LA QUINTA CENTRE POINTE HOTEL DEVELOPMENT
UPDATED TRAFFIC IMPACT ANALYSIS (1/10/07)
La Quinta, California

RK engineering group, inc.

RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

January 10, 2007

Mr. Richard R. Jacobs
EQUITY DIRECTIONS, INC.
77-564 Country Club Drive, Suite 100
Palm Desert, CA 92211

Subject: La Quinta Centre Pointe Hotel Development Updated Land Use and Traffic Review (Revised 1/10/2007)

Dear Mr. Jacobs:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this updated trip generation and traffic review for the La Quinta Centre Pointe Hotel Development. The project is located south of Miles Avenue as shown in Exhibit A. The latest site plan for the project is shown in Exhibit B. Table 2 shows the proposed land uses analyzed in this study.

The purpose of this review is to evaluate the potential changes of the land uses from a trip generation and traffic impact standpoint. RK originally prepared the La Quinta Centre Pointe Hotel Development updated traffic impact analysis dated January 20, 2003. That evaluation was further updated in April 5, 2004 in the *La Quinta Centre Pointe Hotel Development Update Washington Street Traffic Volume Analysis.*

The purpose of the latest study is to evaluate the change in land use with respect to trip generation and evaluate whether any changes in traffic impacts would occur as a result of these changes. The analysis basically updates the previous La Quinta Centre Pointe Hotel Development traffic impact analysis dated January 20, 2003.

Based upon this analysis, there are minor changes in the overall trip generation for the project. However, no major change in traffic impacts are anticipated as a result of these changes. Therefore, none of the impacts are considered significant or would change previous requirements with respect to traffic and transportation.

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Trip Generation

Trip generation represents the amount of traffic that is produced and attracted by a development. The previous La Quinta Centre Pointe Hotel development, approved trip generation rates and trip generation is included in Table 1. The previous project included the 60 single-family detached residential dwelling units and residential/townhome units. The approved project, based upon Table 1 would generate a net of 9,188 trip-ends per day with 599 net vehicles per hour during the AM peak hour and 887 net vehicles per hour during the PM peak hour.

The proposed trip generation rates and trip generation is shown in Table 2. The proposed project would generate 9,097 net trip-ends per day with 586 net vehicles per hour during the AM peak hour and 872 net vehicles per hour during the PM peak hour.

A trip generation comparison of the previously approved project and proposed project is included in Table 3. The proposed project would decrease the daily net trip generation by 91 trip-ends per day, with 13 net vehicles per hour increase during the AM peak hour and 15 net vehicles per hour increase in the PM peak hour.

Traffic Analysis

Based on the project's previous traffic study, RK has updated the intersection analysis for Opening Year With The Project. A summary of the opening year traffic impact and previous improvements is shown in Table 4. All intersections are projected to operate at acceptable levels of service for Opening Year With Project conditions. No change in traffic impacts are anticipated with the proposed changes. Copies of the HCM (Highway Capacity Manual) worksheets are included in Appendix A.

Conclusions

RK has completed an updated trip generation traffic impact analysis of the changes in land use for the La Quinta Centre Pointe Hotel Development. There would be a minor decrease in the overall trip generation. However, traffic impacts would not change with the land use changes.

RK appreciates this opportunity to work with Equity Directions, Inc. on this project. If you have any questions please call me at (949) 474-0809.

