

## **APPENDIX A**

### TRAFFIC COUNT WORKSHEETS

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TDSSW, Inc.  
PO Box 1544

Lakeside, CA 92040  
(619) 390-8495 Fax (866) 768-1818

File Name : 09104010  
Site Code : 00104010  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Hust  
Board No: D1-0240  
Loc: Eisenhower Drive & Ave Fernando

Groups Printed- Group 1

Start Time	Eisenhower Drive Southbound			Avenida Fernando Westbound			Eisenhower Drive Northbound			Avenida Fernando Eastbound			Incl. Total	Int. Total	
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			Exclu. Total
06:30	0	25	12	0	0	0	0	9	87	1	0	97	5	0	140
06:45	0	28	14	0	0	0	0	9	90	1	0	100	7	0	151
Total	0	53	26	0	0	0	0	18	177	2	0	197	12	0	291
07:00	0	26	14	0	0	0	0	8	119	0	0	127	7	0	176
07:15	0	27	24	0	3	0	3	13	124	1	0	138	7	0	205
07:30	0	48	22	0	1	0	1	10	121	0	0	131	7	0	213
07:45	0	45	24	0	0	0	0	12	92	0	0	104	6	0	189
Total	0	146	84	0	4	0	4	43	456	1	0	500	27	0	783
08:00	0	36	25	0	1	0	1	20	103	1	0	124	8	0	203
08:15	0	49	17	0	1	0	2	6	81	2	0	89	10	0	173
Grand Total	0	284	152	0	6	0	7	87	817	6	0	910	57	0	1450
Approch %	0.0	65.1	34.9	0.0	14.3	85.7	0.5	9.6	89.8	0.7	0	58.8	0.0	41.2	100.0
Total %	0.0	19.6	10.5	0.0	0.1	0.4	0.5	6.0	56.3	0.4	0	62.8	3.9	0.0	100.0

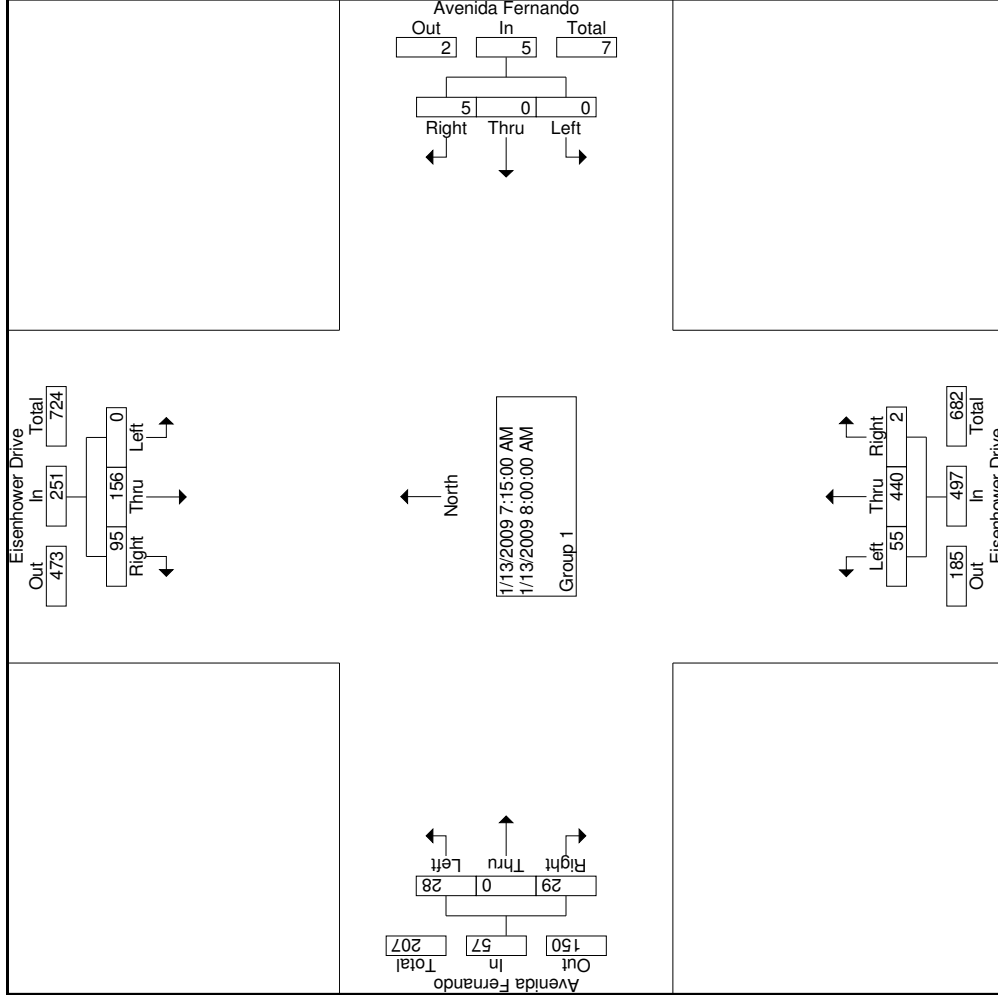
Start Time	Eisenhower Drive Southbound			Avenida Fernando Westbound			Eisenhower Drive Northbound			Avenida Fernando Eastbound			App. Total	Int. Total		
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			Left	Thru
Peak Hour From 06:30 to 08:15 - Peak 1 of 1	0	156	95	0	5	0	5	55	440	2	0	497	28	0	29	810
Intersection 07:15	0.0	62.2	37.8	0.0	100.0	0	1	11.1	88.5	0.4	0	131	49.1	0.0	50.9	213
07:30 Volume	0	48	22	0	1	0	1	10	121	0	0	131	7	0	4	0.951
Peak Factor	0.0	0.730	0.300	0.0	0.715	0.000	0.300	0.715	0.715	0.000	0.000	0.715	0.000	0.000	0.000	0.951
High Int. Volume	0	48	22	0	3	0	3	13	124	1	0	138	8	0	9	17
Peak Factor	0.0	0.896	0.300	0.0	0.417	0.000	0.417	0.417	0.417	0.000	0.000	0.900	0.838	0.000	0.838	0.838

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File Name : 09104010  
 Site Code : 00104010  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Hust  
 Board No: D1-0240  
 Loc: Eisenhower Drive & Ave Fernando



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File Name : 09104020  
Site Code : 00104020  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Niggel  
Board No: D1-1424  
Loc: Eisenhower Dr & Resort Access

