | 1 | 1 | 1 | 1 | 1 | 973 |
| PM Peak | 17:00 | 17:00 | 16:00 | 15:00 | 14:00 | 13:00 | 15:00 | 15:00 | 14:00 | 13:00 | 14:00 | 13:00 | 14:00 | 14:00 | 17:00 |
| Vol. | 6 | 619 | 168 | 8 | 30 | 2 | 2 | 9 | 2 | 1 | 1 | 1 | 2 | 2 | 815 |
| Grand Total | 43 | 7929 | 2323 | 50 | 376 | 12 | 4 | 114 | 14 | 1 | 0 | 3 | 6 | 0 | 10875 |
| Percent | 0.4% | 72.9% | 21.4% | 0.5% | 3.5% | 0.1% | 0.0% | 1.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 100.0% |

Counts Unlimited, inc.
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City of La Quinta
 Fred Waring Drive
 W/ Jefferson Street
 24 Hour Directional Classification Count
 Eastbound, Westbound

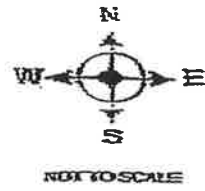
LQFWWJJE
 Site Code: 111175
 Date Start: 24-Apr-08
 Date End: 24-Apr-08

| 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 | | 6 Axle | | >6 Axl | | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------|-------|--------|-------|--------|-------|-------|
| | | | | | | | | | | | Multi | Multi | Multi | Multi | | | |
| 04/24/08 | 1 | 45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 01:00 | 0 | 16 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 02:00 | 0 | 20 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 03:00 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 04:00 | 0 | 71 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 05:00 | 2 | 218 | 100 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 06:00 | 7 | 532 | 265 | 5 | 38 | 2 | 1 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 874 |
| 07:00 | 2 | 1065 | 305 | 13 | 54 | 0 | 1 | 23 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1468 |
| 08:00 | 1 | 844 | 247 | 2 | 46 | 3 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1160 |
| 09:00 | 8 | 675 | 194 | 7 | 45 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 942 |
| 10:00 | 3 | 656 | 183 | 5 | 46 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 902 |
| 11:00 | 4 | 605 | 179 | 7 | 48 | 2 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 856 |
| 12 PM | 3 | 769 | 227 | 5 | 35 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1050 |
| 13:00 | 2 | 738 | 230 | 4 | 37 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1022 |
| 14:00 | 5 | 983 | 331 | 6 | 50 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1398 |
| 15:00 | 2 | 1068 | 334 | 10 | 62 | 1 | 2 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1502 |
| 16:00 | 6 | 1026 | 301 | 2 | 40 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1385 |
| 17:00 | 6 | 1106 | 282 | 3 | 32 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1431 |
| 18:00 | 10 | 788 | 193 | 2 | 29 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1028 |
| 19:00 | 7 | 586 | 154 | 2 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 767 |
| 20:00 | 1 | 539 | 119 | 0 | 15 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680 |
| 21:00 | 0 | 414 | 93 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 |
| 22:00 | 2 | 230 | 58 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 23:00 | 0 | 110 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Total | 72 | 13147 | 3872 | 76 | 627 | 17 | 4 | 160 | 14 | 1 | 0 | 0 | 4 | 9 | 9 | 0 | 18003 |
| Percent | 0.4% | 73.0% | 21.5% | 0.4% | 3.5% | 0.1% | 0.0% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 06:00 | 07:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 06:00 | 06:00 | 07:00 |
| Vol. | 8 | 1065 | 305 | 13 | 54 | 3 | 1 | 23 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1468 |
| PM Peak | 18:00 | 17:00 | 15:00 | 15:00 | 15:00 | 13:00 | 15:00 | 15:00 | 14:00 | 14:00 | 13:00 | 13:00 | 14:00 | 14:00 | 14:00 | 15:00 | 15:00 |
| Vol. | 10 | 1106 | 334 | 10 | 62 | 2 | 2 | 21 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1502 |
| Grand Total | 72 | 13147 | 3872 | 76 | 627 | 17 | 4 | 160 | 14 | 1 | 0 | 4 | 9 | 9 | 9 | 0 | 18003 |
| Percent | 0.4% | 73.0% | 21.5% | 0.4% | 3.5% | 0.1% | 0.0% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

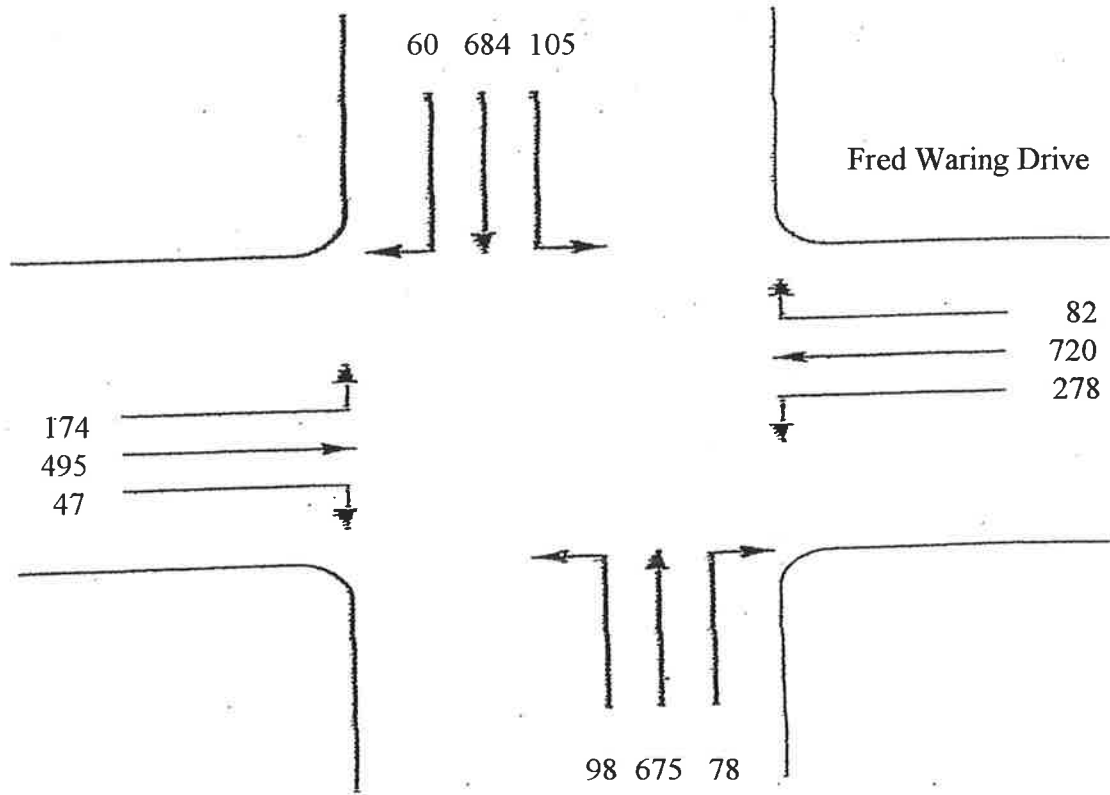
APPENDIX B

INTERSECTION DISTRIBUTION DIAGRAMS

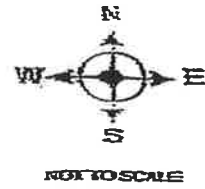
| <u>Data</u> | <u>Page</u> |
|-------------------------------------------------------------------------------|-------------|
| Jefferson Street and Fred Waring Drive, 2008 a.m. | B - 2 |
| Jefferson Street and Fred Waring Drive, 2008 p.m. | B - 3 |
| Jefferson Street and Fred Waring Drive, 2008 Sat. | B - 4 |
| Jefferson Street and Fred Waring Drive, 2008 p.m., Factored | B - 5 |
| Jefferson Street and Fred Waring Drive, 2008 Sat., Factored | B - 6 |
| Jefferson Street and Fred Waring Drive, 2009 p.m., Factored, With Project ... | B - 7 |
| Jefferson Street and Fred Waring Drive, 2009 Sat., Factored, With Project.... | B - 8 |
| Dune Palms Road and Fred Waring Drive, 2008 a.m. | B - 9 |
| Dune Palms Road and Fred Waring Drive, 2008 p.m. | B -10 |
| Dune Palms Road and Fred Waring Drive, 2008 Sat. | B -11 |
| Dune Palms Road and Fred Waring Drive, 2008 p.m., Factored | B -12 |
| Dune Palms road and Fred Waring Drive, 2008 Sat., Factored | B -13 |
| Dune Palms Road and Fred Waring Drive, 2009 p.m., Factored, With Project ... | B -14 |
| Dune Palms Road and Fred Waring Drive, 2009 Sat., Factored, With Project..... | B -15 |
| Jefferson Street and Site Entrance, 2009 p.m., Factored, With Project..... | B -16 |
| Jefferson Street and Site Entrance, 2009 Sat., Factored, With Project | B -17 |
| Fred Waring Drive and Site Entrance, 2009, p.m., Factored, With Project | B -18 |
| Fred Waring Drive and Site Entrance, 2009, Sat., Factored, with Project | B-19 |