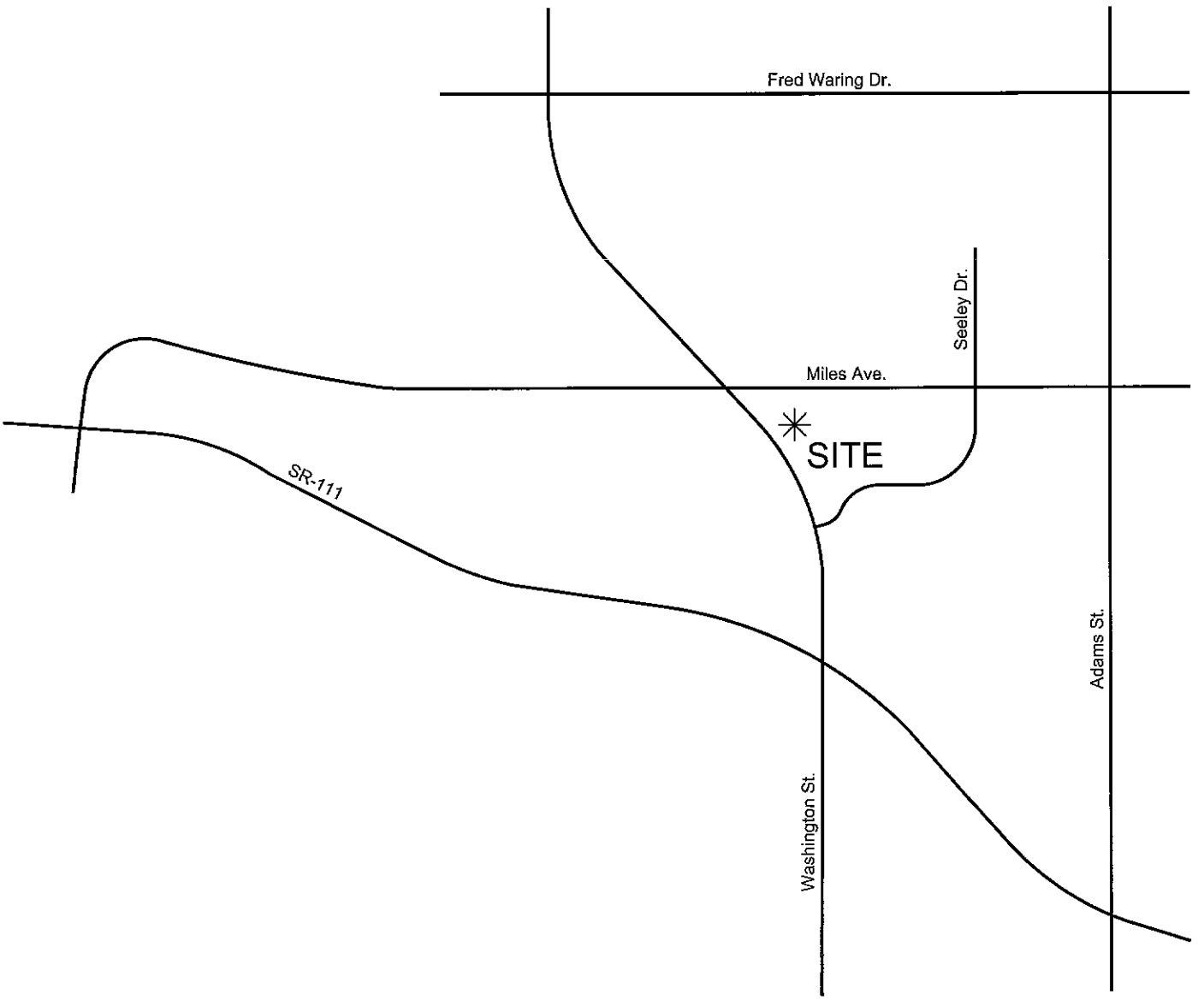
Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn, P.E.
Principal
Attachments

Sorin Boer
Engineer

Exhibit A

Location Map



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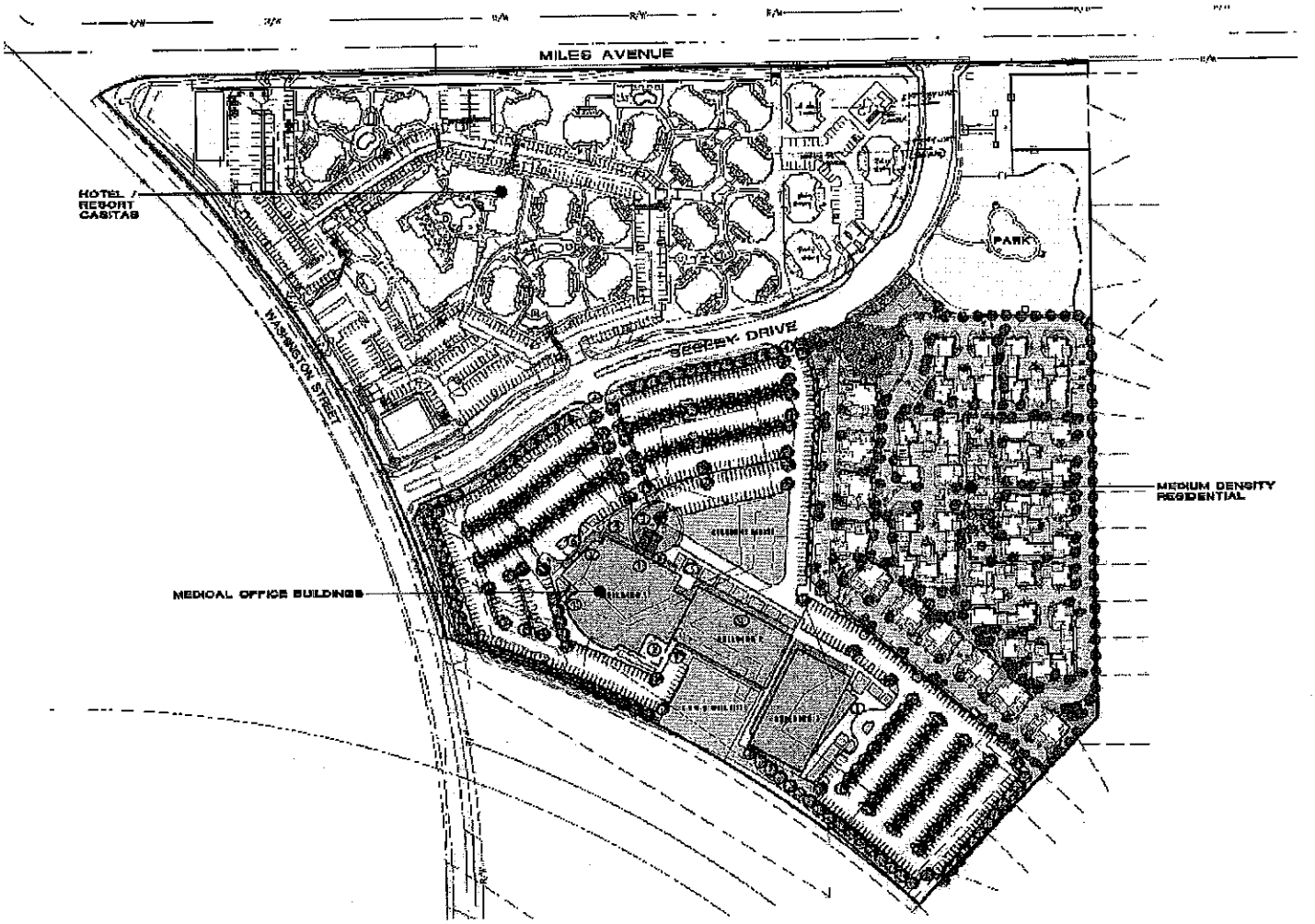
1557-06-01 (ExA)