Groups Printed- Group 1

Start Time	Eisenhower Dr Southbound			Westbound			Eisenhower Dr Northbound			Resort Access Eastbound										
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30	0	50	1	0	0	0	0	9	108	0	0	117	1	0	4	2	5	2	173	175
06:45	0	23	1	0	0	0	0	0	105	0	0	105	1	0	3	1	4	1	133	134
Total	0	73	2	0	0	0	0	9	213	0	0	222	2	0	7	3	9	3	306	309
07:00	0	16	1	0	0	0	0	2	103	0	0	105	2	0	5	0	7	0	129	129
07:15	0	24	3	0	0	0	0	3	138	0	0	141	0	0	5	1	5	1	173	174
07:30	0	50	3	0	0	0	0	3	128	0	0	131	2	0	4	0	6	0	190	190
07:45	0	51	1	0	0	0	0	4	106	0	0	110	0	0	1	0	1	0	163	163
Total	0	141	8	0	0	0	0	12	475	0	0	487	4	0	15	1	19	1	655	656
08:00	0	47	2	0	0	0	0	1	123	0	0	124	1	0	3	1	4	1	177	178
08:15	0	52	1	0	0	0	0	2	91	0	0	93	1	0	2	0	3	0	149	149
Grand Total	0	313	13	0	0	0	0	24	902	0	0	926	8	0	27	5	35	5	1287	1292
Approch %	0.0	96.0	4.0					2.6	97.4	0.0		22.9	0.0	77.1			2.7	0.4	99.6	
Total %	0.0	24.3	1.0					1.9	70.1	0.0		72.0	0.6	0.0	2.1		2.7	0.4	99.6	

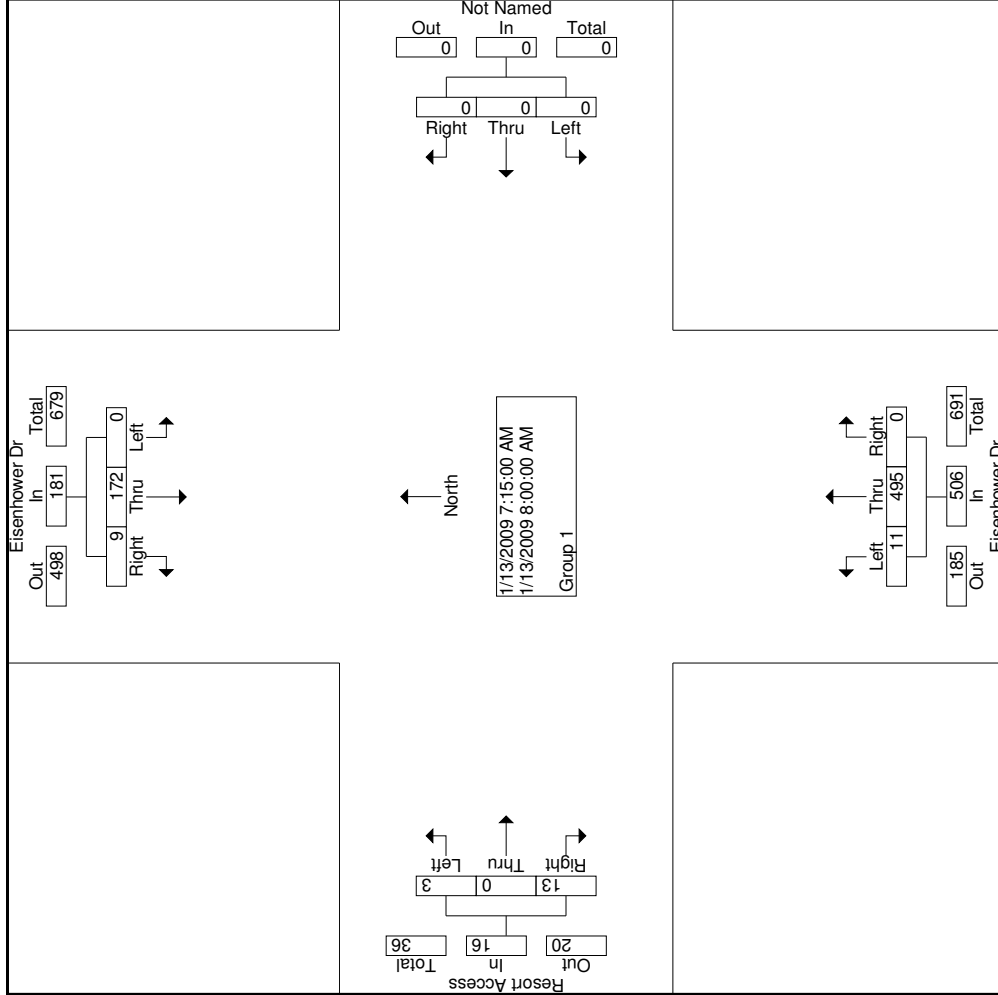
Start Time	Eisenhower Dr Southbound			Westbound			Eisenhower Dr Northbound			Resort Access Eastbound										
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour From 06:30 to 08:15 - Peak 1 of 1																				
Intersection																				
Volume	0	172	9	0	0	0	0	11	495	0	0	506	3	0	13	0	16			703
Percent	0.0	95.0	5.0	0.0	0.0	0.0	0.0	2.2	97.8	0.0	0.0	18.8	18.8	0.0	81.3	0.0	6			190
07:30 Volume	0	50	3	0	0	0	0	3	128	0	0	131	2	0	4	0	6			0.925
Peak Factor																				
High Int. Volume	07:30	0	50	3	6:15:00 AM	0	0	07:15	138	0	07:30	141	2	0	4	0	6			
Peak Factor												0.897					0.667			

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File Name : 09104020  
 Site Code : 00104020  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Niggel  
 Board No: D1-1424  
 Loc: Eisenhower Dr & Resort Access



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File Name : 09104030  
Site Code : 00104030  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: M. Parish  
Board No: D1-1427  
Loc : Eisenhower Dr & Calle MazatlanLoc:

Groups Printed- Group 1

Start Time	Eisenhower Dr Southbound			Calle Mazatlan Westbound			Eisenhower Dr Northbound			Calle Mazatlan Eastbound													
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total					
06:30	9	27	0	0	36	18	6	7	0	31	3	72	33	1	108	1	3	1	5	2	180	182	
06:45	7	33	0	0	40	33	4	7	0	44	6	75	24	0	105	4	2	3	9	1	198	199	
Total	16	60	0	0	76	51	10	14	0	75	9	147	57	1	213	5	5	4	14	3	378	381	
07:00	6	18	3	0	27	14	6	6	0	26	5	127	26	0	158	2	2	2	6	1	217	218	
07:15	4	20	3	0	27	19	2	7	0	28	4	132	44	1	180	4	4	1	9	2	244	246	
07:30	9	40	1	0	50	24	5	6	0	35	4	125	37	0	166	1	1	1	3	0	254	254	
07:45	7	39	5	0	51	12	4	11	0	27	7	105	40	1	152	1	4	0	5	2	235	237	
Total	26	117	12	0	155	69	17	30	0	116	20	489	147	2	656	8	11	4	23	5	950	955	
08:00	7	47	4	0	58	25	6	15	0	46	5	104	31	1	140	1	6	7	2	3	258	261	
08:15	4	37	4	1	45	19	3	8	0	30	0	91	36	0	127	0	5	8	0	1	215	216	
08:30	10	41	3	0	54	13	4	11	1	28	7	101	24	2	132	5	5	2	3	6	226	232	
08:45	6	42	6	0	54	12	6	15	0	33	4	67	15	3	86	4	4	5	3	6	186	192	
Total	27	167	17	1	211	69	19	49	1	137	16	363	106	6	485	10	20	22	8	16	885	901	
Grand Total	69	344	29	1	442	189	46	93	1	328	45	999	310	9	1354	23	36	30	13	89	24	2213	2237
Approch %	15.6	77.8	6.6			57.6	14.0	28.4			3.3	73.8	22.9			25.8	40.4	33.7					
Total %	3.1	15.5	1.3		20.0	8.5	2.1	4.2		14.8	2.0	45.1	14.0		61.2	1.0	1.6	1.4		4.0	1.1	98.9	