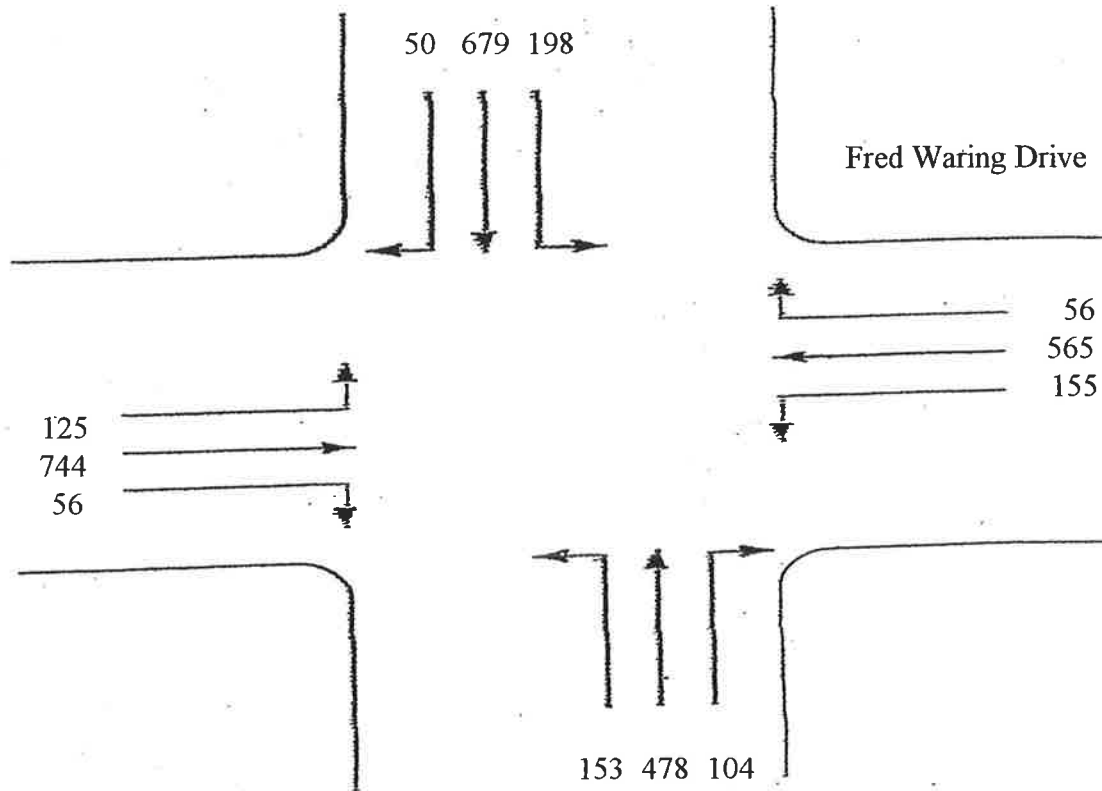
Jefferson Street



2008 A.M. PEAK HOUR, PCE



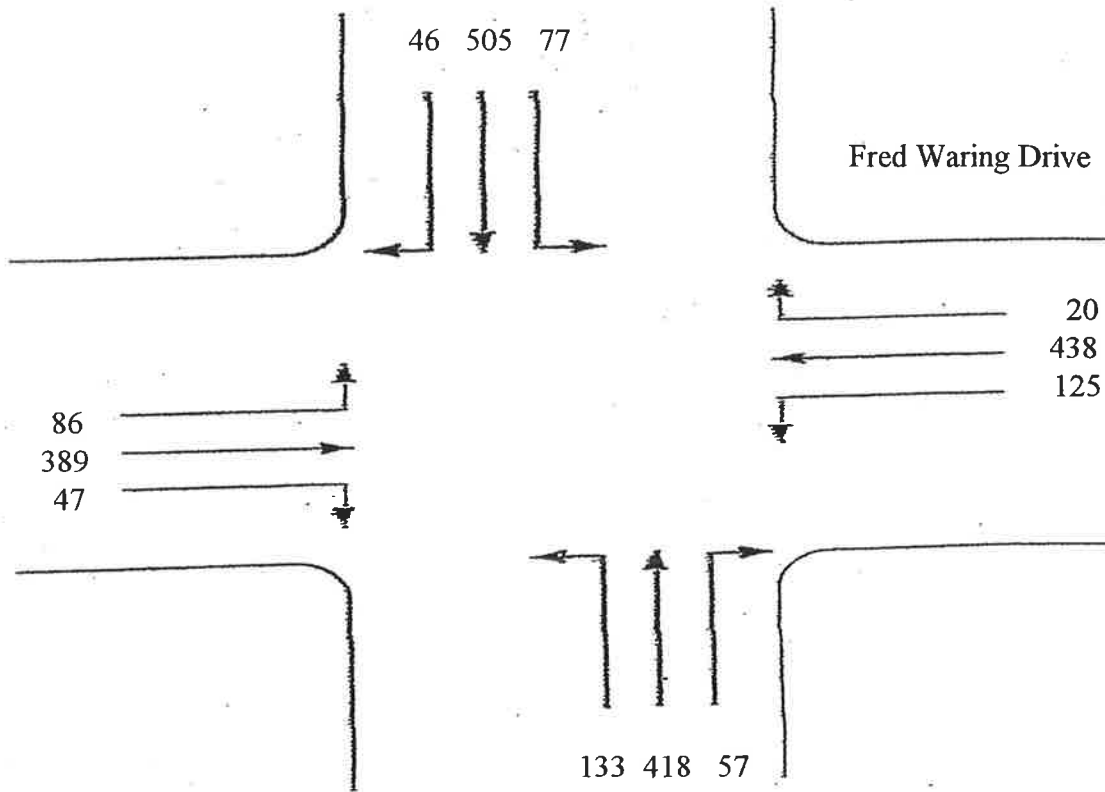
Jefferson Street



2008 P.M. PEAK HOUR, PCE



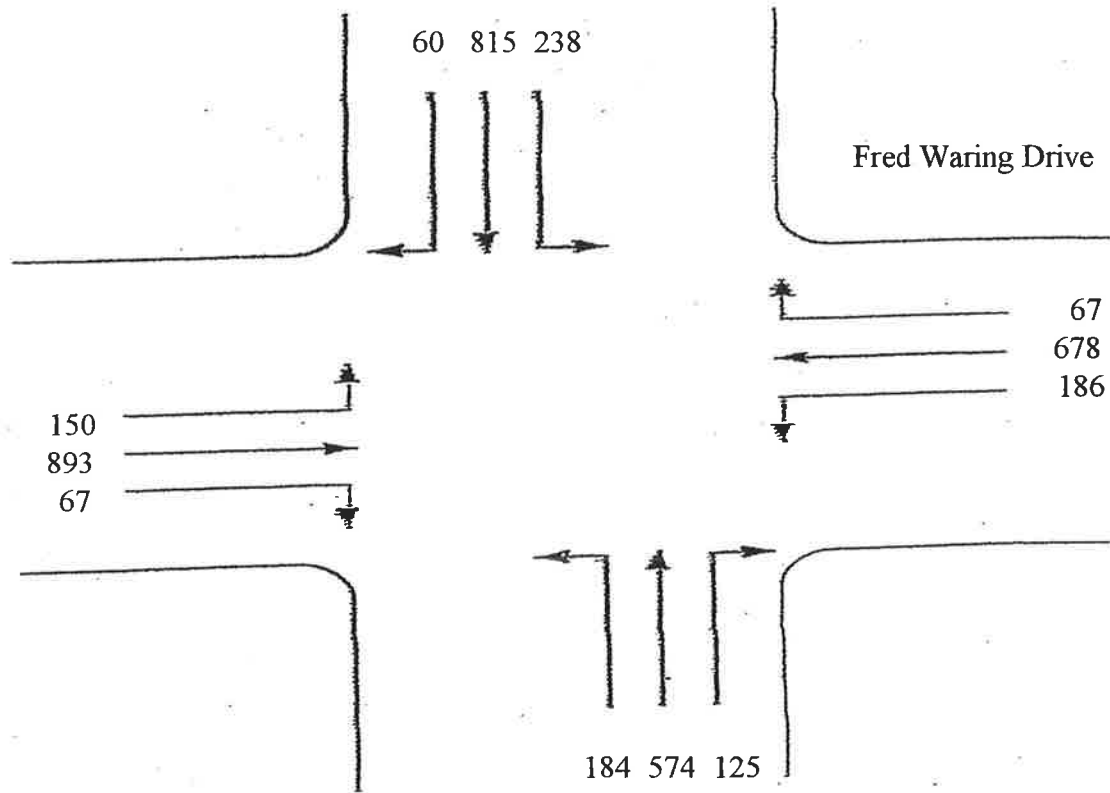
Jefferson Street



2008 SATURDAY PEAK HOUR, PCE



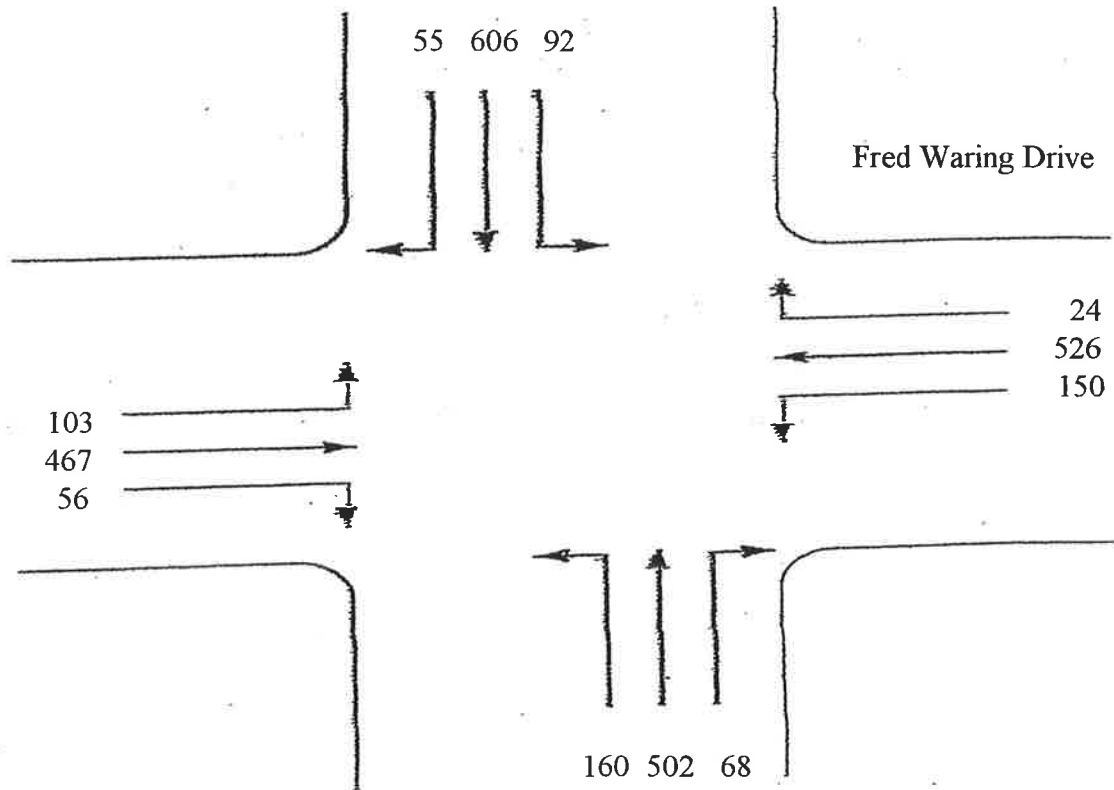
Jefferson Street



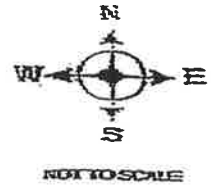
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FACTORED BY 20%**



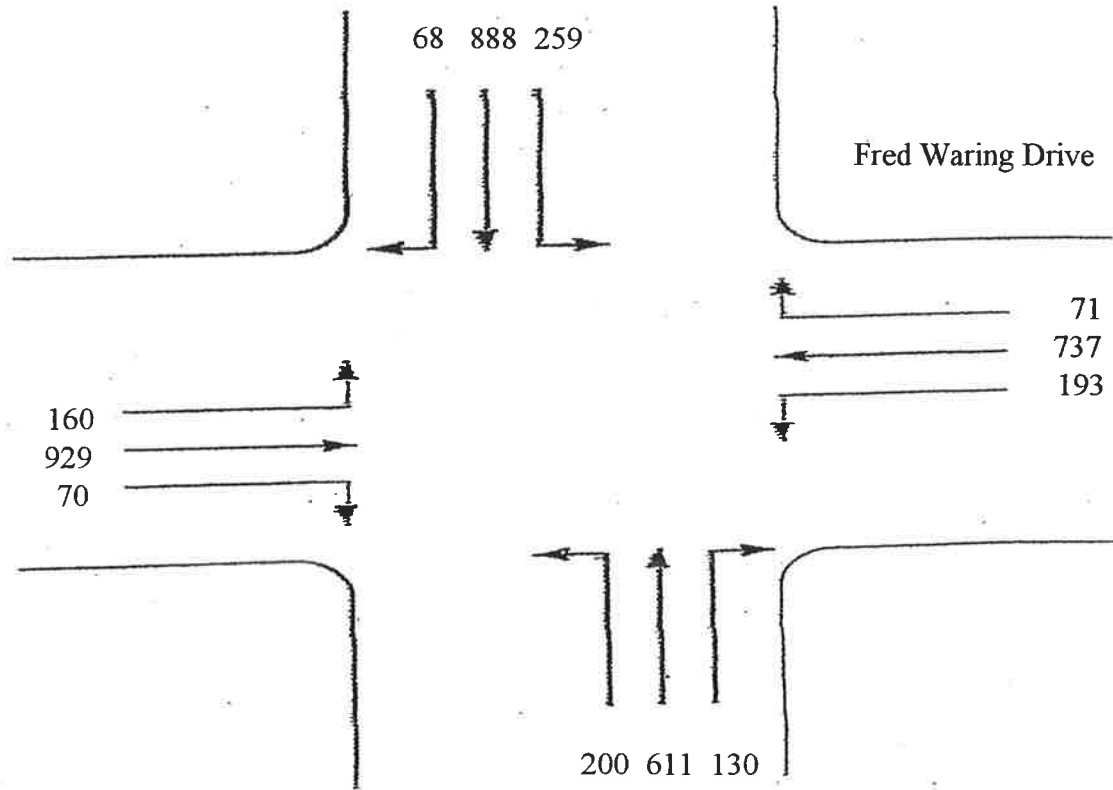
Jefferson Street



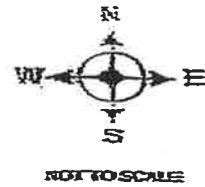
**2008 SATURDAY PEAK HOUR
FACTORED BY 20%**



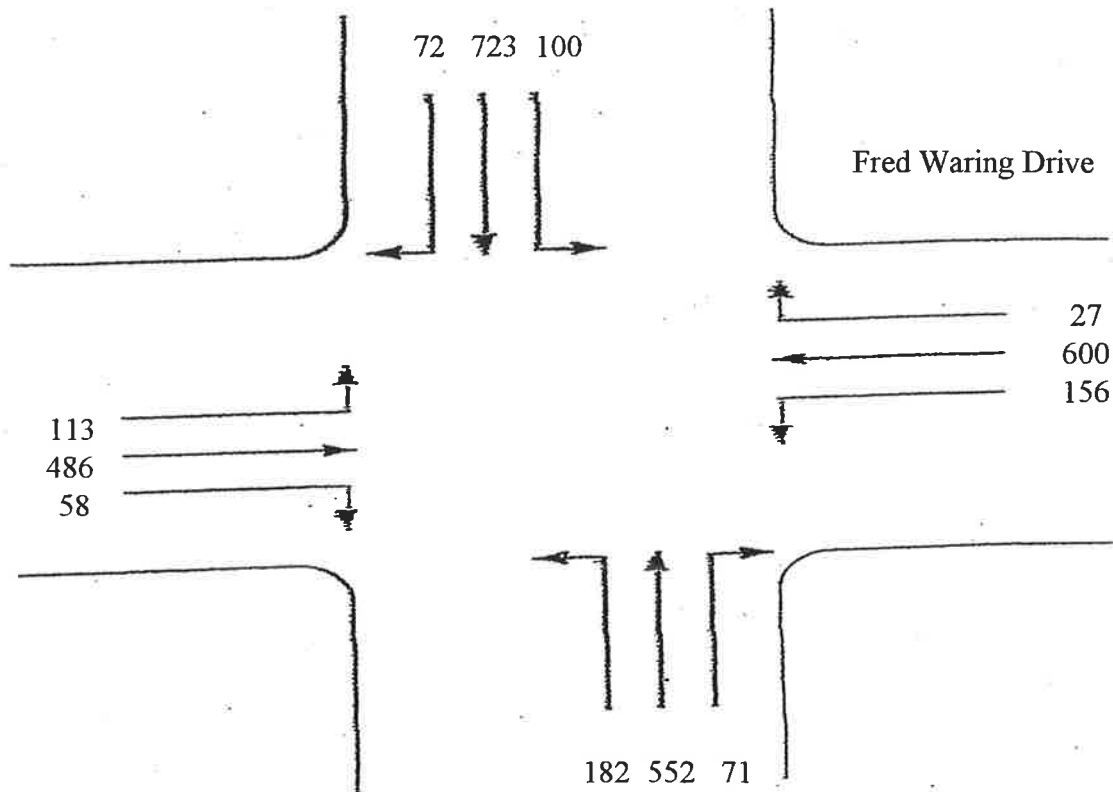
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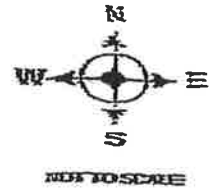
**2009 P.M. PEAK HOUR
FACTORED BY 20%
WITH NEW PROJECT TRIPS**