LA QUINTA CENTRE POINTE HOTEL DEVELOPMENT, La Quinta, California

RK engineering group, inc.

Exhibit B

Site Plan



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RK engineering group, inc.

TABLE 1

La Quinta Centre Pointe Hotel Development - Approved Trip Generation

Trip Generation Rates - Table 4-1

Land Use	ITE Code	Building Size		Peak Hour				Daily
				AM		PM		
		Quantity	Units	In	Out	In	Out	
Single Family Detached Residential	210	20	DU	0.19	0.56	0.65	0.36	9.57
Residential/Townhomes	230	40	DU	0.07	0.37	0.36	0.18	5.86
Hotel Casitas	312	164	DU	0.34	0.24	0.37	0.25	7.27
Hotel Site #1	312	134	RM	0.34	0.24	0.37	0.25	7.27
County Park	412	2.68	AC	0.01	0.00	0.02	0.04	2.28
Medical Facility- 30 Bed	610	30	RM	0.77	0.30	0.41	0.81	11.77
Medical Office Building[1]	720	165.00	TSF	1.94	0.49	0.99	2.67	36.13
Boutique Hotel	312	30	RM	0.34	0.24	0.37	0.25	7.27
Restaurant #1	831	6.0	TSF	0.42	0.39	5.02	2.47	89.95
Restaurant #2	831	6.0	TSF	0.42	0.39	6.52	2.47	89.95

Approved Project Trip Generation - Table 4-2

Land Use	ITE Code	Building Size		Peak Hour				Daily
				AM		PM		
		Quantity	Units	In	Out	In	Out	
Single Family Detached Residential	210	20	DU	4	11	13	7	191
Residential/Townhomes	230	40	DU	3	15	14	7	234
Hotel Casitas	312	164	DU	56	39	61	41	1,192
Hotel Site #1	312	134	RM	46	32	50	34	974
County Park	412	2.68	AC	0	0	0	0	6
Medical Facility- 30 Beds	610	30	RM	23	9	12	24	353
Medical Office Building	720	165.00	TSF	320	81	163	441	5,961
Boutique Hotel	312	30	RM	10	7	11	8	218
Restaurant #1	831	6.00	TSF	3	2	30	15	540
Restaurant #2	831	6.00	TSF	3	2	39	15	540
Gross Trip Generation				468	198	393	592	10,209
Internal Capture (10%)				47	20	39	59	1,021
Net Trip Generation				**421**	**178**	**354**	**533**	**9,188**

[1] The medical office building also includes the medical facility (30 beds) referenced above which is an additional 30,000 square feet.

TABLE 2

La Quinta Centre Pointe Hotel Development - Proposed Trip Generation

Trip Generation Rates - Table 4-1

Land Use	ITE Code	Building Size		Peak Hour AM		Peak Hour PM		Daily
		Quantity	Units	In	Out	In	Out	
Residential/PUD	270	80	DU	0.11	0.40	0.40	0.22	7.50
Hotel Casitas	312	160	DU	0.34	0.24	0.37	0.25	7.27
Hotel Site #1	312	130	RM	0.34	0.24	0.37	0.25	7.27
County Park	412	2.68	AC	0.01	0.00	0.02	0.04	2.28
Medical Facility- 30 Bed	610	30	RM	0.77	0.30	0.41	0.81	11.77
Medical Office Building[1]	720	165.00	TSF	1.94	0.49	0.99	2.67	36.13
Restaurant #1	831	6.00	TSF	0.42	0.39	5.02	2.47	89.95
Restaurant #2	831	6.00	TSF	0.42	0.39	6.52	2.47	89.95