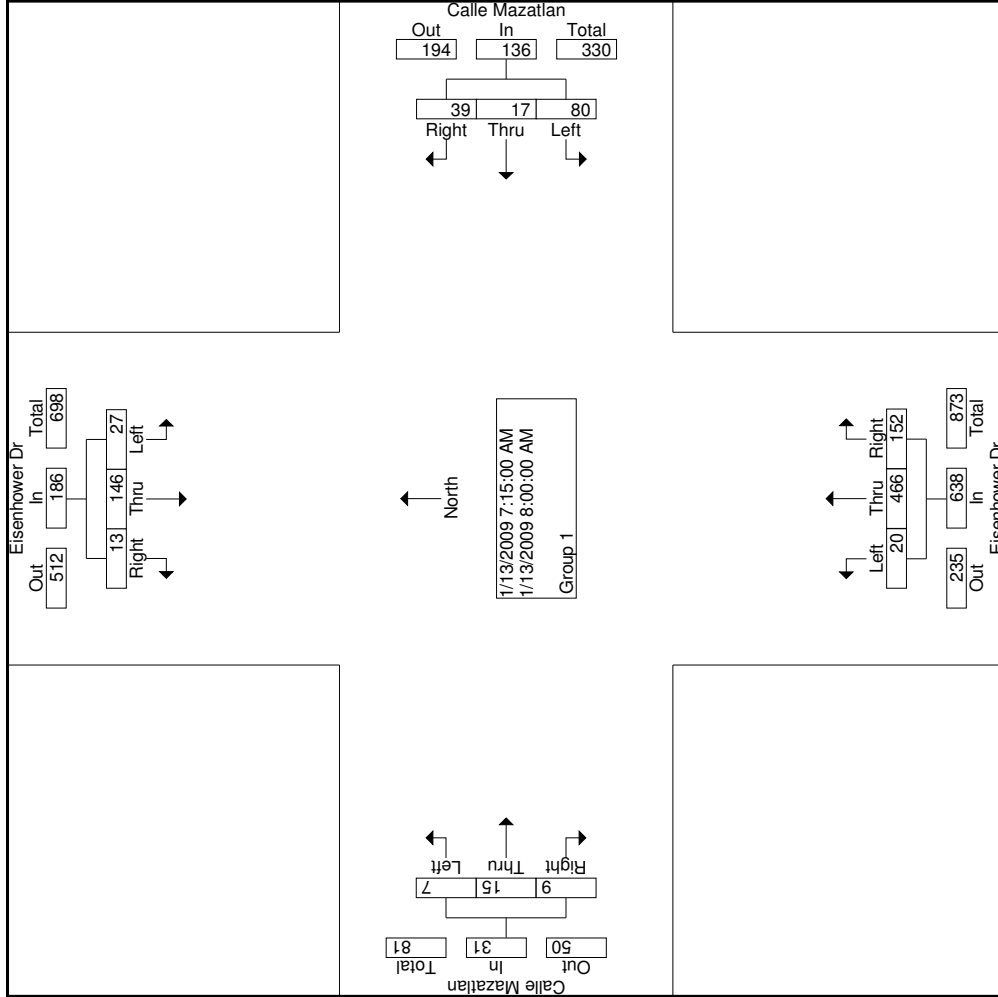
Start Time	Eisenhower Dr Southbound			Calle Mazatlan Westbound			Eisenhower Dr Northbound			Calle Mazatlan Eastbound													
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total					
08:00 Volume	27	146	13		186	80	17	39		136	20	466	152		638	7	15	9		31		991	
08:00 Volume Percent	14.5	78.5	7.0		58	58.8	12.5	28.7		46	3.1	73.0	23.8		140	22.6	48.4	29.0		14		258	
08:00 Volume Peak Factor	7	47	4		58	25	6	15		46	5	104	31		140	1	6	7		14		0.960	
High Int. Volume	7	47	4		58	25	6	15		46	4	132	44		180	08:00	6	7		14		0.554	
Peak Factor					0.802	0.800				0.739													

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File Name : 09104030  
 Site Code : 00104030  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: M. Parish  
 Board No: D1-1427  
 Loc :Eisenhower Dr & Calle MazatlanLoc:





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File Name : 09104040  
Site Code : 00104040  
Start Date : 1/14/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Tampico

Groups Printed- Group 1

Start Time	Eisenhower Drive Southbound			Calle Tampico Westbound			Eisenhower Drive Northbound			Calle Tampico Eastbound			Exclu. Total	Inclu. Total	Int. Total							
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru				Right	Peds	App. Total				
06:30	9	14	0	0	23	3	0	6	1	9	0	87	8	0	95	0	0	0	0	1	127	128
06:45	3	15	0	2	18	8	0	18	0	26	0	99	10	0	109	0	0	0	0	2	153	155
Total	12	29	0	2	41	11	0	24	1	35	0	186	18	0	204	0	0	0	0	3	280	283
07:00	7	23	0	9	30	19	0	7	0	26	1	153	17	0	171	0	0	0	0	9	227	236
07:15	7	32	0	5	39	26	0	14	0	40	0	164	26	0	190	0	0	0	0	5	269	274
07:30	7	42	0	3	49	26	0	14	0	40	0	123	19	0	142	0	0	1	0	4	231	235
07:45	6	48	0	7	54	29	0	14	2	43	0	130	15	0	145	0	0	0	0	9	242	251
Total	27	145	0	24	172	100	0	49	2	149	1	570	77	0	648	0	0	0	1	27	969	996
08:00	14	29	0	40	43	68	0	34	1	102	0	165	17	0	182	0	0	0	0	41	327	368
08:15	8	30	0	4	38	75	1	24	1	100	0	109	14	0	123	0	0	0	0	5	261	266
Grand Total	61	233	0	70	294	254	1	131	5	386	1	1030	126	0	1157	0	0	0	1	76	1837	1913
Approch %	20.7	79.3	0.0			65.8	0.3	33.9			0.1	89.0	10.9		63.0	0.0	0.0	0.0		4.0	96.0	
Total %	3.3	12.7	0.0		16.0	13.8	0.1	7.1		21.0	0.1	56.1	6.9		63.0	0.0	0.0	0.0		4.0	96.0	