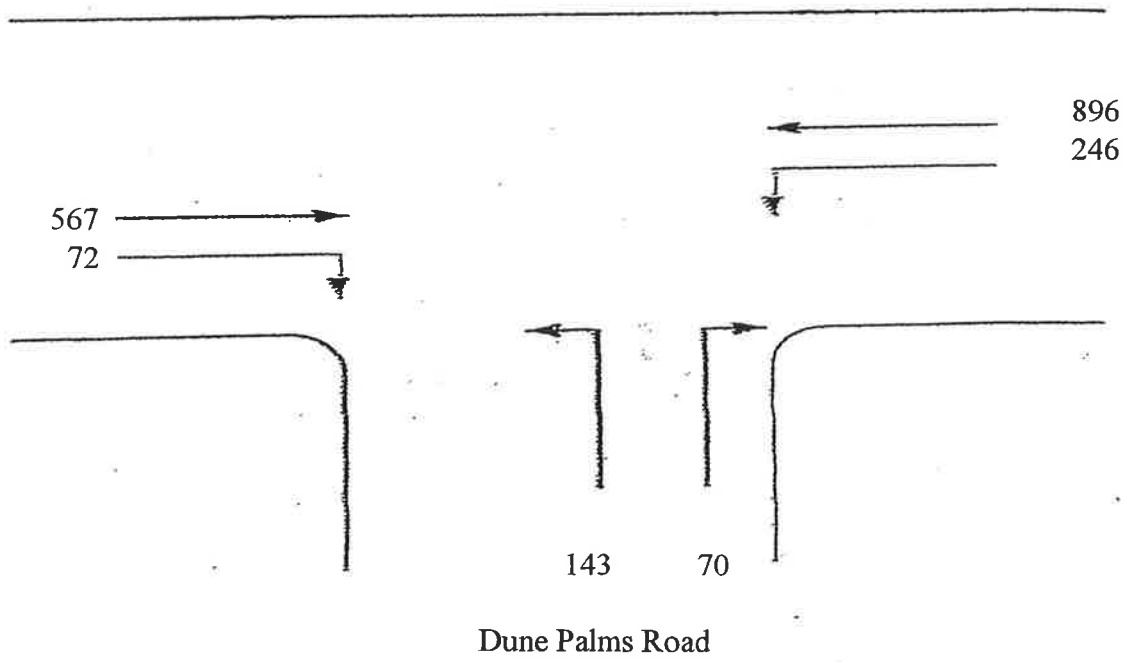
Jefferson Street



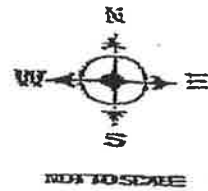
**2009 SATURDAY PEAK HOUR
FACTORED BY 20%
WITH NEW PROJECT TRIPS**



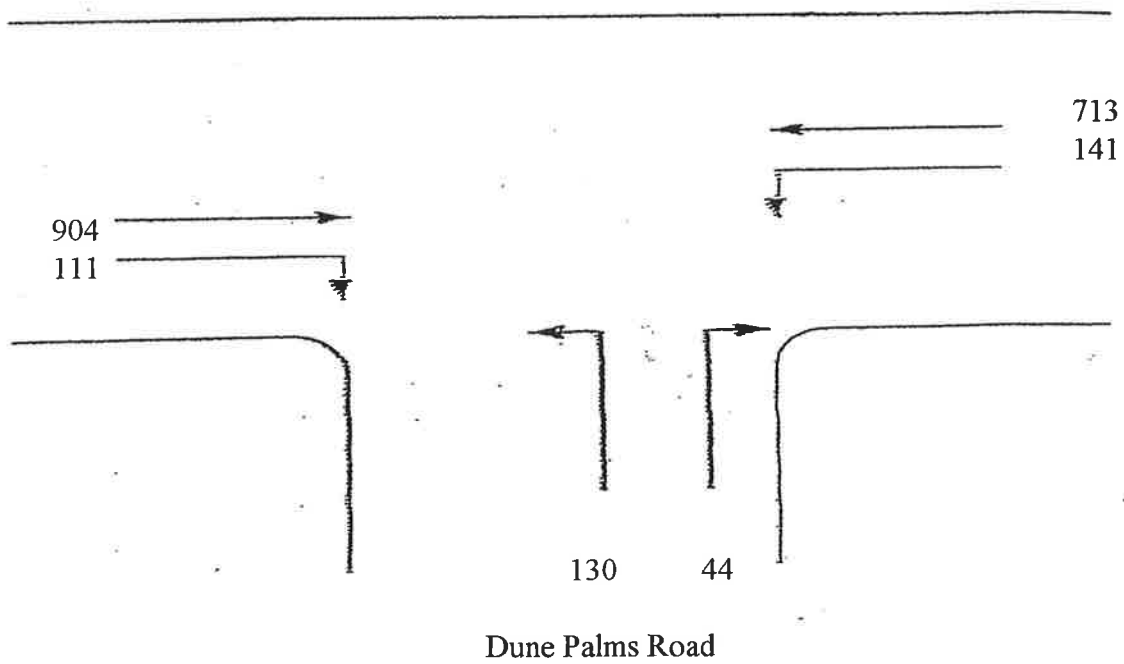
Fred Waring Drive



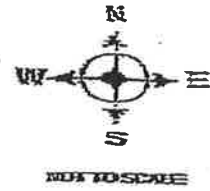
2008 WEEKDAY AM PEAK HOUR, PCE



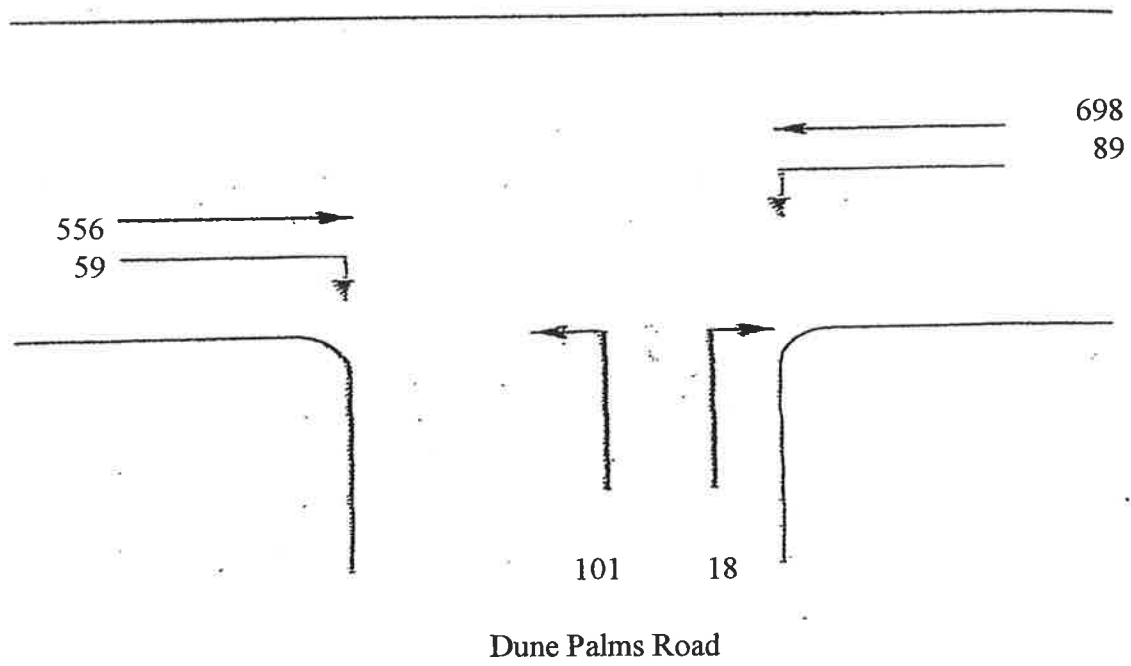
Fred Waring Drive



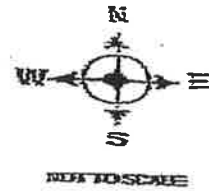
2008 WEEKDAY P.M. PEAK HOUR, PCE



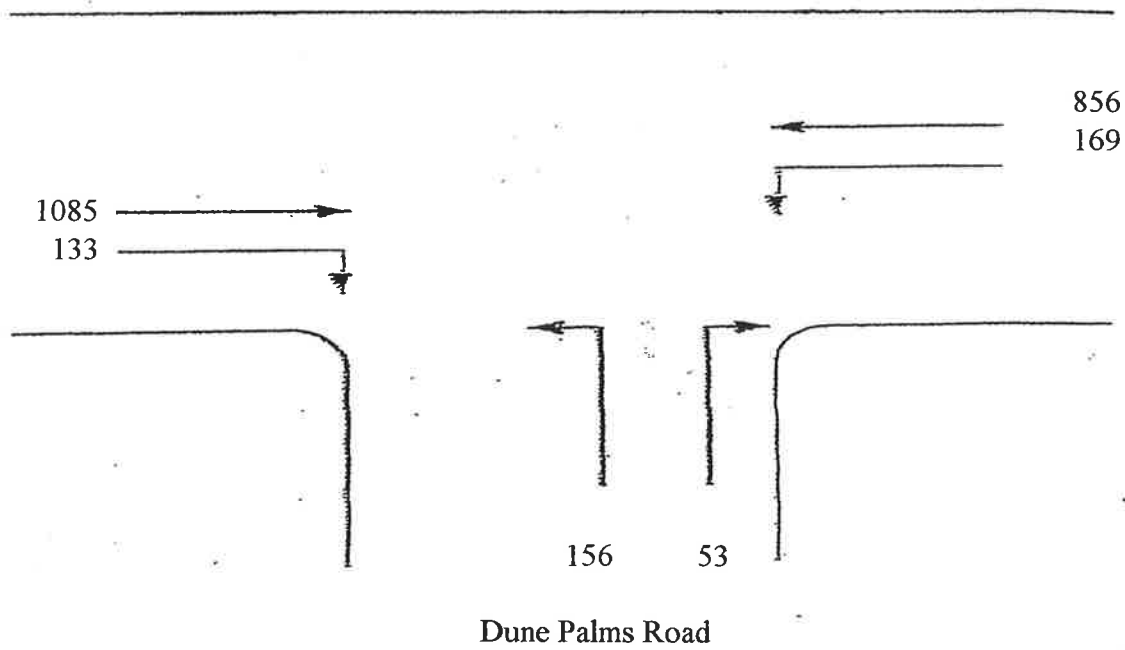
Fred Waring Drive



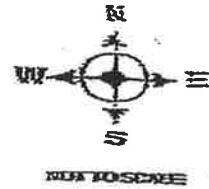
2008 SATURDAY PEAK HOUR, PCE



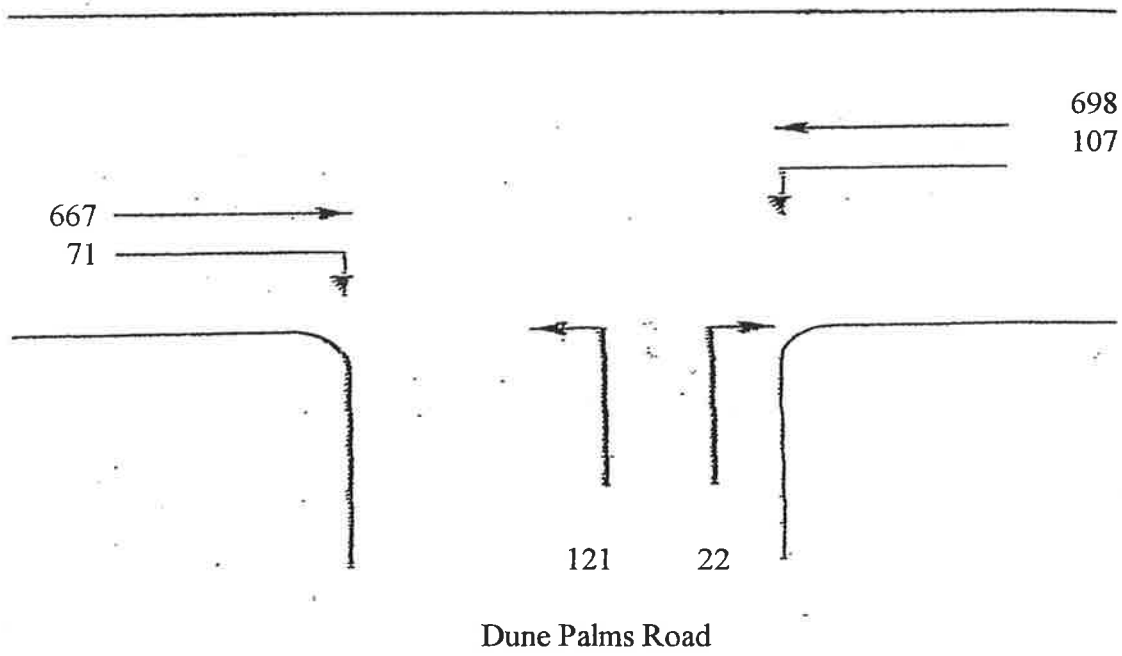
Fred Waring Drive



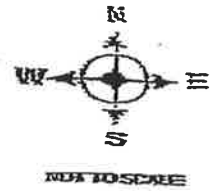
**2008 WEEKDAY P.M. PEAK HOUR
FACTORED BY 20%**