Proposed Project Trip Generation - Table 4-2

Land Use	ITE Code	Building Size		Peak Hour AM		Peak Hour PM		Daily
		Quantity	Units	In	Out	In	Out	
Residential/PUD	270	80	DU	9	32	32	18	600
Hotel Casitas	312	160	DU	54	38	59	40	1,163
Hotel Site #1	312	130	RM	44	31	48	33	945
County Park	412	2.68	AC	0	0	0	0	6
Medical Facility- 30 Beds	610	30	RM	23	9	12	24	353
Medical Office Building[1]	720	165.00	TSF	320	81	163	441	5,961
Restaurant #1	831	6.00	TSF	3	2	30	15	540
Restaurant #2	831	6.00	TSF	3	2	39	15	540
Gross Trip Generation				456	195	383	586	10,108
Internal Capture (10%)				46	20	38	59	1,011
Net Trip Generation				**410**	**176**	**345**	**527**	**9,097**

[1] The medical office building also includes the medical facility (30 beds) referenced above which is an additional 30,000 square feet.

TABLE 3

Trip Generation Comparison

Land Use	Peak Hour				Daily
	AM		PM		
	In	Out	In	Out	
Previously Approved Project	421	178	354	533	9,188
Proposed Project	410	176	345	527	9,097
Difference	**-11**	**-2**	**-9**	**-6**	**-91**

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TABLE 4

Intersection Analysis for Opening Year With Project

Intersection	Control[3]	Intersection Approach Lanes[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Miles Avenue (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	2	0	32.6	33.7	C	C
Washington Street (NS) at:																	
• Fred Waring Drive (EW)	TS	2	3	1	2	3	1	2	2	1	1	2	0	39.1	34.4	D	C
• Miles Avenue (EW)	TS	1	3	1	1	3	1	1	2	0	2	2	0	29.9	50.8	C	D
• Project Entrance (EW)	CSS	0	3	0	0	3	0	0	0	0	0	0	1	11.9	11.2	B	A
• SR-111 (EW)																	
- Without Improvement	TS	2	2	0	2	2	1	2	3	1	2	3	1>	35.7	97.3	D	F
- With Improvement	TS	2	2	0	2	3	0	2	3	1≥	2	3	1>	30.0	49.8	C	D
Seeley Drive (NS) at:																	
• Miles Avenue (EW)																	
- Without Improvement	CSS	0	0	0	1	0	1	1	2	0	0	2	0	21.7	2491.8	C	F
- With Improvement	**TS**	1	1	0	1	0	1	1	2	0	1	2	0	5.0	5.5	A	B
Adams Street (NS) at:																	
• Miles Avenue (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	17.0	19.3	B	B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.
L = Left; T = Through; R = Right; > = Right Turn Overlap; 4.0 = Improvement

[2] Intersection Capacity Utilization (ICU). Analysis Software: Traffix, Version 7.5 R1 (9/14/2002).

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

Appendix A

HCM Worksheets

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	48	16	42	13	15	366	77	859	49	43	1358	10
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	56	19	49	15	17	425	89	996	57	50	1575	12
Added Vol:	0	0	0	0	0	44	82	21	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	19	49	15	17	469	171	1017	57	50	1575	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	19	49	15	17	469	171	1017	57	50	1575	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	19	49	15	17	469	171	1017	57	50	1575	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	19	49	15	17	469	171	1017	57	50	1575	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1433	1900	1615	1431	1900	1615	1805	3610	1615	1805	3580	26
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.03	0.01	0.01	0.29	0.09	0.28	0.04	0.03	0.44	0.44
Crit Moves:						****	****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.12	0.41	0.41	0.17	0.47	0.47
Volume/Cap:	0.13	0.03	0.10	0.03	0.03	0.94	0.81	0.68	0.09	0.16	0.94	0.94
Delay/Veh:	21.3	20.5	21.0	20.6	20.5	54.7	56.5	21.7	15.2	30.2	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	20.5	21.0	20.6	20.5	54.7	56.5	21.7	15.2	30.2	32.3	32.3
LOS by Move:	C	C	C	C	C	D	E	C	B	C	C	C
DesignQueue:	2	1	2	0	1	16	7	16	2	2	24	24

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	63	21	86	26	11	76	178	1294	74	91	971	15
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	73	24	100	30	13	88	206	1501	86	106	1126	17
Added Vol:	0	0	0	0	0	299	240	60	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	24	100	30	13	387	446	1561	86	106	1126	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	24	100	30	13	387	446	1561	86	106	1126	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	24	100	30	13	387	446	1561	86	106	1126	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	24	100	30	13	387	446	1561	86	106	1126	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1440	1900	1615	1423	1900	1615	1805	3610	1615	1805	3548	55
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.24	0.25	0.43	0.05	0.06	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.28	0.51	0.51	0.12	0.36	0.36
Volume/Cap:	0.19	0.05	0.23	0.08	0.02	0.89	0.89	0.85	0.10	0.47	0.89	0.89
Delay/Veh:	26.9	25.7	27.3	26.0	25.5	52.8	50.3	23.8	12.0	40.2	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	25.7	27.3	26.0	25.5	52.8	50.3	23.8	12.0	40.2	36.7	36.7
LOS by Move:	C	C	C	C	C	D	D	C	B	D	D	D
DesignQueue:	3	1	4	1	0	16	18	24	2	5	22	22