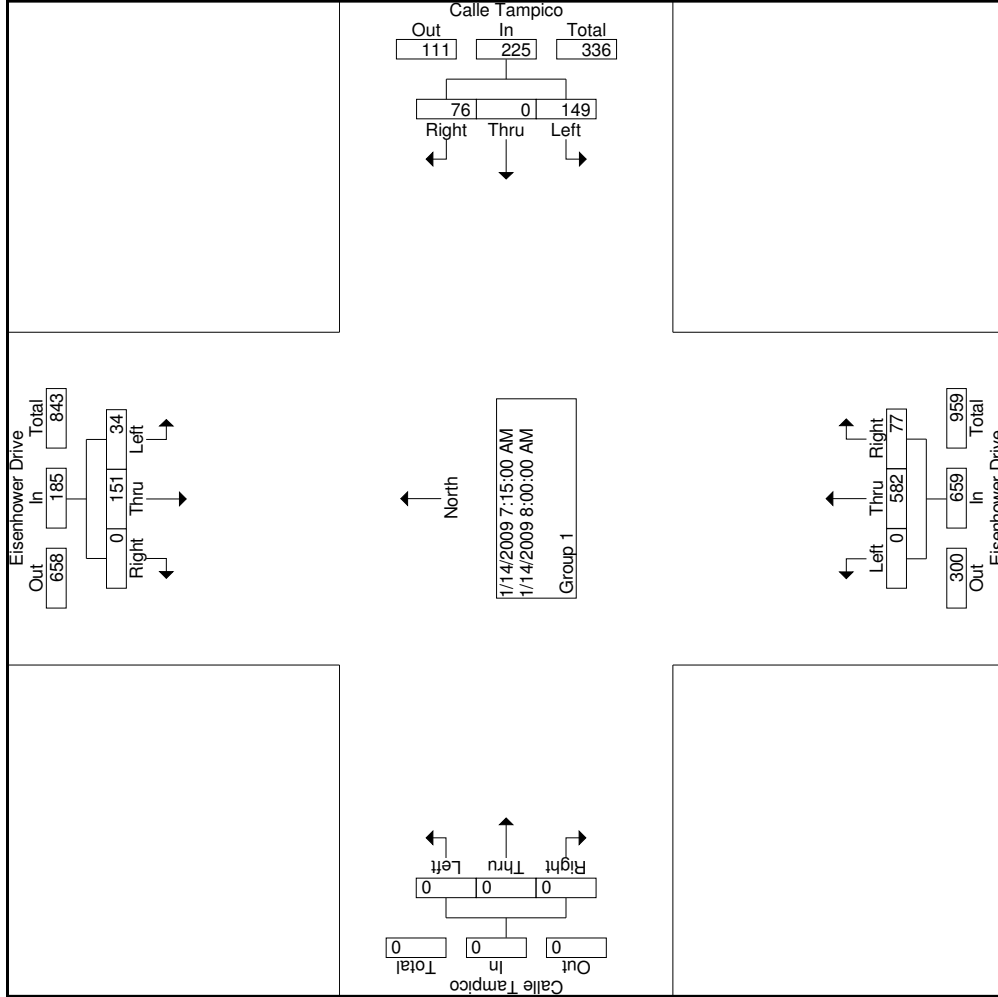
Start Time	Eisenhower Drive Southbound			Calle Tampico Westbound			Eisenhower Drive Northbound			Calle Tampico Eastbound			Exclu. Total	Inclu. Total	Int. Total								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru				Right	Peds	App. Total					
Peak Hour From 06:30 to 08:15 - Peak 1 of 1																							
Intersection	34	151	0		185	149	0	76		225	0	582	77		659	0	0	0		0	0	0	1069
Volume	18.4	81.6	0.0		66.2	66.2	0.0	33.8		11.7	0.0	88.3	11.7		182	0.0	0.0	0.0		0.0	0.0	0.0	1069
Percent	14	29	0		43	68	0	34		102	0	165	17		182	0	0	0		0	0	0	327
08:00 Volume																							327
Peak Factor	07:45	07:45			08:00	08:00				07:15	07:15	07:15	07:15		6:15:00 AM	6:15:00 AM							0.817
High Int. Volume	6	48	0		54	68	0	34		102	0	164	26		190	0	0	0		0	0	0	327
Peak Factor					0.856	0.551				0.551		0.867			0.867								0.817

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(619) 390-8495 Fax (866) 768-1818

File Name : 09104040  
Site Code : 00104040  
Start Date : 1/14/2009  
Page No : 2

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Tampico



TDSSW, Inc.  
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(619) 390-8495 Fax (866) 768-1818

File Name : 09104050  
Site Code : 00104050  
Start Date : 1/14/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C Parish  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Sinoloa

Groups Printed- Group 1

Start Time	Eisenhower Drive Southbound			Calle Sinoloa Westbound			Eisenhower Drive Northbound			Calle Sinoloa Eastbound			Exclu. Total	Inclu. Total	Int. Total						
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				Left	Thru	Right	Peds	App. Total	
06:30	3	8	1	7	3	4	2	14	1	46	22	0	69	11	32	1	0	44	2	139	141
06:45	1	9	0	13	8	6	0	27	1	61	25	0	87	11	33	0	1	44	2	168	170
Total	4	17	1	20	11	10	2	41	2	107	47	0	156	22	65	1	1	88	4	307	311
07:00	12	24	4	15	7	8	0	30	1	87	38	0	126	16	48	1	0	65	0	261	261
07:15	5	37	6	24	11	14	1	49	0	103	30	0	133	12	32	0	0	44	1	274	275
07:30	8	33	4	30	9	5	0	44	0	85	22	0	107	13	31	2	1	46	1	242	243
07:45	8	34	9	24	6	5	0	35	0	69	23	0	92	16	34	0	0	50	0	228	228
Total	33	128	23	93	33	32	1	158	1	344	113	0	458	57	145	3	1	205	2	1005	1007
08:00	11	41	11	13	6	2	0	21	0	114	14	0	128	24	25	0	0	49	0	261	261
08:15	5	58	7	28	11	6	1	45	1	67	14	0	82	12	24	1	1	37	2	234	236
Grand Total	53	244	42	154	61	50	4	265	4	632	188	0	824	115	259	5	3	379	8	1807	1815
Approch %	15.6	72.0	12.4	58.1	23.0	18.9		14.7	0.5	76.7	22.8		30.3	68.3	1.3			21.0	0.4	99.6	
Total %	2.9	13.5	2.3	8.5	3.4	2.8		14.7	0.2	35.0	10.4		45.6	6.4	14.3	0.3		21.0	0.4	99.6	