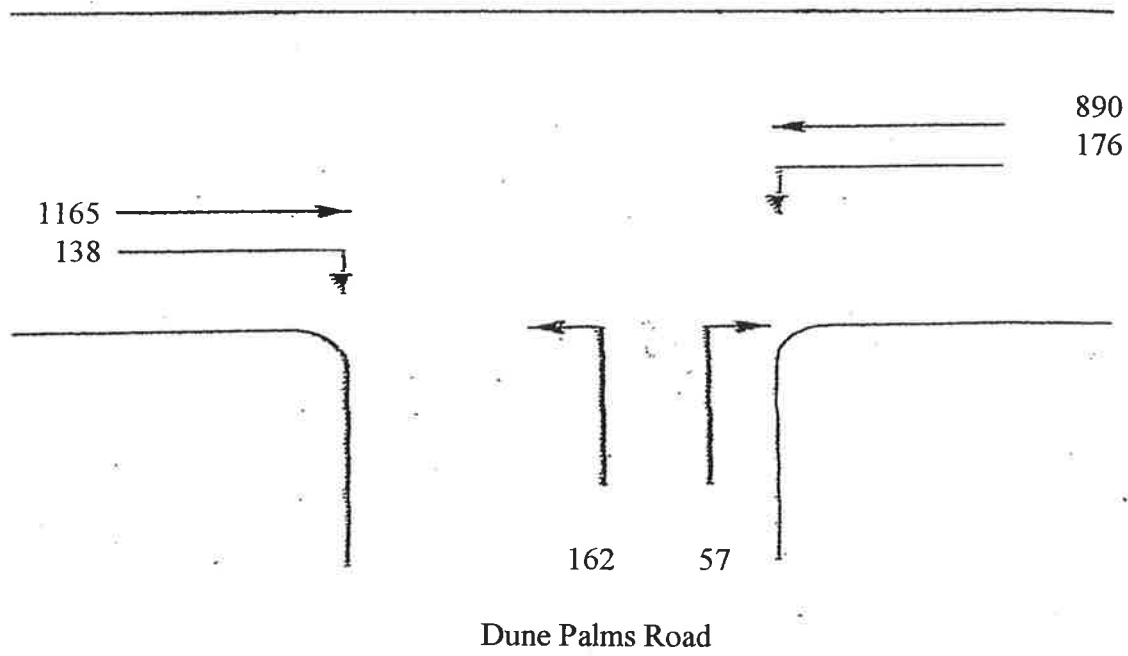
Fred Waring Drive



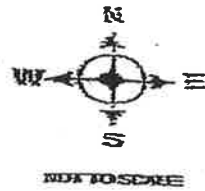
**2008 SATURDAY PEAK HOUR
FACTORED BY 20%**



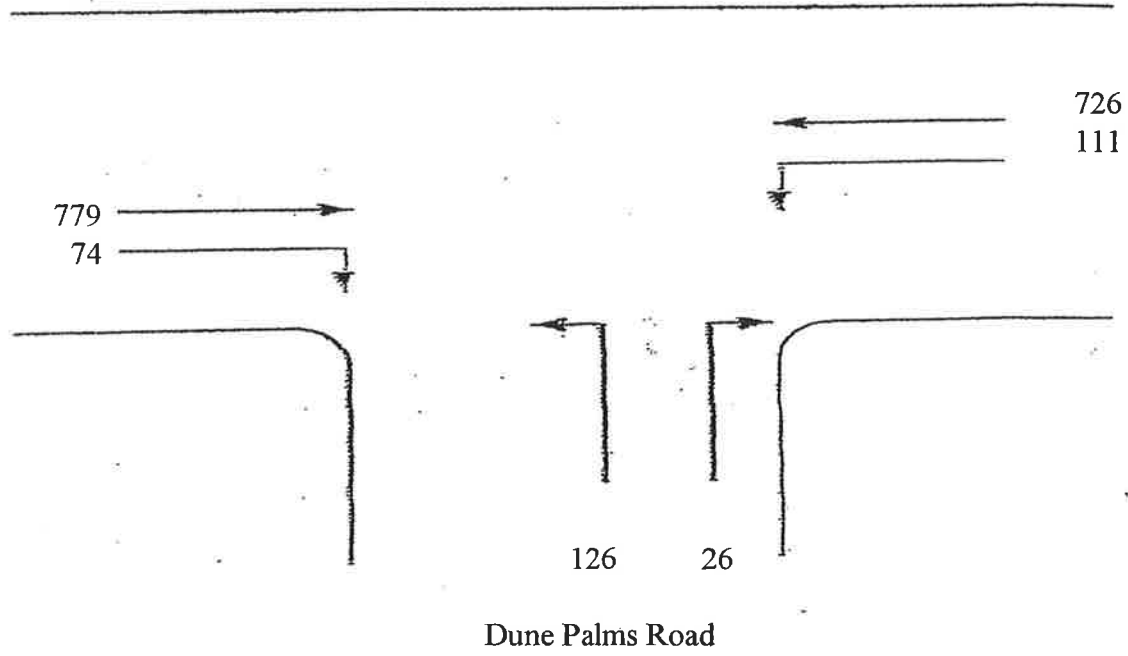
Fred Waring Drive



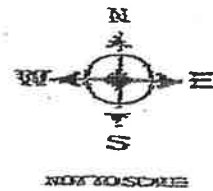
**2009 WEEKDAY P.M. PEAK HOUR
FACTORED BY 20%
WITH NEW PROJECT TRIPS**



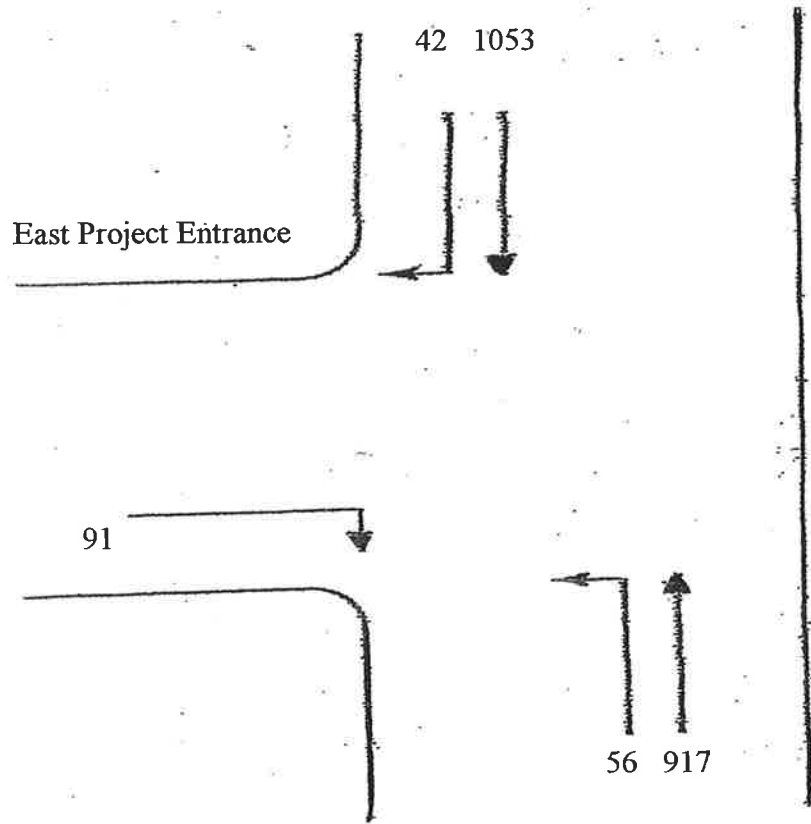
Fred Waring Drive



**2009 SATURDAY PEAK HOUR
FACTORED BY 20%
WITH NEW PROJECT TRIPS**



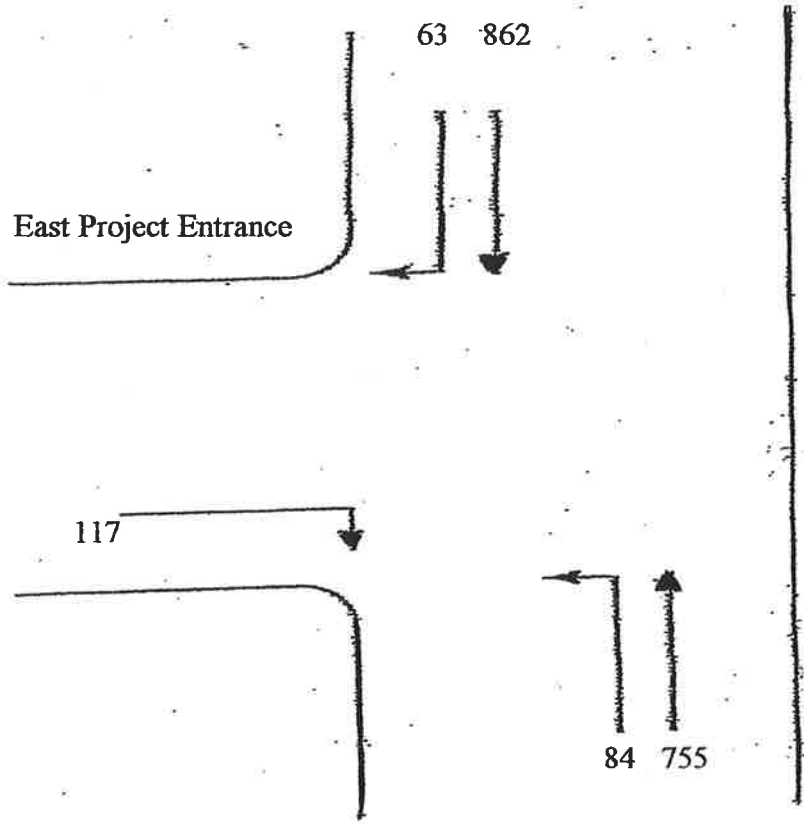
Jefferson Street



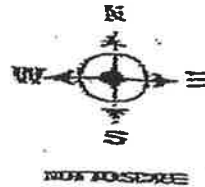
**2009 WEEKDAY PM PEAK HOUR, FACTORED
WITH PROJECT TRIPS**