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	259	958	25	107	721	184	136	302	215	41	780	410
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	300	1111	29	124	836	213	158	350	249	48	905	476
Added Vol:	0	44	0	0	103	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1155	29	124	939	213	158	350	249	48	905	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1155	29	124	939	213	158	350	249	48	905	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1155	29	124	939	213	158	350	249	48	905	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	300	1155	29	124	939	213	158	350	249	48	905	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2243	1179
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.02	0.04	0.18	0.13	0.05	0.10	0.15	0.03	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.25	0.25	0.10	0.25	0.25	0.10	0.38	0.38	0.15	0.43	0.43
Volume/Cap:	0.86	0.89	0.07	0.35	0.72	0.53	0.45	0.26	0.41	0.17	0.94	0.94
Delay/Veh:	62.9	44.2	28.7	42.6	36.4	33.7	43.3	21.5	23.3	37.3	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	44.2	28.7	42.6	36.4	33.7	43.3	21.5	23.3	37.3	39.0	39.0
LOS by Move:	E	D	C	D	D	C	D	C	C	D	D	D
DesignQueue:	8	19	1	3	15	9	4	7	9	2	26	26

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	257	873	57	232	898	160	283	750	348	40	510	337
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	298	1013	66	269	1042	186	328	870	404	46	592	391
Added Vol:	0	299	0	0	300	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1312	66	269	1342	186	328	870	404	46	592	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1312	66	269	1342	186	328	870	404	46	592	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1312	66	269	1342	186	328	870	404	46	592	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	1312	66	269	1342	186	328	870	404	46	592	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.20	0.80
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2043	1350
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.04	0.08	0.26	0.11	0.09	0.24	0.25	0.03	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.29	0.29	0.12	0.29	0.29	0.12	0.32	0.32	0.13	0.33	0.33
Volume/Cap:	0.72	0.86	0.14	0.65	0.88	0.39	0.80	0.75	0.78	0.20	0.88	0.88
Delay/Veh:	42.4	33.5	22.2	39.6	34.8	24.5	46.9	28.8	33.9	33.6	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	33.5	22.2	39.6	34.8	24.5	46.9	28.8	33.9	33.6	35.1	35.1
LOS by Move:	D	C	C	D	C	C	D	C	C	C	D	D
DesignQueue:	7	17	2	6	18	6	7	16	14	2	18	18

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	20		20	10	20		20	10	25		25	10	25		25
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	1	1 0	2	0	1	1 0
Volume Module:																
Base Vol:	83	921		39	101	868		42	19	100		48	57	373		112
Growth Adj:	1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16
Initial Bse:	96	1068		45	117	1007		49	22	116		56	66	433		130
Added Vol:	44	26		0	103	0		0	0	82		0	0	26		18
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	140	1094		45	220	1007		49	22	198		56	66	459		148
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	140	1094		45	220	1007		49	22	198		56	66	459		148
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	140	1094		45	220	1007		49	22	198		56	66	459		148
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	140	1094		45	220	1007		49	22	198		56	66	459		148
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.91		0.85	0.95	0.91		0.85	0.95	0.92		0.92	0.92	0.91		0.91
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00	1.56		0.44	2.00	1.51		0.49
Final Sat.:	1805	5187		1615	1805	5187		1615	1805	2725		766	3502	2629		848
Capacity Analysis Module:																
Vol/Sat:	0.08	0.21		0.03	0.12	0.19		0.03	0.01	0.07		0.07	0.02	0.17		0.17
Crit Moves:		****				****				****					****	
Green/Cycle:	0.15	0.28		0.28	0.16	0.30		0.30	0.12	0.29		0.29	0.12	0.29		0.29
Volume/Cap:	0.52	0.74		0.10	0.74	0.65		0.10	0.10	0.25		0.25	0.16	0.59		0.59
Delay/Veh:	35.2	29.8		22.6	43.7	27.0		21.7	33.7	23.0		23.0	33.9	26.6		26.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	35.2	29.8		22.6	43.7	27.0		21.7	33.7	23.0		23.0	33.9	26.6		26.6
LOS by Move:	D	C		C	D	C		C	C	C		C	C	C		C
DesignQueue:	6	14		2	9	13		2	1	5		5	1	11		11