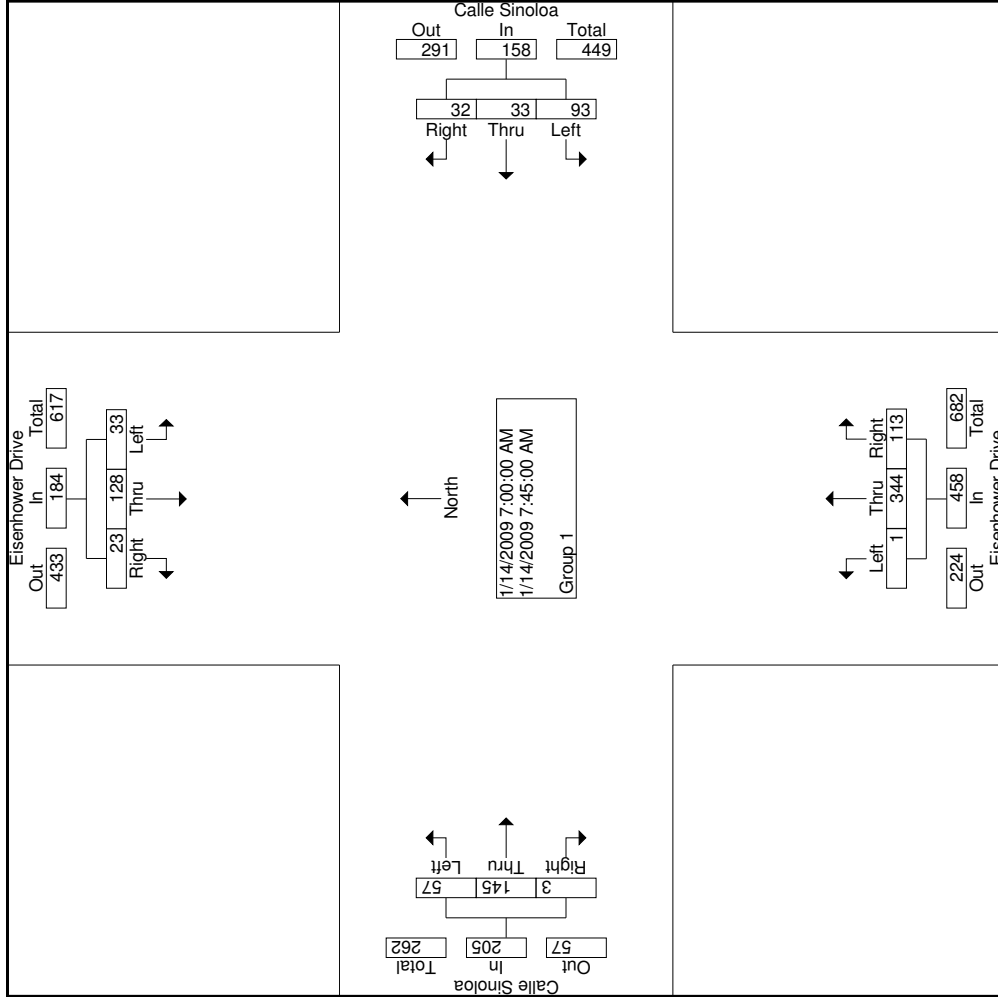
Start Time	Eisenhower Drive Southbound			Calle Sinoloa Westbound			Eisenhower Drive Northbound			Calle Sinoloa Eastbound			App. Total	Int. Total										
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			Left	Thru	Right	Peds	App. Total					
Peak Hour From 06:30 to 08:15 - Peak 1 of 1																								
Intersection	33	128	23	93	33	32	1	158	1	344	113	0	458	57	145	3	1	205	2	1005	1005			
Volume	33	128	23	93	33	32	1	158	1	344	113	0	458	57	145	3	1	205	2	1005	1005			
Percent	17.9	69.6	12.5	58.9	20.9	20.3	0.2	49	0.2	75.1	24.7	0	133	27.8	70.7	1.5	0	44	0.4	99.6	0.917			
07:15 Volume	5	37	6	24	11	14	0	49	0	103	30	0	133	12	32	0	0	44	0	274	274			
Peak Factor																								
High Int. Volume	8	34	9	24	11	14	0	49	0	103	30	0	133	16	48	1	1	65	0.4	99.6	0.917			
Peak Factor																								

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File Name : 09104050  
Site Code : 00104050  
Start Date : 1/14/2009  
Page No : 2

Weather: Clear & Dry  
Counted by: C Parish  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Sinoloa



### INTERSECTION TURN COUNT

#### PEAK HOUR

NORTH-SOUTH STREET: WASHINGTON  
 EAST-WEST STREET: SR 111  
 JURISDICTION: LA QUINTA

DATE: 07-16-08

PEAK HOUR: 07:15AM

80 NORTH LEG 277

TOTAL: 707	57	452	198	Total
	11	88	46	1st
	4	114	34	2nd
	18	131	61	3rd
	24	119	57	4th
	Rt	Thru	Lt	

EAST LEG TOTAL: 766

Rt	37	57	36	40	170
Thru	127	160	140	118	545
Lt	11	16	12	12	51
	1st	2nd	3rd	4th	Total

Total 1st 2nd 3rd 4th

60	43	7	11	7	18	Lt
455	325	65	99	77	84	Thru
206	147	35	28	50	34	Rt

WEST LEG TOTAL: 515

#### PEAK HOUR FACTORS

NORTH LEG = 0.84  
 SOUTH LEG = 0.85  
 EAST LEG = 0.82  
 WEST LEG = 0.93  
 ALL LEGS = 0.90

	Lt	Thru	Rt
1st	137	189	14
2nd	139	182	18
3rd	170	222	9
4th	105	167	11
Total	551	760	52

TOTAL: 1,363

77 SOUTH LEG 106 75

HOUR TOTAL: 3,351

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WASHINGTON  
EAST-WEST STREET: AVE 48  
JURISDICTION: LA QUINTA

DATE: 07-17-08

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 554

	508	46
	100	10
	114	6
	150	18
	144	12

Total

1st

2nd

3rd

4th

Rt Thru Lt

EAST LEG TOTAL: 538

Rt	49	81	95	67	292
Thru					
Lt	54	93	53	46	246

1st 2nd 3rd 4th Total

Total 1st 2nd 3rd 4th


Lt

Thru

Rt

WEST LEG TOTAL: 0

PEAK HOUR FACTORS

NORTH LEG = 0.82

SOUTH LEG = 0.91

EAST LEG = 0.77

WEST LEG =

ALL LEGS = 0.94

Lt Thru Rt

1st		283	110
2nd		289	89
3rd		274	47
4th		289	55
Total		1135	301

TOTAL: 1,436

SOUTH LEG

HOUR TOTAL: 2,528

Prepared by NEWPORT TRAFFIC STUDIES

TDSSW, Inc.  
PO Box 1544

Lakeside, CA 92040  
(619) 390-8495 Fax (866) 768-1818

File Name : 09104060  
Site Code : 00104060  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-1306  
Loc: Washington Street & Eisenhower Drive

Groups Printed- Group 1

Start Time	Washington Street Southbound			Rancho La Quinta Dr Westbound			Washington Street Northbound			Eisenhower Drive Eastbound									
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total		
06:30	5	157	82	0	0	0	8	2	326	5	0	333	126	1	0	128	3	713	716
06:45	7	196	77	4	1	1	15	3	235	3	0	241	112	1	0	120	2	656	658
Total	12	353	159	4	1	1	23	5	561	8	0	574	238	2	0	248	5	1369	1374
07:00	2	120	42	0	0	0	3	1	273	2	0	276	133	1	0	139	0	582	582
07:15	1	192	51	0	0	0	3	0	363	0	0	363	170	0	0	173	0	783	783
07:30	4	200	68	0	0	0	9	1	482	0	0	483	147	1	0	151	0	915	915
07:45	4	254	71	1	0	0	11	1	404	3	0	408	141	2	0	145	1	893	894
Total	11	766	232	1	0	0	26	3	1522	5	0	1530	591	4	0	608	1	3173	3174
08:00	4	230	82	1	0	0	3	1	349	2	0	352	132	0	0	134	1	805	806
08:15	5	212	76	1	0	0	6	4	307	1	0	312	125	2	0	131	0	742	742
Grand Total	32	1561	549	6	1	1	58	13	2739	16	0	2768	1086	8	0	1121	7	6089	6096
Approch %	1.5	72.9	25.6					0.5	99.0	0.6			96.9	0.7					
Total %	0.5	25.6	9.0					0.2	45.0	0.3			17.8	0.1		18.4	0.1	99.9	