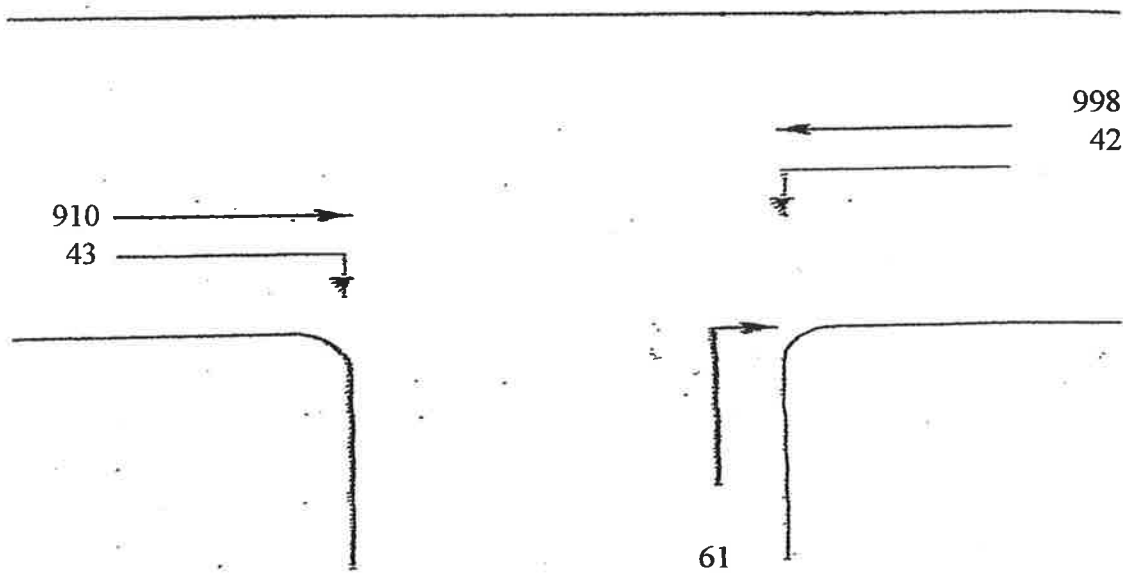
Jefferson Street



**2009 SATURDAY PEAK HOUR, FACTORED
WITH PROJECT TRIPS**

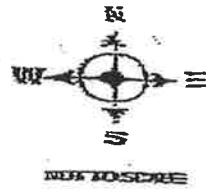


Fred Waring Drive

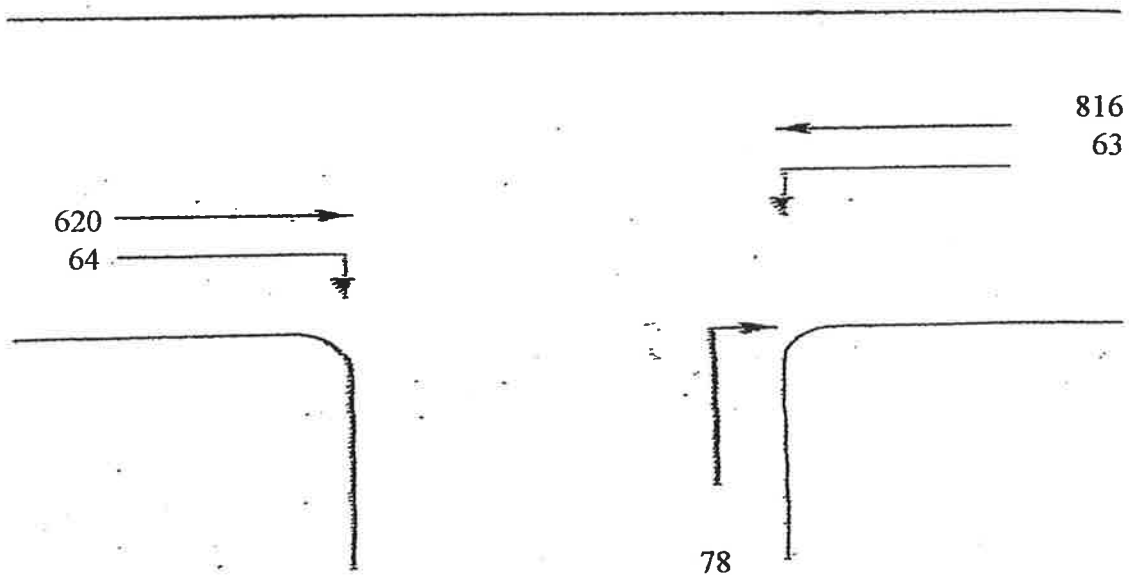


South Project Entrance

**2009 WEEKDAY PM PEAK HOUR, FACTORED
WITH PROJECT TRIPS**



Fred Waring Drive



South Project Entrance

**2009 SATURDAY PEAK HOUR, FACTORED
WITH PROJECT TRIPS**

APPENDIX C

SIGNALIZED INTERSECTION ANALYSES

| <u>Data</u> | <u>Page</u> |
|-------------------------------------------------------------------------------|-------------|
| Jefferson Street and Fred Waring Drive, 2008 p.m. | C - 2 |
| Jefferson Street and Fred Waring Drive, 2008 Sat. Peak | C - 3 |
| Jefferson Street and Fred Waring Drive, 2008 p.m., Factored | C - 4 |
| Jefferson Street and Fred Waring Drive, 2008 Sat., Factored | C - 5 |
| Jefferson Street and Fred Waring Drive, 2009 p.m., Factored, W. Project | C - 6 |
| Jefferson Street and Fred Waring Drive, 2009 Sat., Factored, W. Project | C - 7 |
| Dune Palms Road and Fred Waring Drive, 2008 p.m. | C - 8 |
| Dune Palms Road and Fred Waring Drive, 2008 Sat. | B - 9 |
| Dune Palms Road and Fred Waring Drive, 2008 p.m., Factored | B - 10 |
| Dune Palms road and Fred Waring Drive, 2008 Sat., Factored | B - 11 |
| Dune Palms Road and Fred Waring Drive, 2009 p.m., Factored, With Project ... | B - 12 |
| Dune Palms Road and Fred Waring Drive, 2009 Sat., Factored, With Project..... | B - 13 |

WEBSTER

Webster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Jefferson Street and Fred Waring Drive

Regency Centers

PM Peak Hour

| Input | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | *T* | R | *L* | T | R | L | T | R | *L* | *T* | R |
| Movement Times | | | | | | | | | | | | |
| Movement 1: 10 secs | X | | | X | | | | | | | | |
| Movement 2: 20 secs | | X | | | X | | | | | | | |
| Movement 3: 10 secs | | | X | | | X | | | | | | |
| Movement 4: 20 secs | | | | | | | X | | X | | | X |
| Movement 5: 0 secs | | | | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 3 | S | 2 | 3 | S | 2 | 3 | 1 | 2 | 3 | 1 |
| Unadjusted Volume | 150 | 893 | 67 | 186 | 678 | 67 | 184 | 574 | 125 | 238 | 815 | 60 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor (%) | | | | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | | | | |
| Sat. Flow Override (vph) | | | Shrd | | | Shrd | | | | | | |
| Min. Time or Ped. Time | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 |
| Permissive Veh/Cycle | | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | - | 1.00 | 1.00 | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Parameter Values (using default set 'Webster')

| Parameter | Other | Default |
|--------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

Summary

| | |
|----------------------------------------|------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 20 |
| | Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 21 |
| | Level of Service - LOS = C+ |
| | Intersection Capacity Utilization - ICU = 0.53 |
| Required Cycle Length is 60 sec | |
| Min./Ped. Times Satisfied | |

Output

| | *** | 940 | 71 | 196 | 714 | 71 | 194 | 604 | 132 | 251 | 858 | 63 |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 158 | 5700 | Shrd | 3500 | 5700 | Shrd | 3500 | 5700 | 1800 | 3500 | 5700 | 1800 |
| Saturation Flow (vph) | 3500 | 5700 | Shrd | 3500 | 5700 | Shrd | 3500 | 5700 | 1800 | 3500 | 5700 | 1800 |
| X or V/C | 0.34 | 0.59 | - | 0.42 | 0.46 | - | 0.42 | 0.35 | 0.24 | 0.54 | 0.50 | 0.12 |
| Effective green (sec) | 6 | 18 | - | 8 | 18 | - | 8 | 18 | 18 | 8 | 18 | 18 |
| Split Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Min. Time or Ped. Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Delay - 15 min pk (sec/veh) | 26 | 19 | - | 27 | 18 | - | 27 | 17 | 17 | 29 | 18 | 16 |
| Level of Service (LOS) | C | B | - | C | B | - | C | B | B | C | B | B |
| Average 'Q' (veh/in) | 1 | 4 | - | 1 | 3 | - | 1 | 2 | 2 | 2 | 3 | 1 |
| Design 'Q'- ft/in | 40 | 120 | - | 40 | 100 | - | 40 | 60 | 60 | 60 | 100 | 40 |
| Do Vehicles Clear? | YES | YES | - | YES | YES | - | YES | YES | YES | YES | YES | YES |

WEBSTER

Webster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic x1.2 with Existing Lane Geometrics

Jefferson Street and Fred Waring Dri

Regency Centers

PM Peak Hour

| Input | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | *T* | R | *L* | T | R | L | T | R | *L* | *T* | R |
| Movement Times | | | | | | | | | | | | |
| Movement 1: 10 secs | X | | | X | | | | | | | | |
| Movement 2: 20 secs | | X | | | X | | | | | | | |
| Movement 3: 10 secs | | | X | | | | | | | | | |
| Movement 4: 20 secs | | | | | | X | | | | | | X |
| Movement 5: 0 secs | | | | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 3 | S | 2 | 3 | S | 2 | 3 | 1 | 2 | 3 | 1 |
| Unadjusted Volume | 150 | 893 | 67 | 186 | 678 | 67 | 184 | 574 | 125 | 238 | 815 | 60 |
| Peak Hour Factor (PHF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor (%) | | | | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | | | | |
| Sat. Flow Override (vph) | | | Shrd | | | Shrd | | | | | | |
| Min. Time or Ped. Time | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 |
| Permissive Veh/Cycle | | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | - | 1.00 | 1.00 | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Output | *** | *** | *** | *** | *** | *** | *** | *** | *** | *** | *** | *** |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 150 | 893 | 67 | 186 | 678 | 67 | 184 | 574 | 125 | 238 | 815 | 60 |
| Saturation Flow (vph) | 3500 | 5700 | Shrd | 3500 | 5700 | Shrd | 3500 | 5700 | 1800 | 3500 | 5700 | 1800 |
| X or V/C | 0.32 | 0.56 | - | 0.40 | 0.44 | - | 0.39 | 0.34 | 0.23 | 0.51 | 0.48 | 0.11 |
| Effective green (sec) | 8 | 18 | - | 8 | 18 | - | 8 | 18 | 18 | 8 | 18 | 18 |
| Split Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Min. Time or Ped. Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Delay - 15 min pk (sec/veh) | 25 | 19 | - | 26 | 18 | - | 26 | 17 | 17 | 28 | 18 | 16 |
| Level of Service (LOS) | C | B | - | C | B | - | C | B | B | C | B | B |
| Average 'Q' (veh/ln) | 1 | 4 | - | 1 | 3 | - | 1 | 2 | 1 | 2 | 3 | 1 |
| Design 'Q' - fl/ln | 40 | 120 | - | 40 | 100 | - | 40 | 60 | 40 | 60 | 100 | 40 |
| Do Vehicles Clear? | YES | YES | - | YES | YES | - | YES | YES | YES | YES | YES | YES |

| Parameter Values (using default set 'Webster') | Other | Default |
|------------------------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

| Summary |
|------------------------------------------------|
| Whole Intersection |
| Weighted Avg Delay (sec) = 20 |
| Level of Service - LOS = B |
| Critical Movements |
| Weighted Avg Delay (sec) = 20 |
| Level of Service - LOS = C+ |
| Intersection Capacity Utilization - ICU = 0.50 |
| Required Cycle Length is 60 sec |
| Min./Ped. Times Satisfied |

WEBSTER
Webster Based Signal Timing Evaluation Routine
 For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2009 Traffic x1.2 with 4% W PROJ

Jefferson Street and Fred Waring Drive

Regency Centers

PM Peak Hour

| Input | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | *T* | R | *L* | T | R | L | T | R | *L* | *T* | R |
| Movement Times | | | | | | | | | | | | |
| Movement 1: 10 secs | X | | | X | | | | | | | | |
| Movement 2: 20 secs | | X | | | X | | | | | | | |
| Movement 3: 10 secs | | | X | | | X | | | | X | | X |
| Movement 4: 20 secs | | | | | | | X | | X | | | |
| Movement 5: 0 secs | | | | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 3 | S | 2 | 3 | S | 2 | 3 | 1 | 2 | 3 | 1 |
| Unadjusted Volume | 160 | 929 | 70 | 193 | 737 | 71 | 200 | 611 | 130 | 259 | 888 | 68 |
| Peak Hour Factor (PHF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor (%) | | | | | | | | | | | | |
| Project Trip Volume (vph) | | | Shrd | | | Shrd | | | | | | |
| Sat. Flow Override (vph) | | | | | | Shrd | | | | | | |
| Min. Time or Ped. Time | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 |
| Permissive Veh/Cycle | | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | - | 1.00 | 1.00 | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Output | *** | *** | *** | *** | *** | *** | *** | *** | *** | *** | *** | *** |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 160 | 929 | 70 | 193 | 737 | 71 | 200 | 611 | 130 | 259 | 888 | 68 |
| Saturation Flow (vph) | 3500 | 5700 | Shrd | 3500 | 5700 | Shrd | 3500 | 5700 | 1800 | 3500 | 5700 | 1800 |
| X or V/C | 0.34 | 0.58 | - | 0.41 | 0.47 | - | 0.43 | 0.36 | 0.24 | 0.56 | 0.52 | 0.13 |
| Effective green (sec) | 8 | 18 | - | 8 | 18 | - | 8 | 18 | 18 | 8 | 18 | 18 |
| Split Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Min. Time or Ped. Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Delay - 15 min pk (sec/veh) | 26 | 18 | - | 27 | 18 | - | 27 | 17 | 17 | 29 | 19 | 16 |
| Level of Service (LOS) | C | B | - | C | B | - | C | B | B | C | B | B |
| Average Q' (veh/in) | 1 | 4 | - | 1 | 3 | - | 1 | 2 | 2 | 2 | 3 | 1 |
| Design Q' (veh/in) | 40 | 120 | - | 40 | 100 | - | 40 | 60 | 60 | 60 | 100 | 40 |
| Do Vehicles Clear? | YES | YES | - | YES | YES | - | YES | YES | YES | YES | YES | YES |

| Parameter Values (using default set 'Webster') | Other | Default |
|------------------------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

| Summary |
|---------------------------------------------------------------------------------------------------------------------------------------------|
| Whole Intersection Weighted Avg Delay (sec) = 20 Level of Service - LOS = B |
| Critical Movements Weighted Avg Delay (sec) = 21 Level of Service - LOS = C+ Intersection Capacity Utilization - ICU = 0.53 |
| Required Cycle Length is 60 sec Min./Ped. Times Satisfied |