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 50.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	20		20	10	20		20	10	25		25	10	25		25
Lanes:	1	0 3	0	1	1	0 3	0	1	1	0 1	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	45	1259		107	173	1033		33	47	182		61	41	156		112
Growth Adj:	1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16
Initial Bse:	52	1460		124	201	1198		38	55	211		71	48	181		130
Added Vol:	299	179		0	300	0		0	0	240		0	0	179		119
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	351	1639		124	501	1198		38	55	451		71	48	360		249
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	351	1639		124	501	1198		38	55	451		71	48	360		249
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	351	1639		124	501	1198		38	55	451		71	48	360		249
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	351	1639		124	501	1198		38	55	451		71	48	360		249
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.91		0.85	0.95	0.91		0.85	0.95	0.93		0.93	0.92	0.89		0.89
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00	1.73		0.27	2.00	1.18		0.82
Final Sat.:	1805	5187		1615	1805	5187		1615	1805	3058		480	3502	2004		1386
Capacity Analysis Module:																
Vol/Sat:	0.19	0.32		0.08	0.28	0.23		0.02	0.03	0.15		0.15	0.01	0.18		0.18
Crit Moves:		****			****				****					****		
Green/Cycle:	0.28	0.32		0.32	0.28	0.33		0.33	0.08	0.21		0.21	0.08	0.21		0.21
Volume/Cap:	0.70	0.98		0.24	0.98	0.70		0.07	0.36	0.71		0.71	0.16	0.86		0.86
Delay/Veh:	43.2	56.5		29.9	75.9	36.3		27.6	53.5	47.3		47.3	51.4	56.5		56.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	43.2	56.5		29.9	75.9	36.3		27.6	53.5	47.3		47.3	51.4	56.5		56.5
LOS by Move:	D	E		C	E	D		C	D	D		D	D	E		E
DesignQueue:	18	30		6	26	21		2	3	15		15	2	18		18

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	568	922	64	218	795	86	75	538	435	92	662	184
Added Vol:	0	62	0	0	26	0	21	0	0	0	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	984	64	218	821	86	96	538	435	92	662	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	984	64	218	821	86	96	538	435	92	662	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	984	64	218	821	86	96	538	435	92	662	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	984	64	218	821	86	96	538	435	92	662	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.88	0.12	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3360	218	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.29	0.06	0.23	0.05	0.03	0.10	0.27	0.03	0.13	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.33	0.33	0.13	0.28	0.28	0.12	0.30	0.30	0.11	0.29	0.42
Volume/Cap:	0.90	0.88	0.88	0.50	0.82	0.19	0.24	0.35	0.90	0.24	0.44	0.36
Delay/Veh:	52.6	36.5	36.5	37.6	35.8	25.0	36.4	24.9	50.5	36.8	26.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	36.5	36.5	37.6	35.8	25.0	36.4	24.9	50.5	36.8	26.0	18.3
LOS by Move:	D	D	D	D	D	C	D	C	D	D	C	B
DesignQueue:	13	20	20	5	17	3	2	7	16	2	9	7

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes - With Improvments

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1	1 0	2 0	2	1 0	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	568	922	64	218	795	86	75	538	435	92	662	184
Added Vol:	0	62	0	0	26	0	21	0	0	0	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	984	64	218	821	86	96	538	435	92	662	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	984	64	218	821	86	96	538	435	92	662	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	984	64	218	821	86	96	538	435	92	662	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	984	64	218	821	86	96	538	435	92	662	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.88	0.12	2.00	2.72	0.28	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3360	218	3502	4630	484	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.29	0.06	0.18	0.18	0.03	0.10	0.27	0.03	0.13	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.37	0.37	0.13	0.26	0.26	0.11	0.26	0.50	0.11	0.26	0.40
Volume/Cap:	0.67	0.79	0.79	0.47	0.67	0.67	0.26	0.39	0.53	0.25	0.49	0.38
Delay/Veh:	34.7	29.8	29.8	38.8	32.6	32.6	39.5	29.0	16.6	39.4	29.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	29.8	29.8	38.8	32.6	32.6	39.5	29.0	16.6	39.4	29.8	20.8
LOS by Move:	C	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	9	16	16	4	10	10	2	5	9	1	6	5

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 1.190
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 97.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	405	871	124	239	951	110	249	905	912	238	577	477
Added Vol:	0	180	0	0	179	0	60	0	0	0	0	180
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	1051	124	239	1130	110	309	905	912	238	577	657
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	1051	124	239	1130	110	309	905	912	238	577	657
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	1051	124	239	1130	110	309	905	912	238	577	657
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	1051	124	239	1130	110	309	905	912	238	577	657
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.79	0.21	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3177	375	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.07	0.31	0.07	0.09	0.17	0.56	0.07	0.11	0.41
Crit Moves:		****		****					****	****		
Green/Cycle:	0.10	0.28	0.28	0.11	0.28	0.28	0.12	0.37	0.37	0.11	0.36	0.47
Volume/Cap:	1.10	1.19	1.19	0.61	1.10	0.24	0.75	0.48	1.54	0.61	0.31	0.86
Delay/Veh:	117.7	129	128.7	41.1	92.7	25.0	45.8	22.1	279.7	41.0	20.9	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	129	128.7	41.1	92.7	25.0	45.8	22.1	279.7	41.0	20.9	31.3
LOS by Move:	F	F	F	D	F	C	D	C	F	D	C	C
DesignQueue:	10	24	24	6	23	4	7	11	33	6	7	19