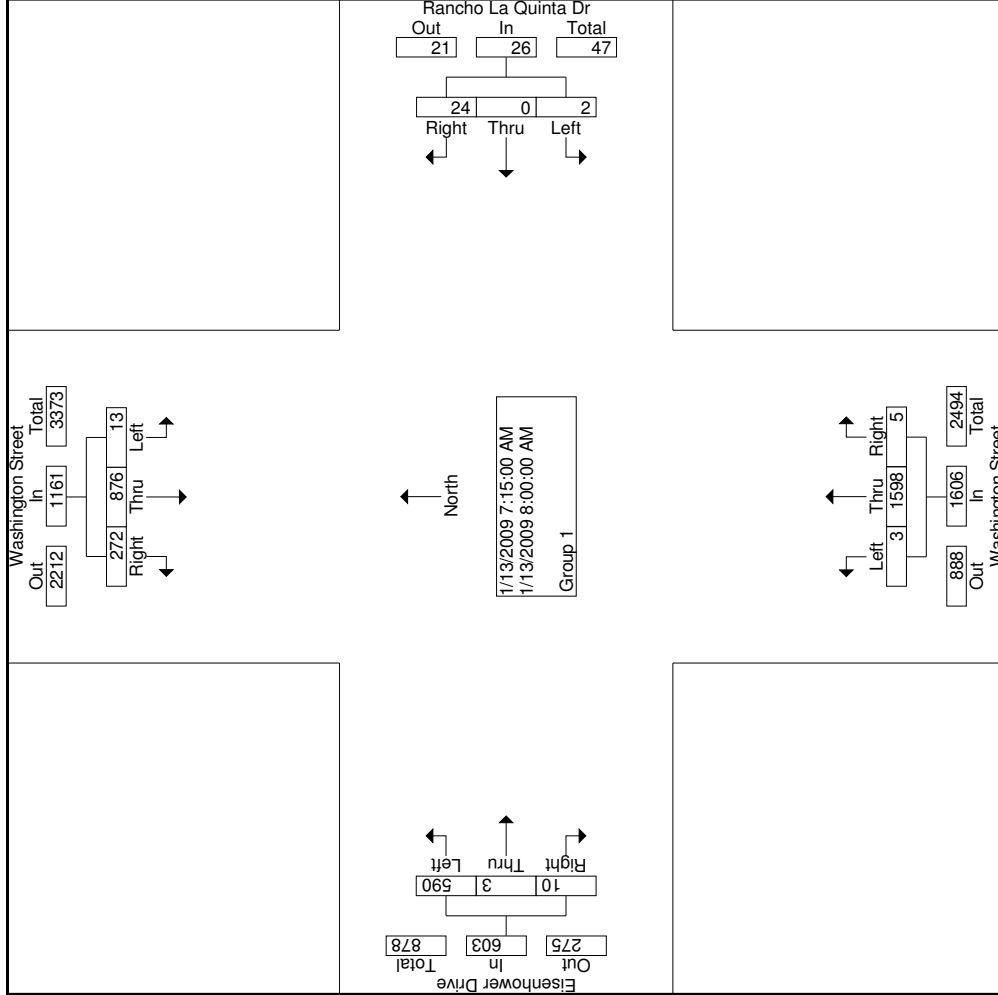
Start Time	Washington Street Southbound			Rancho La Quinta Dr Westbound			Washington Street Northbound			Eisenhower Drive Eastbound								
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total	
06:30 to 08:15 - Peak 1 of 1	13	876	272	2	0	0	26	3	1598	5	0	1606	590	3	10	603		3396
Intersection 07:15	1.1	75.5	23.4	7.7	0.0	0.0	92.3	0.2	99.5	0.3			97.8	0.5	1.7			
07:30 Volume	4	200	68	1	0	0	8	1	482	0		483	147	1	3	151		915
Peak Factor																		0.928
High Int. 07:45	4	254	71	0	0	0	11	07:30	482	0		483	170	0	3	173		
Volume												0.831						
Peak Factor																		0.871

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(619) 390-8495 Fax (866) 768-1818

File Name : 09104060  
Site Code : 00104060  
Start Date : 1/13/2009  
Page No : 2

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-1306  
Loc: Washington Street & Eisenhower Drive





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File Name : 09104070  
Site Code : 00104070  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C Parish  
Board No: D1-1307  
Loc: Washington St. & Ave 50