WEBSTER

Webster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2008 SAT Traffic with Existing Lanes

Jefferson Street and Fred Waring Dri

Regency Centers

MD Peak Hour

| Input | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | *L* | *T* | R | *L* | T | R | L | *T* | R |
| Movement Times | | | | | | | | | | | | |
| Movement 1: 10 secs | X | | | X | | | | | | | | |
| Movement 2: 20 secs | | X | | | X | | | | | | | |
| Movement 3: 11 secs | | | X | | | X | | | | X | | |
| Movement 4: 21 secs | | | | | | | | X | | | | X |
| Movement 5: 0 secs | | | | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 3 | S | 2 | 3 | S | 2 | 3 | 1 | 2 | 3 | 1 |
| Unadjusted Volume | 86 | 389 | 47 | 125 | 438 | 20 | 133 | 418 | 57 | 77 | 505 | 46 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor (%) | | | | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | Shrd | | | | | | |
| Sat. Flow Override (vph) | | | | | | Shrd | | | | | | |
| Min. Time or Ped. Time | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 |
| Permissive Veh/Cycle | | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | - | 1.00 | 1.00 | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Output | *** | | | *** | | | *** | | | *** | | |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 91 | 409 | 49 | 132 | 461 | 21 | 140 | 440 | 60 | 81 | 532 | 48 |
| Saturation Flow (vph) | 3500 | 5700 | Shrd | 3500 | 5700 | Shrd | 3500 | 5700 | 1800 | 3500 | 5700 | 1800 |
| X or V/C | 0.20 | 0.28 | - | 0.29 | 0.29 | - | 0.28 | 0.25 | 0.11 | 0.16 | 0.30 | 0.09 |
| Effective green (sec) | 8 | 18 | - | 8 | 18 | - | 9 | 19 | 19 | 9 | 19 | 19 |
| Split Time (sec) | 10 | 20 | - | 10 | 20 | - | 11 | 21 | 21 | 11 | 21 | 21 |
| Min. Time or Ped. Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Delay - 15 min pk (sec/veh) | 25 | 17 | - | 26 | 18 | - | 25 | 17 | 16 | 24 | 17 | 16 |
| Level of Service (LOS) | C | B | - | C | B | - | C+ | B | B | C+ | B | B |
| Average Q _s (veh/in) | 1 | 2 | - | 1 | 2 | - | 1 | 2 | 1 | 1 | 2 | 1 |
| Design Q _s f/in | 40 | 60 | - | 40 | 60 | - | 40 | 60 | 40 | 40 | 60 | 40 |
| Do Vehicles Clear? | YES | YES | - | YES | YES | - | YES | YES | YES | YES | YES | YES |

| Parameter Values (using default set 'Webster') | Other | Default |
|------------------------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

| Summary | |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 18 Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 19 Level of Service - LOS = B Intersection Capacity Utilization - ICU = 0.29 |
| Required Cycle Length is 62 sec Min./Ped. Times Satisfied | |

WEBSTER
Webster Based Signal Timing Evaluation Routine
 For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2008 SAT Traffic with Existing Lanes X 1.2

Jefferson Street and Fred Waring Dri

Regency Centers

MD Peak Hour

| Input | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | *L* | *T* | R | *L* | T | R | L | *T* | R |
| Movement Times | | | | | | | | | | | | |
| Movement 1: 10 secs | X | | | X | | | | | | | | |
| Movement 2: 20 secs | | X | | | X | | | | | | | |
| Movement 3: 11 secs | | | X | | | X | | X | | X | | X |
| Movement 4: 21 secs | | | | | | | | | | | | |
| Movement 5: 0 secs | | | | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 3 | S | 2 | 3 | S | 2 | 3 | 1 | 2 | 3 | 1 |
| Unadjusted Volume | 103 | 467 | 56 | 150 | 526 | 24 | 160 | 502 | 68 | 92 | 606 | 55 |
| Peak Hour Factor (PHF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor (%) | | | | | | | | | | | | |
| Project Trip Volume (vph) | | | Shrd | | | Shrd | | | | | | |
| Sat. Flow Override (vph) | | | | | | | | | | | | |
| Min. Time or Ped. Time | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 |
| Permissive Veh/Cycle | | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | - | 1.00 | 1.00 | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Parameter Values (using default set 'Webster')

| | Other | Default |
|--------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

Output

| | | | | | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 103 | 467 | 56 | 150 | 526 | 24 | 160 | 502 | 68 | 92 | 606 | 55 |
| Saturation Flow (vph) | 3500 | 5700 | Shrd | 3500 | 5700 | Shrd | 3500 | 5700 | 1800 | 3500 | 5700 | 1800 |
| X or V/C | 0.23 | 0.32 | - | 0.33 | 0.33 | - | 0.31 | 0.29 | 0.12 | 0.18 | 0.35 | 0.10 |
| Effective green (sec) | 8 | 18 | - | 8 | 18 | - | 9 | 19 | 19 | 9 | 19 | 19 |
| Split Time (sec) | 10 | 20 | - | 10 | 20 | - | 11 | 21 | 21 | 11 | 21 | 21 |
| Min. Time or Ped. Time (sec) | 10 | 20 | - | 10 | 20 | - | 10 | 20 | 20 | 10 | 20 | 20 |
| Delay - 15 min pk (sec/veh) | 25 | 18 | - | 27 | 18 | - | 25 | 17 | 16 | 24 | 17 | 16 |
| Level of Service (LOS) | C | B | - | C | B | - | C | B | B | C+ | B | B |
| Average Q' (veh/mn) | 1 | 2 | - | 1 | 2 | - | 1 | 2 | 1 | 1 | 2 | 1 |
| Design Q'-f/in | 40 | 60 | - | 40 | 60 | - | 40 | 60 | 40 | 40 | 60 | 40 |
| Do Vehicles Clear? | YES | YES | - | YES | YES | - | YES | YES | YES | YES | YES | YES |

Summary

| | |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 19 Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 19 Level of Service - LOS = B Intersection Capacity Utilization - ICU = 0.33 |
| Required Cycle Length is 62 sec | Min./Ped. Times Satisfied |

WEBSTER
Webster Based Signal Timing Evaluation Routine
 For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2009 SAT Peak W PROJ with 1.2, phf 1.0

Jefferson Street and Fred Waring Dri

Regency Centers

MD Peak Hour

| Input | Eastbound | | Westbound | | Northbound | | Southbound | |
|-------------------------------|-----------|------|-----------|------|------------|------|------------|------|
| | L | R | *L* | *R* | *L* | *R* | *L* | *R* |
| Movement Times | | | | | | | | |
| Movement 1: 10 secs | X | | X | | | | | |
| Movement 2: 20 secs | | X | | X | | | | |
| Movement 3: 10 secs | | | | | | | | |
| Movement 4: 20 secs | | | | | X | | X | X |
| Movement 5: 0 secs | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 |
| Unadjusted Volume | 113 | 486 | 156 | 600 | 182 | 552 | 723 | 72 |
| Peak Hour Factor (PHF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor (%) | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | |
| Sat. Flow Override (vph) | | Shrd | | Shrd | | | | |
| Min. Time or Ped. Time | 10 | 20 | 10 | 20 | 10 | 20 | 10 | 20 |
| Permissive Veh/Cycle | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

| Output | Eastbound | | Westbound | | Northbound | | Southbound | |
|------------------------------|-----------|------|-----------|------|------------|------|------------|------|
| | L | R | *L* | *R* | *L* | *R* | *L* | *R* |
| Pk. Hr. Vol. (vph) | 113 | 486 | 156 | 600 | 182 | 552 | 723 | 72 |
| Saturation Flow (vph) | 3500 | 5700 | 3500 | 5700 | 3500 | 5700 | 3500 | 1800 |
| X or V/C | 0.24 | 0.32 | 0.33 | 0.37 | 0.39 | 0.32 | 0.21 | 0.13 |
| Effective green (sec) | 8 | 18 | 8 | 18 | 8 | 18 | 8 | 18 |
| Split Time (sec) | 10 | 20 | 10 | 20 | 10 | 20 | 10 | 20 |
| Min. Time or Ped. Time (sec) | 10 | 20 | 10 | 20 | 10 | 20 | 10 | 20 |
| Delay - 15 min pk (sec/veh) | 25 | 17 | 26 | 17 | 26 | 17 | 24 | 16 |
| Level of Service (LOS) | C+ | B | C | B | C | B | C+ | B |
| Average 'Q' (veh/in) | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 3 |
| Design 'Q' - ft/in | 40 | 60 | 40 | 60 | 40 | 60 | 40 | 100 |
| Do Vehicles Clear? | YES | YES | YES | YES | YES | YES | YES | YES |

Summary

| | |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 18 Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 19 Level of Service - LOS = B Intersection Capacity Utilization - ICU = 0.38 |
| Required Cycle Length is 60 sec | Min./Ped. Times Satisfied |

WEBSTER

Webster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2008 Traffic with Existing Lane Geometrics

Fred Waring Dr. and Dune Palms Road

Regency Centers

PM Peak Hour

| Input | Eastbound | | Westbound | | Northbound | | Southbound | | |
|-------------------------------|-----------|------|-----------|------|------------|------|------------|------|---|
| | L | T | R | *L* | *T* | R | *L* | T | R |
| Movement Times | | | | | | | | | |
| Movement 1: 10 secs | | | | X | | | | | |
| Movement 2: 32 secs | | X | | | | | | | |
| Movement 3: 10 secs | | | X | | | | | | |
| Movement 4: 0 secs | | | | | X | | | | |
| Movement 5: 0 secs | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Unadjusted Volume | 904 | 111 | 141 | 713 | 44 | 44 | 1900 | 1800 | |
| Peak Hour Factor (PHF) | 0.96 | 0.96 | 0.93 | 0.93 | 0.87 | 0.87 | 1800 | 1800 | |
| Growth Factor (%) | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | |
| Sat. Flow Override (vph) | | | | | | | | | |
| Min. Time of Ped. Time | 20 | 20 | 10 | 20 | 10 | 20 | 1800 | 1800 | |
| Permissive Veh/Cycle | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 20 | 20 | |

Parameter Values (using default set 'Webster')

| Parameter | Other | Default |
|--------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

Summary

| | |
|---------------------------------------------|------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 12 |
| | Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 16 |
| | Level of Service - LOS = B |
| | Intersection Capacity Utilization - ICU = 0.65 |
| Required Cycle Length is 52 sec | |
| Min./Ped. Times May Not Be Satisfied | |

Output

| | *** | | *** | | *** | |
|------------------------------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 942 | 116 | 152 | 767 | 149 | 51 |
| Saturation Flow (vph) | 3800 | 1800 | 1800 | 1900 | 1800 | 1800 |
| X or V/C | 0.43 | 0.11 | 0.55 | 0.70 | 0.54 | 0.18 |
| Effective green (sec) | 30 | 30 | 8 | 30 | 8 | 8 |
| Split Time (sec) | 32 | 32 | 10 | 32 | 10 | 10 |
| Min. Time of Ped. Time (sec) | 20 | 20 | 10 | 20 | 10 | 20 |
| Delay - 15 min pk (sec/veh) | 7 | 5 | 28 | 12 | 28 | 21 |
| Level of Service (LOS) | A | A | C | B | C | C+ |
| Average 'Q' (veh/ln) | 3 | 1 | 2 | 5 | 2 | 1 |
| Design 'Q' - ft/ln | 100 | 40 | 60 | 160 | 60 | 40 |
| Do Vehicles Clear? | YES | YES | YES | YES | YES | YES |