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes - With Improvments

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1	1 0	2 0	2	1 0	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	405	871	124	239	951	110	249	905	912	238	577	477
Added Vol:	0	52	0	0	79	0	17	0	0	0	0	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	923	124	239	1030	110	266	905	912	238	577	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	923	124	239	1030	110	266	905	912	238	577	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	923	124	239	1030	110	266	905	912	238	577	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	923	124	239	1030	110	266	905	912	238	577	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.76	0.24	2.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3125	420	3502	4615	494	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.07	0.22	0.22	0.08	0.17	0.56	0.07	0.11	0.33
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.29	0.29	0.09	0.25	0.25	0.13	0.44	0.56	0.09	0.39	0.48
Volume/Cap:	0.91	1.03	1.03	0.78	0.91	0.91	0.58	0.40	1.00	0.78	0.28	0.68
Delay/Veh:	71.5	77.6	77.6	64.0	51.8	51.8	48.8	22.3	55.8	63.7	24.1	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	77.6	77.6	64.0	51.8	51.8	48.8	22.3	55.8	63.7	24.1	25.9
LOS by Move:	E	E	E	E	D	D	D	C	E	E	C	C
HCM2kAvgQ:	11	27	27	6	18	18	5	8	40	6	5	15

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 East Entrance (NS) / Miles Ave. (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: C[21.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 0 1			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	66	0	52	16	298	0	0	537	29
Added Vol:	44	0	53	0	0	0	0	9	103	82	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	53	66	0	52	16	307	103	82	537	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	53	66	0	52	16	307	103	82	537	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	44	0	53	66	0	52	16	307	103	82	537	29
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	824	xxxx	205	902	xxxx	283	566	xxxx	xxxxx	410	xxxx	xxxxx
Potent Cap.:	269	xxxx	808	236	xxxx	720	1016	xxxx	xxxxx	1160	xxxx	xxxxx
Move Cap.:	232	xxxx	808	205	xxxx	720	1016	xxxx	xxxxx	1160	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.07	0.32	xxxx	0.07	0.02	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	0.2	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	30.6	xxxx	10.4	8.6	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	380	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		17.7			21.7			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

****

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes - With Improvments

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 East Entrance (NS) / Miles Ave. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	15	15	15	15	15	15
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	66	0	52	16	298	0	0	537	29
Added Vol:	44	0	53	0	0	0	0	9	103	82	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	53	66	0	52	16	307	103	82	537	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	53	66	0	52	16	307	103	82	537	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	53	66	0	52	16	307	103	82	537	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	44	0	53	66	0	52	16	322	108	82	564	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.82	1.00	0.85	0.33	0.96	0.96	0.43	0.99	0.99
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.50	0.50	1.00	1.90	0.10
Final Sat.:	1558	0	1615	1558	0	1615	627	2732	916	817	3569	193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.04	0.00	0.03	0.03	0.12	0.12	0.10	0.16	0.16
Crit Moves:				****							****	
Green/Cycle:	0.31	0.00	0.31	0.31	0.00	0.31	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.09	0.00	0.11	0.14	0.00	0.11	0.04	0.20	0.20	0.17	0.26	0.26
Delay/Veh:	10.4	0.0	10.4	10.5	0.0	10.4	3.4	3.8	3.8	3.7	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	10.4	10.5	0.0	10.4	3.4	3.8	3.8	3.7	4.0	4.0
DesignQueue:	1	0	1	2	0	1	0	3	3	1	4	4

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 East Entrance (NS) / Miles Ave. (EW)

****

Average Delay (sec/veh): 719.3 Worst Case Level Of Service: F[2491.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		1 0	0 0 1		1 0	1 1 0		0 1	0 1 0	
Volume Module:												
Base Vol:	0	0	0	27	0	25	59	482	0	0	267	36
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	31	0	29	68	559	0	0	310	42
Added Vol:	299	0	358	0	0	0	0	60	300	240	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	0	358	31	0	29	68	619	300	240	310	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	0	358	31	0	29	68	619	300	240	310	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	299	0	358	31	0	29	68	619	300	240	310	42
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1541	xxxx	460	1257	xxxx	176	351	xxxx	xxxxx	919	xxxx	xxxxx
Potent Cap.:	80	xxxx	554	130	xxxx	843	1219	xxxx	xxxxx	751	xxxx	xxxxx
Move Cap.:	52	xxxx	554	31	xxxx	843	1219	xxxx	xxxxx	751	xxxx	xxxxx
Volume/Cap:	5.71	xxxx	0.65	1.01	xxxx	0.03	0.06	xxxx	xxxx	0.32	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.4	xxxx	0.1	0.2	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	351.2	xxxx	9.4	8.1	xxxx	xxxxx	12.0	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	A	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	103	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	72.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	2492	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:	2491.8			186.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes - With Improvments