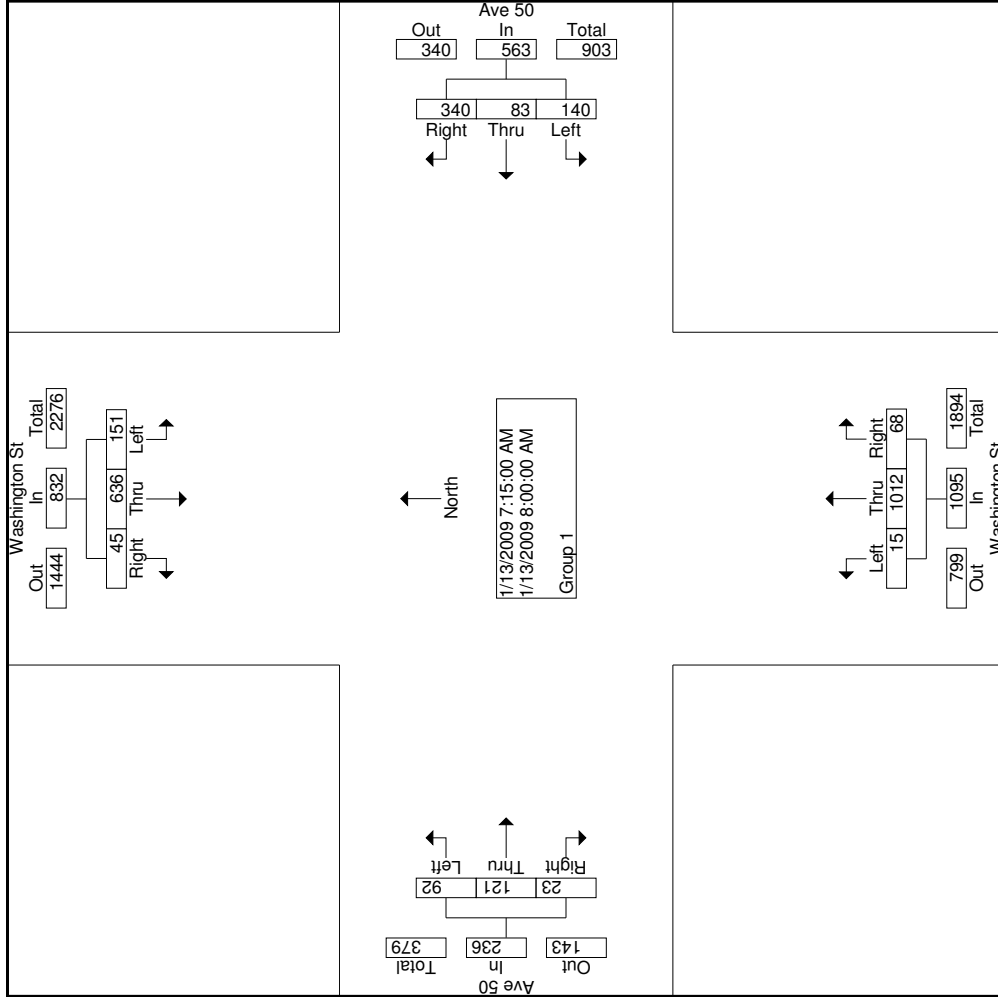
Groups Printed- Group 1

Start Time	Washington St Southbound			Ave 50 Westbound			Washington St Northbound			Ave 50 Eastbound			Exclu. Total	Inclu. Total	Int. Total								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru				Right	Peds	App. Total					
06:30	23	103	13	0	139	29	22	44	0	95	9	203	21	1	233	7	15	5	0	27	1	494	495
06:45	25	101	11	0	137	32	28	37	0	97	5	199	20	0	224	9	33	4	0	46	0	504	504
Total	48	204	24	0	276	61	50	81	0	192	14	402	41	1	457	16	48	9	0	73	1	998	999
07:00	28	98	10	0	136	27	29	42	0	98	4	196	18	0	218	9	36	7	0	52	0	504	504
07:15	38	135	10	0	183	35	19	80	0	134	5	263	25	0	293	18	36	9	0	63	0	673	673
07:30	36	135	7	0	178	36	20	106	0	162	4	245	18	0	267	22	29	2	0	53	0	660	660
07:45	37	192	14	0	243	38	12	83	1	133	2	263	12	1	277	33	26	8	1	67	3	720	723
Total	139	560	41	0	740	136	80	311	1	527	15	967	73	1	1055	82	127	26	1	235	3	2557	2560
08:00	40	174	14	0	228	31	32	71	0	134	4	241	13	0	258	19	30	4	0	53	0	673	673
08:15	32	154	15	0	201	27	10	81	0	118	1	191	23	0	215	17	25	8	0	50	0	584	584
08:30	23	129	13	0	165	32	22	74	0	128	3	177	13	0	193	13	32	4	0	49	0	535	535
08:45	33	157	16	0	206	19	11	45	0	75	7	179	19	0	205	8	14	9	0	31	0	517	517
Total	128	614	58	0	800	109	75	271	0	455	15	788	68	0	871	57	101	25	0	183	0	2309	2309
Grand Total	315	1378	123	0	1816	306	205	663	1	1174	44	2157	182	2	2383	155	276	60	1	491	4	5864	5868
Approch %	17.3	75.9	6.8		26.1	17.5	56.5			20.0	0.8	36.8	3.1		40.6	31.6	56.2	12.2		8.4	0.1	99.9	
Total %	5.4	23.5	2.1		31.0	5.2	3.5	11.3		20.0	0.8	36.8	3.1		40.6	2.6	4.7	1.0		8.4	0.1	99.9	

Start Time	Washington St Southbound			Ave 50 Westbound			Washington St Northbound			Ave 50 Eastbound			App. Total	Int. Total
	Left	Thru	Right	Thru	Right	App. Total	Left	Thru	Right	Thru	Left	Thru		
Peak Hour From 06:30 to 08:45 - Peak 1 of 1														
Intersection	07:15													
Volume	151	636	45	832	563	15	1012	68	1095	92	121	23	236	2726
Percent	18.1	76.4	5.4	24.9	60.4	1.4	92.4	6.2	39.0	51.3	9.7	9.7	67	720
07:45 Volume	37	192	14	243	133	2	263	12	277	33	26	8	0.947	
Peak Factor														
High Int.	07:45			07:30	07:15				07:45					
Volume	37	192	14	243	162	5	263	25	293	33	26	8	67	720
Peak Factor				0.856	0.869				0.934					

TDSSW, Inc.  
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 Lakeside, CA 92040  
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Weather: Clear & Dry  
 Counted by: C Parish  
 Board No: D1-1307  
 Loc: Washington St. & Ave 50



TDSSW, Inc.  
PO Box 1544

Lakeside, CA 92040  
(619) 390-8495 Fax (866) 768-1818

File Name : 09104080  
Site Code : 00104080  
Start Date : 1/14/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Niggel  
Board No: D1-1427  
Loc: Washington St & Ave 52

Groups Printed- Group 1

Start Time	Washington St Southbound			Ave 52 Westbound			Washington St Northbound			Ave 52 Eastbound			Incl. Total	Int. Total							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right									
06:30	49	1	14	5	15	48	0	68	2	1	0	0	3	109	68	1	0	178	0	313	313
06:45	43	0	20	7	30	41	0	78	0	3	0	0	3	132	94	1	0	227	0	371	371
Total	92	1	34	12	45	89	0	146	2	4	0	0	6	241	162	2	0	405	0	684	684
07:00	51	4	35	8	35	50	0	93	1	1	2	0	4	174	102	1	0	277	0	464	464
07:15	68	4	50	5	42	36	0	83	0	5	2	0	7	250	101	0	0	351	0	563	563
07:30	58	4	76	10	35	57	0	102	0	4	1	0	5	138	90	0	0	228	0	473	473
07:45	54	9	54	7	53	47	0	107	5	0	3	0	8	135	103	2	0	240	0	472	472
Total	231	21	215	30	165	190	0	385	6	10	8	0	24	697	396	3	0	1096	0	1972	1972
08:00	75	5	39	5	38	58	0	101	0	4	4	0	8	100	57	1	0	158	0	386	386
08:15	56	3	35	7	49	73	0	129	0	5	0	0	5	134	61	4	0	199	0	427	427
Grand Total	454	30	323	54	297	410	0	761	8	23	12	0	43	1172	676	10	0	1858	0	3469	3469
Approch %	56.3	3.7	40.0	7.1	39.0	53.9		18.6	53.5	27.9			1.2	63.1	36.4	0.5		53.6	0.0	100.0	
Total %	13.1	0.9	9.3	1.6	8.6	11.8		21.9	0.2	0.7	0.3		1.2	33.8	19.5	0.3		53.6	0.0	100.0	