WEBSTER

Webster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2008 Traffic Factored x1.2 Existing Lane Geometrics

Fred Waring Dr. and Dune Palms Road

Regency Centers

PM Peak Hour

| Input | Eastbound | | Westbound | | Northbound | | Southbound | | |
|-------------------------------|-----------|------|-----------|------|------------|------|------------|------|------|
| | L | T | R | *L* | *T* | R | *L* | T | R |
| Movement Times | | | | | | | | | |
| Movement 1: 10 secs | | | | X | | | | | |
| Movement 2: 34 secs | | | | | X | | | | |
| Movement 3: 10 secs | | X | | | | | X | | |
| Movement 4: 0 secs | | | | | | | | | |
| Movement 5: 0 secs | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | |
| # of Lanes (#, S, P) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Unadjusted Volume | 1085 | 133 | 169 | 856 | 156 | 53 | 1900 | 1900 | 1800 |
| Peak Hour Factor (PHF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Factor (%) | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | |
| Sat. Flow Overide (vph) | | | | | | | | | |
| Min. Time or Ped. Time | 20 | 20 | 10 | 20 | 10 | 20 | 10 | 20 | 20 |
| Permissive Veh/Cycle | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Parameter Values (using default set 'Webster')

| Parameter | Other | Default |
|--------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

Summary

| | |
|---------------------------------------------|------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 13 |
| | Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 18 |
| | Level of Service - LOS = B |
| | Intersection Capacity Utilization - ICU = 0.71 |
| Required Cycle Length is 54 sec | |
| Min./Ped. Times May Not Be Satisfied | |

WEBSTER
Webster Based Signal Timing Evaluation Routine
 For Capacity and Level of Service Analysis Using HCM 2000 Control Delay
2009 Traffic with 1.2 with 4% W PROJ Existing Geometrics

Fred Waring Dr. and Dune Palms Road **PM Peak Hour**
Regency Centers

| Input | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|---|---|
| | L | T | R | *L* | *T* | R | *L* | T | R | L | T | R |
| Movement Times | | | | | | | | | | | | |
| Movement 1: 10 secs | | | | X | | | | | | | | |
| Movement 2: 35 secs | | X | | | X | | | | | | | |
| Movement 3: 10 secs | | | X | | | | | | X | | | |
| Movement 4: 0 secs | | | | | | | | | | | | |
| Movement 5: 0 secs | | | | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | | | | |
| # of Lanes (#, S, P) | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| Unadjusted Volume | 1165 | 138 | 176 | 890 | 162 | 57 | 1900 | 1800 | 1800 | | | |
| Peak Hour Factor (PHF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Growth Factor (%) | | | | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | | | | |
| Sat. Flow Override (vph) | | 20 | 20 | 10 | 20 | 20 | 10 | 20 | 20 | | | |
| Min. Time or Ped. Time | | | | | | | | | | | | |
| Permissive Veh/Cycle | | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |

| Parameter Values (using default set 'Webster') | | Other | Default |
|------------------------------------------------|--|-------|---------|
| Duration of Peak Period (min) | | | 15 |
| Lost Time (sec) | | | 2 |
| Min. Time (Left Turns, sec) | | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | | 20 |
| Sat Flow (1 Left lane, vphg) | | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | | 1900 |
| Sat Flow (1 Right lane, vphg) | | | 1800 |
| Vehicle Length (feet) | | | 20 |

| Output | | *** | *** | *** | *** |
|------------------------------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 1165 | 138 | 176 | 890 | 162 |
| Saturation Flow (vph) | 3800 | 1800 | 1800 | 1900 | 1800 |
| X or V/C | 0.51 | 0.13 | 0.67 | 0.78 | 0.62 |
| Effective green (sec) | 33 | 33 | 8 | 33 | 8 |
| Split Time (sec) | 35 | 35 | 10 | 35 | 10 |
| Min. Time or Ped. Time (sec) | 20 | 20 | 10 | 20 | 10 |
| Delay - 15 min pk (sec/veh) | 7 | 5 | 35 | 14 | 33 |
| Level of Service (LOS) | A | A | D+ | B | C- |
| Average Q (veh/min) | 4 | 1 | 2 | 6 | 2 |
| Design Q - ft/min | 120 | 40 | 60 | 180 | 60 |
| Do Vehicles Clear? | YES | YES | YES | YES | YES |

Summary

| | |
|---------------------------------------------|------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 13 |
| | Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 19 |
| | Level of Service - LOS = B |
| | Intersection Capacity Utilization - ICU = 0.74 |
| Required Cycle Length is 55 sec | |
| Min./Ped. Times May Not Be Satisfied | |

WEBSTER
Webster Based Signal Timing Evaluation Routine
 For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2008 Saturday with Existing Lane Geometrics

Fred Waring Dr. and Dune Palms Road

Regency Centers

MD Peak Hour

| Input | Eastbound | | Westbound | | Northbound | | Southbound | | |
|-------------------------------|-----------|------|-----------|------|------------|------|------------|---|---|
| | L | T | R | *L* | *T* | R | *L* | T | R |
| Movement Times | | | | | | | | | |
| Movement 1: 10 secs | | | | X | | | | | |
| Movement 2: 33 secs | X | | | | | | | | |
| Movement 3: 10 secs | | X | | | X | | | | |
| Movement 4: 0 secs | | | | | | | | | |
| Movement 5: 0 secs | | | | | | | | | |
| Movement 6: 0 secs | | | | | | | | | |
| # of Lanes (#, S, P) | | 2 | 1 | 1 | 1 | 1 | 1 | | |
| Unadjusted Volume | | 556 | 59 | 89 | 562 | 18 | 101 | | |
| Peak Hour Factor (PHF) | | 0.90 | 0.90 | 0.88 | 0.88 | 0.92 | 0.92 | | |
| Growth Factor (%) | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | |
| Sat. Flow Override (vph) | | | | | | | | | |
| Min. Time or Ped. Time | | 20 | 20 | 10 | 20 | 20 | 10 | | |
| Permissive Veh/Cycle | | | | | | | | | |
| Progression Adj. Factor (PAF) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |

Parameter Values (using default set 'Webster')

| | Other | Default |
|--------------------------------|-------|---------|
| Duration of Peak Period (min) | | 15 |
| Lost Time (sec) | | 2 |
| Min. Time (Left Turns, sec) | | 10 |
| Min/Ped Time (Thru Lanes, sec) | | 20 |
| Sat Flow (1 Left lane, vphg) | | 1800 |
| Sat Flow (2 Left lanes, vphg) | | 3500 |
| Sat Flow (1 Thru lane, vphg) | | 1900 |
| Sat Flow (1 Right lane, vphg) | | 1800 |
| Vehicle Length (feet) | | 20 |

Summary

| | |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 10 Level of Service - LOS = A |
| Critical Movements | Weighted Avg Delay (sec) = 13 Level of Service - LOS = B Intersection Capacity Utilization - ICU = 0.52 |
| Required Cycle Length is 53 sec | Min./Ped. Times May Not Be Satisfied |

Output

| | | | | |
|------------------------------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 618 | 661 | 110 | 20 |
| Saturation Flow (vph) | 3800 | 1800 | 1800 | 1800 |
| X or V/C | 0.28 | 0.06 | 0.37 | 0.07 |
| Effective green (sec) | 31 | 31 | 8 | 8 |
| Split Time (sec) | 33 | 33 | 10 | 10 |
| Min. Time or Ped. Time (sec) | 20 | 20 | 10 | 20 |
| Delay - 15 min pk (sec/veh) | 6 | 5 | 24 | 20 |
| Level of Service (LOS) | A | A | C+ | B |
| Average 'Q' (veh/in) | 2 | 1 | 1 | 1 |
| Design 'Q' - ft/in | 60 | 40 | 40 | 40 |
| Do Vehicles Clear? | YES | YES | YES | YES |

WEBSTER

Webster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2008 Saturday with 1.2 Existing Geometrics, phf 1.0

Fred Waring Dr. and Dune Palms Road

Regency Centers

MD Peak Hour

| Input | Eastbound | | Westbound | | Northbound | | Southbound | | Parameter Values (using default set 'Webster') | | |
|-------------------------------|-----------|------|-----------|------|------------|------|------------|------|------------------------------------------------|-------|---------|
| | L | T | R | *L* | *T* | R | *L* | T | R | Other | Default |
| Movement Times | | | | | | | | | | | |
| Movement 1: 10 secs | | | | X | | | | | | | 15 |
| Movement 2: 36 secs | | | X | | | | | | | | 2 |
| Movement 3: 10 secs | | X | | | | | X | | | | 10 |
| Movement 4: 0 secs | | | | | | | | | | | 20 |
| Movement 5: 0 secs | | | | | | | | | | | 1800 |
| Movement 6: 0 secs | | | | | | | | | | | 3500 |
| # of Lanes (#, S, P) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1900 |
| Unadjusted Volume | 667 | 71 | 107 | 698 | 121 | 22 | 0.92 | 0.92 | 1800 | | 20 |
| Peak Hour Factor (PHF) | 0.90 | 0.90 | 0.88 | 0.88 | 1.00 | 1.00 | | | | | |
| Growth Factor (%) | | | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | | | |
| Sat. Flow Override (vph) | | | | | | | | | | | |
| Min. Time or Ped. Time | 20 | 20 | 10 | 20 | 10 | 20 | | | | | |
| Permissive Veh/Cycle | | | | | | | | | | | |
| Progression Adj. Factor (PAF) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |

| Output | Eastbound | | Westbound | | Northbound | | Southbound | | Summary | | |
|------------------------------|-----------|------|-----------|------|------------|------|------------|------|---------|--------------------|-------------------------------------------------------------------------|
| | L | T | R | *L* | *T* | R | *L* | T | R | Whole Intersection | Critical Movements |
| Pk. Hr. Vol. (vph) | 741 | 79 | 122 | 793 | 132 | 24 | 1800 | 1800 | 0.09 | 0.09 | Weighted Avg Delay (sec) = 11 Level of Service - LOS = B |
| Saturation Flow (vph) | 3600 | 1800 | 1800 | 1900 | 1800 | 1800 | 1800 | 1800 | 0.09 | 0.09 | Weighted Avg Delay (sec) = 15 Level of Service - LOS = B |
| X or V/C | 0.32 | 0.07 | 0.47 | 0.69 | 0.51 | 0.09 | 0.51 | 0.09 | 0.09 | 0.09 | Intersection Capacity Utilization - ICU = 0.63 |
| Effective green (sec) | 34 | 34 | 8 | 34 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Split Time (sec) | 36 | 36 | 10 | 36 | 10 | 10 | 10 | 10 | 10 | 10 | |
| Min. Time or Ped. Time (sec) | 20 | 20 | 10 | 20 | 10 | 20 | 10 | 20 | 20 | 20 | |
| Delay - 15 min pk (sec/veh) | 6 | 5 | 28 | 11 | 29 | 22 | 29 | 22 | 22 | 22 | |
| Level of Service (LOS) | A | A | C | B | C | C+ | C | C | C+ | C+ | |
| Average 'Q' (veh/in) | 2 | 1 | 2 | 5 | 2 | 1 | 2 | 1 | 1 | 1 | |
| Design 'Q' (veh/in) | 60 | 40 | 60 | 150 | 60 | 40 | 60 | 40 | 40 | 40 | |
| Do Vehicles Clear? | YES | YES | YES | YES | YES | YES | YES | YES | YES | YES | Required Cycle Length is 56 sec Min./Ped. Times May Not Be Satisfied |

WEBSTER
Webster Based Signal Timing Evaluation Routine
 For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

2009 Saturday W PROJ with 1.2 Existing Geometrics, phf1.0

Fred Waring Dr. and Dune Palms Road

Regency Centers

MD Peak Hour

| Input | Eastbound | | Westbound | | Northbound | | Southbound | | Other | Default |
|-------------------------------|-----------|------|-----------|------|------------|---|------------|------|-------|---------|
| | L | T | R | *L* | *T* | R | T | R | | |
| Movement Times | | | | | | | | | | |
| Movement 1: 10 secs | | | | X | | | | | | 15 |
| Movement 2: 34 secs | | X | X | | | | | | | 2 |
| Movement 3: 10 secs | | | | | X | | | X | | 10 |
| Movement 4: 0 secs | | | | | | | | | | 20 |
| Movement 5: 0 secs | | | | | | | | | | 1800 |
| Movement 6: 0 secs | | | | | | | | | | 3500 |
| # of Lanes (#, S, P) | | 2 | 1 | 1 | 1 | | | 1 | | 1900 |
| Unadjusted Volume | | 779 | 74 | 111 | 726 | | | 26 | | 1800 |
| Peak Hour Factor (PHF) | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | | 20 |
| Growth Factor (%) | | | | | | | | | | |
| Project Trip Volume (vph) | | | | | | | | | | |
| Sat. Flow Override (vph) | | | | | | | | | | |
| Min. Time or Ped. Time | | 20 | 20 | 10 | 20 | | | 20 | | |
| Permissive Veh/Cycle | | | | | | | | | | |
| Progression Adj. Factor (PAF) | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | | |