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 East Entrance (NS) / Miles Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	15	15	15	15	15	15
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	27	0	25	59	482	0	0	267	36
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	31	0	29	68	559	0	0	310	42
Added Vol:	132	0	158	0	0	0	0	26	86	69	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	0	158	31	0	29	68	585	86	69	310	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	0	158	31	0	29	68	585	86	69	310	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	158	31	0	29	68	585	86	69	310	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	132	0	158	31	0	29	68	614	90	69	325	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.85	0.61	1.00	0.85	0.47	0.98	0.98	0.26	0.98	0.98
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.74	0.26	1.00	1.76	0.24
Final Sat.:	1653	0	1615	1159	0	1615	893	3247	477	494	3282	442
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.10	0.03	0.00	0.02	0.08	0.19	0.19	0.14	0.10	0.10
Crit Moves:			****					****				
Green/Cycle:	0.33	0.00	0.33	0.33	0.00	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.24	0.00	0.29	0.08	0.00	0.05	0.14	0.33	0.33	0.25	0.17	0.17
Delay/Veh:	9.4	0.0	9.6	8.9	0.0	8.8	3.9	4.5	4.5	4.3	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	0.0	9.6	8.9	0.0	8.8	3.9	4.5	4.5	4.3	4.0	4.0
DesignQueue:	3	0	4	1	0	1	1	5	5	1	3	3

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	319	61	66	277	51	26	259	67	71	369	54
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	121	370	71	77	321	59	30	300	78	82	428	63
Added Vol:	21	0	0	0	0	41	18	9	35	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	370	71	77	321	100	48	309	113	82	449	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	370	71	77	321	100	48	309	113	82	449	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	370	71	77	321	100	48	309	113	82	449	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	370	71	77	321	100	48	309	113	82	449	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.93	0.93	0.42	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.68	0.32	1.00	1.52	0.48	1.00	1.47	0.53	1.00	1.76	0.24
Final Sat.:	834	2958	566	806	2653	827	1805	2540	925	1805	3111	434
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.13	0.10	0.12	0.12	0.03	0.12	0.12	0.05	0.14	0.14
Crit Moves:	****						****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.47	0.35	0.35	0.26	0.33	0.33	0.18	0.34	0.34	0.31	0.40	0.40
Delay/Veh:	18.0	16.2	16.2	16.0	16.1	16.1	26.3	16.1	16.1	27.1	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	16.2	16.2	16.0	16.1	16.1	26.3	16.1	16.1	27.1	16.6	16.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
DesignQueue:	4	6	6	2	6	6	2	6	6	3	7	7

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	68	250	67	38	222	31	48	374	105	68	221	49
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	79	290	78	44	258	36	56	434	122	79	256	57
Added Vol:	60	0	0	0	0	120	119	60	239	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	290	78	44	258	156	175	494	361	79	316	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	290	78	44	258	156	175	494	361	79	316	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	290	78	44	258	156	175	494	361	79	316	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	290	78	44	258	156	175	494	361	79	316	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.92	0.92	0.48	0.90	0.90	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.58	0.42	1.00	1.25	0.75	1.00	1.16	0.84	1.00	1.70	0.30
Final Sat.:	847	2756	739	918	2120	1284	1805	1955	1428	1805	2990	537
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.05	0.12	0.12	0.10	0.25	0.25	0.04	0.11	0.11
Crit Moves:	****							****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.45	0.29	0.29	0.13	0.34	0.34	0.67	0.70	0.70	0.30	0.29	0.29
Delay/Veh:	17.8	15.8	15.8	14.9	16.1	16.1	34.4	20.6	20.6	27.0	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	15.8	15.8	14.9	16.1	16.1	34.4	20.6	20.6	27.0	15.8	15.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
DesignQueue:	3	5	5	1	5	5	6	12	12	3	5	5

Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 Washington St. (NS) / North Entrance (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	0 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0 1043		0	0 973		0	0 0	0	0	0 0	0	0
Growth Adj:	1.16 1.16	1.16	1.16	1.16 1.16	1.16	1.16	1.16 1.16	1.16	1.16	1.16 1.16	1.16	1.16
Initial Bse:	0 1210		0	0 1129		0	0 0	0	0	0 0	0	0
Added Vol:	0 26		60	0 0		0	0 0	0	0	0 0	0	44
PasserByVol:	0 0		0	0 0		0	0 0	0	0	0 0	0	0
Initial Fut:	0 1236		60	0 1129		0	0 0	0	0	0 0	0	44
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	0 1236		60	0 1129		0	0 0	0	0	0 0	0	44
Reduct Vol:	0 0		0	0 0		0	0 0	0	0	0 0	0	0
Final Vol.:	0 1236		60	0 1129		0	0 0	0	0	0 0	0	44
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxx xxxxx	xxxxx	xxxx	xxxx xxxxx	xxxxx	xxxx 6.9
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx	xxxx xxxxx	xxxxx	xxxx	xxxx xxxxx	xxxxx	xxxx 3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		442
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		569
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		569
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx		0.08
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		0.3
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		11.9
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.

La Quinta Gateway
Opening Year With Project
AM Peak Hour Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 Washington St. (NS) / North Entrance (EW)

****

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[11.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	0 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	179	177	0	0	0	0	0	0	0	0	299
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	179	177	0	0	0	0	0	0	0	0	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	179	177	0	0	0	0	0	0	0	0	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	179	177	0	0	0	0	0	0	0	0	299
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	148
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	878
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	878
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.34
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.