Parameter Values (using default set 'Webster')

| Parameter | Value |
|--------------------------------|-------|
| Duration of Peak Period (min) | |
| Lost Time (sec) | |
| Min. Time (Left Turns, sec) | |
| Min/Ped Time (Thru Lanes, sec) | |
| Sat Flow (1 Left lane, vphg) | 1800 |
| Sat Flow (2 Left lanes, vphg) | 3500 |
| Sat Flow (1 Thru lane, vphg) | 1900 |
| Sat Flow (1 Right lane, vphg) | 1800 |
| Vehicle Length (feet) | 20 |

Output

| | | | | | | |
|------------------------------|------|------|------|------|------|------|
| Pk. Hr. Vol. (vph) | 779 | 74 | 111 | 726 | 126 | 26 |
| Saturation Flow (vph) | 3800 | 1800 | 1800 | 1900 | 1800 | 1800 |
| X or V/C | 0.35 | 0.07 | 0.42 | 0.64 | 0.47 | 0.10 |
| Effective green (sec) | 32 | 32 | 8 | 32 | 8 | 8 |
| Split Time (sec) | 34 | 34 | 10 | 34 | 10 | 10 |
| Min. Time or Ped. Time (sec) | 20 | 20 | 10 | 20 | 10 | 20 |
| Delay - 15 min pk (sec/veh) | 6 | 5 | 26 | 10 | 27 | 21 |
| Level of Service (LOS) | A | A | C | B | C | C+ |
| Average 'Q' (veh/in) | 2 | 1 | 1 | 4 | 2 | 1 |
| Design 'Q'- ft/in | 60 | 40 | 40 | 120 | 60 | 40 |
| Do Vehicles Clear? | YES | YES | YES | YES | YES | YES |

Summary

| | |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Whole Intersection | Weighted Avg Delay (sec) = 10 Level of Service - LOS = B |
| Critical Movements | Weighted Avg Delay (sec) = 14 Level of Service - LOS = B Intersection Capacity Utilization - ICU = 0.58 |
| Required Cycle Length is 54 sec | Min./Ped. Times May Not Be Satisfied |

APPENDIX D

TRIP GENERATION NOTES

AND

REFERENCES

TRIP GENERATION NOTES AND REFERENCES

Shopping Center Land Use 820
ITE Trip Generation Report, Equations

| Calculation Results | Formula | Page Reference |
|---------------------|---------|----------------|
| Weekday 3,884 | | Page 1451 |
| Saturday 4,520 | | Page 1454 |
| AM Peak 147 | | Page 1452 |
| PM Peak 585 | | Page 1453 |

Saturday Peak Hour of Generator
811 Page 1455

Weekday

Pass By Trips Figure 5.5 Equation, Trip Generation Handbook
New Trips = Total Trips less Pass By of 54.85%
Total New Trips $585 - 321 = 264$

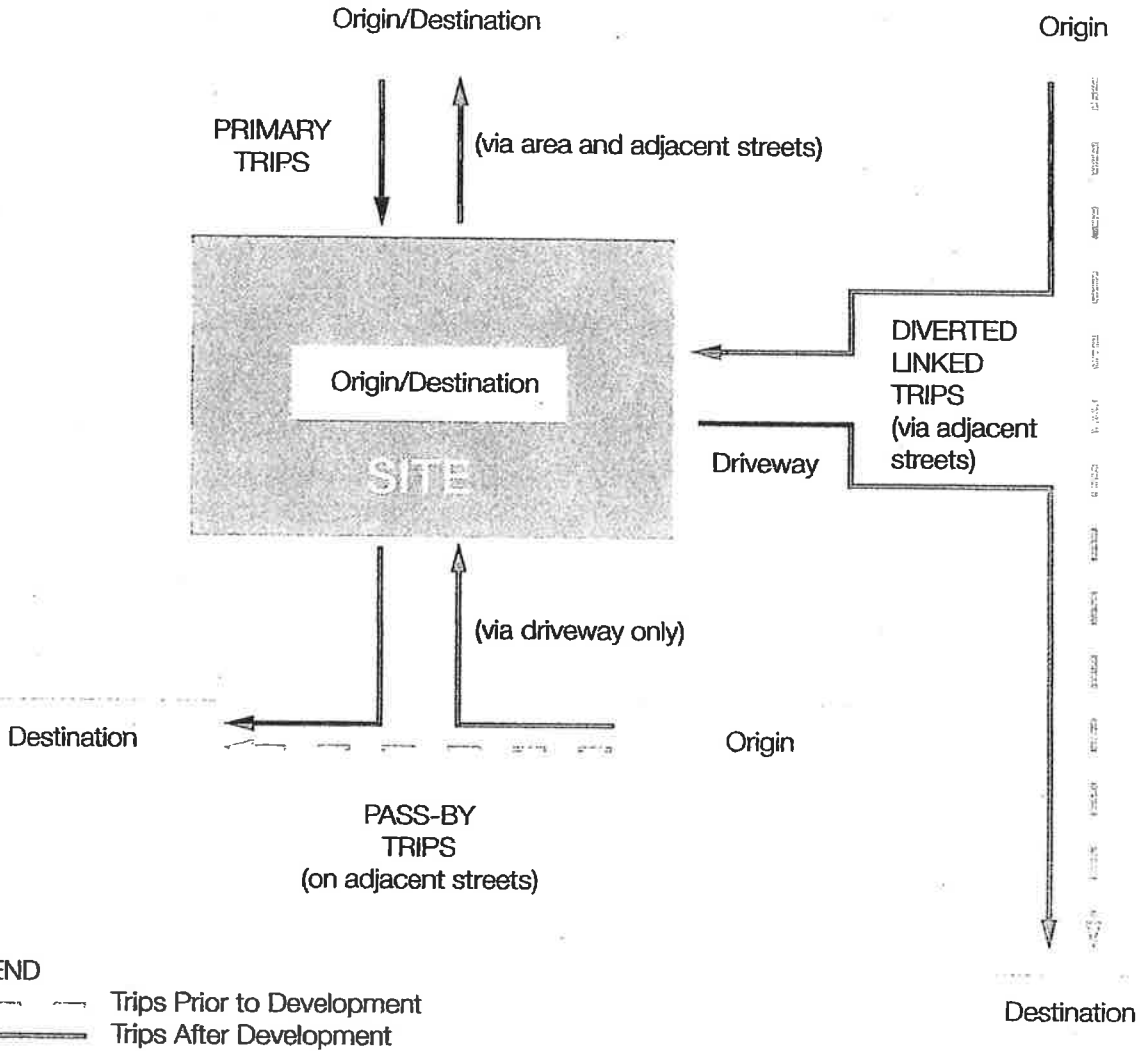
| <u>In</u> | <u>Out</u> |
|-----------|------------|
| 127 | 137 |

Saturday

Pass By Trips Figure 5.7 Equation, Trip Generation Handbook
New Trips = Total Trips less Pass By of 40.4%
Total New Trips $811 - 328 = 483$

| <u>In</u> | <u>Out</u> |
|-----------|------------|
| 251 | 232 |

Figure 5.1 Types of Trips



CAPACITY AND LEVEL OF SERVICE (LOS) DEFINITIONS

Highway Capacity Considerations

Highway capacity has been defined as the maximum number of vehicles that can pass over a given roadway during a given period of time under prevailing roadway and traffic conditions. By comparison, levels of service are a relative measure of driver satisfaction, with values ranging from A (free flow) to F (forced flow). Levels of service (LOS) reflect a number of factors such as speed and travel time, traffic interruptions, vehicle delay, freedom to maneuver, driver comfort and convenience, and vehicle operating costs (1). Levels of service do not reflect safety.

An important distinction exists between the concept of capacity and the concept of levels of service. A given lane or highway may provide a wide range of service levels depending upon traffic volumes and speeds, but it has only one maximum capacity.

The maximum capacity of a highway, generally defined as the upper limit of LOS E, is the maximum traffic volume that can use a roadway. The maximum capacity is determined from roadway factors (such as lane widths, lateral clearance, shoulders, surface conditions, alignment and grades) as well as traffic factors (such as vehicle mix, the mix of trucks and buses, distribution by lane, peaking characteristics, traffic control devices, intersections, etc.).

The normal Community or County policy requires an evaluation of areas that degrade below a level of service D and mitigation of areas that degrade below level of service E, with consideration being given to the Circulation Element and its level or service for streets and intersections.

Generally, Circulation Elements use LOS C or D for link and intersection analysis and evaluation purposes. This is generally desirable, but in urbanized areas, LOS D is generally considered to be acceptable.

LOS C is a stable flow condition where traffic volume and vehicle density restrict the motorist's freedom to select speed, lane changes, or pass another vehicle.

LOS D is approaching unstable flow, with tolerable operating speeds being maintained, but being significantly affected by changes in operating conditions. With LOS D, fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speed.

The LOS E maximum capacity values reflect the maximum volume under ideal conditions (presuming improvement to full standards under optimum operating conditions). This level of service is characterized by unstable flows,

(1) Highway Capacity Manual, Fourth Edition; Transportation Research Board Report 209; National Research Council, Washington, D. C.; 2000.

extremely high volumes, limited operating speeds, and intermittent vehicle queuing. Peak hour capacities for LOS E are presumed to be about 8 percent of the average daily traffic volumes (based upon higher volumes spread over a longer period of time, e.g. about three hours or more).

Peak Hour Intersection Levels of Service

Peak hour traffic creates the heaviest demand on the circulation system and the geometric lane configuration at intersections is the limiting factor in intersection capacity. Consequently, peak hour intersection capacity analyses are useful indicators of "worst-case" conditions. The State of California and its jurisdictions accept the Highway Capacity Manual (HCM) methodology to assess peak hour control delay and levels of service at intersections. The latest update (HCM 2000) presents the best available techniques for determining capacity, delay, and LOS for transportation facilities. (1)

The Highway Capacity Software (HCS 2000) suite of programs is a direct computerized implementation of the HCM 2000 procedures, prepared under Federal Highway Administration (FHWA) sponsorship and maintained by the McTrans Center at the University of Florida Transportation Research Center. The latest HCS 2000 Version was employed to assess the unsignalized intersection in the study. These HCM procedures are also utilized in the WEBSTER program, which has been accepted by SANBAG, to develop signalized intersection levels of service. The program provides the LOS and a also a + or a – which is further indication of where in the range the LOS is placed. The HCM Unsignalized Intersection Level of Service criteria are presented in the following Table.

HCM 2000 Signalized Intersection Level of Service (1)

| Level of Service (for Individual Movements) | Average Control Delay (Seconds per Vehicle) |
|------------------------------------------------|------------------------------------------------|
| A | < 10.0 |
| B | > 10.0 and < 20.0 |
| C | > 20.0 and < 35.0 |
| D | > 35.0 and < 55.0 |
| E | > 55.0 and < 80.0 |
| F | > 80.0 |

(1) Highway Capacity Manual; Fourth Edition; Transportation Research Board Report 209; National Research Council; Washington, D. C.; 2000.

Unsignalized Intersection Analysis

Unsignalized intersections are typically categorized as either two-way stop controlled (TWSC) or all-way stop-controlled (AWSC) intersections. At TWSC intersections, the approaches controlled by the stop sign are referred to as the minor street approaches. Minor street approaches can be either public streets or private driveways. The intersection approaches that are not stop controlled are called the major street approaches. The left-turn movement from the minor street is normally the most difficult to execute at a TWSC intersection, because it faces the most complex set of traffic movements.

The performance measures for TWSC and AWSC intersections are: control delay, delay to major street through vehicles, queue length, and volume-to-capacity ratio. However, the level of service is primarily related to average control delay, which is given in terms of seconds of delay per vehicle by minor movement and intersection approach. The average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

It is important to note that LOS is not defined for unsignalized intersections with TWSC as a whole, but rather for the minor street approaches and the conflicting left-turn movements from the major street. For summary reporting purposes, the intersections are given a single LOS rating, based upon the results of the HCM analysis procedure. The details of the analysis are presented in the printed results for each TWSC intersection. The HCM Unsignalized Intersection Level of Service criteria are presented in the following Table.

HCM 2000 Unsignalized Intersection Level of Service (1)

| Level of Service (for Individual Movements) | Average Control Delay (Seconds per Vehicle) |
|------------------------------------------------|------------------------------------------------|
| A | < 10.0 |
| B | > 10.0 and < 15.0 |
| C | > 15.0 and < 25.0 |
| D | > 25.0 and < 35.0 |
| E | > 35.0 and < 50.0 |
| F | > 50.0 |

(1) Highway Capacity Manual; Fourth Edition; Transportation Research Board Report 209; National Research Council; Washington, D. C.; 2000.