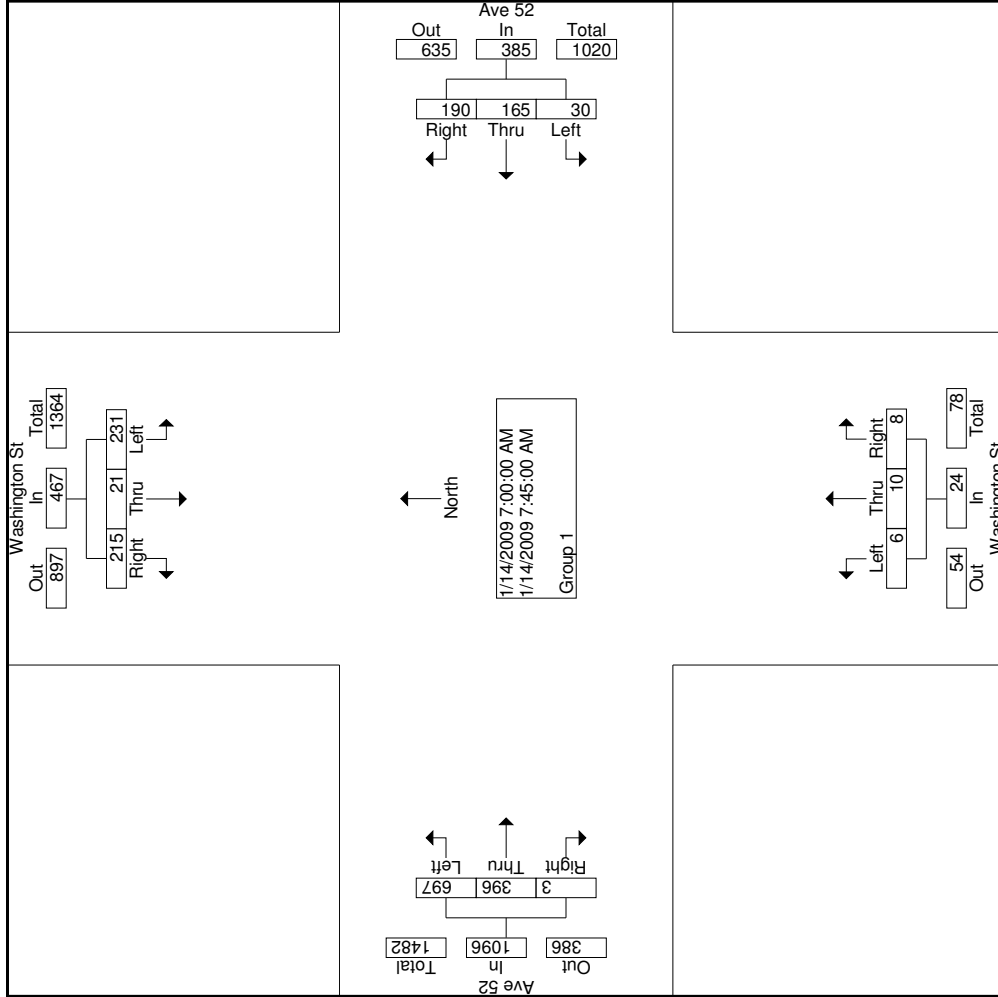
Start Time	Washington St Southbound			Ave 52 Westbound			Washington St Northbound			Ave 52 Eastbound			App. Total	Int. Total							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right									
Peak Hour From 06:30 to 08:15 - Peak 1 of 1																					
Intersection																					
Volume	231	21	215	30	165	190	0	385	6	10	8	0	24	697	396	3	0	1096	0	1972	
Percent	49.5	4.5	46.0	7.8	42.9	49.4		25.0	41.7	33.3			33.3	63.6	36.1	0.3		53.6	0.0	100.0	
07:15 Volume	68	4	50	5	42	36	0	83	0	5	2	0	7	250	101	0	0	351	0	563	
Peak Factor																					0.876
High Int. Volume	07:30	58	4	76	07:45	7	53	07:45	5	0	3	0	8	250	101	0	0	351	0	563	
Peak Factor																					0.781

TDSSW, Inc.  
 PO Box 1544

Lakeside, CA 92040  
 (619) 390-8495 Fax (866) 768-1818

File Name : 09104080  
 Site Code : 00104080  
 Start Date : 1/14/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Niggel  
 Board No: D1-1427  
 Loc: Washington St & Ave 52



INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: JEFFERSON  
 EAST-WEST STREET: SR 111  
 JURISDICTION: LA QUINTA

DATE: 07-16-08

PEAK HOUR: 07:15AM

TOTAL: 549

*74 NORTH LEG 275*

53	<del>395</del>	<del>161</del>
14	78	31
13	102	55
14	81	42
12	74	33

Total

1st

2nd

3rd

4th

Rt Thru Lt

EAST LEG TOTAL: 688

Rt	47	34	38	22	<del>141</del>
Thru	131	141	116	104	<del>492</del>
Lt	11	18	10	16	<del>55</del>

*197*  
*689*  
*7*

Total 1st 2nd 3rd 4th

*105*  
*500*  
*104*

<del>75</del>	21	16	19	19
<del>357</del>	72	129	84	72
<del>103</del>	22	38	20	23

Lt

Thru

Rt

1st 2nd 3rd 4th Total

WEST LEG TOTAL: 535

PEAK HOUR FACTORS

NORTH LEG = 0.81  
 SOUTH LEG = 0.89  
 EAST LEG = 0.89  
 WEST LEG = 0.73

ALL LEGS = 0.85

	Lt	Thru	Rt
1st	55	128	12
2nd	54	120	7
3rd	39	120	10
4th	46	83	18
Total	<del>194</del>	<del>451</del>	<del>47</del>

TOTAL: 692

*272 SOUTH LEG*  
*651* *66*

HOURLY TOTAL: 2,464

Prepared by NEWPORT TRAFFIC STUDIES

### INTERSECTION TURN COUNT

#### PEAK HOUR

NORTH-SOUTH STREET: JEFFERSON  
 EAST-WEST STREET: AVE 48  
 JURISDICTION: LA QUINTA

DATE: 07-16-08

PEAK HOUR: 07:15AM

TOTAL: 529

*57* NORTH LEG *192*

<del>41</del>	351	137
12	86	28
14	99	49
8	81	30
7	85	30

Total

1st

2nd

3rd

4th

Rt Thru Lt

EAST LEG TOTAL: 845

Rt	59	70	42	32	203
Thru	137	173	153	122	585
Lt	17	12	14	14	57

1st 2nd 3rd 4th Total

Total 1st 2nd 3rd 4th

<del>25</del>	8	4	6	7
<del>210</del>	54	55	48	53
<del>140</del>	30	54	29	27

Lt

Thru

Rt

WEST LEG TOTAL: 375

#### PEAK HOUR FACTORS

NORTH LEG = 0.82

SOUTH LEG = 0.94

EAST LEG = 0.83

WEST LEG = 0.83

ALL LEGS = 0.88

	Lt	Thru	Rt
1st	69	134	13
2nd	85	100	9
3rd	78	118	13
4th	56	113	21
Total	288	465	56

TOTAL: 809

*405* SOUTH LEG *651* *78*

HOUR TOTAL: 2,558

Prepared by NEWPORT TRAFFIC STUDIES

TDSSW, Inc.  
PO Box 1544

Lakeside, CA 92040  
(619) 390-8495 Fax (866) 768-1818

File Name : 09104011  
Site Code : 00104011  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Hust  
Board No: D1-0240  
Loc: Eisenhower Drive & Ave Fernando

Groups Printed- Group 1

Start Time	Eisenhower Drive Southbound				Avenida Fernando Westbound				Eisenhower Drive Northbound				Avenida Fernando Eastbound				Int. Total						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total		Inclu. Total					
14:30	1	89	9	0	99	0	0	1	0	1	8	71	1	0	80	12	0	13	1	25	1	205	206
14:45	1	98	8	0	107	1	0	0	0	1	12	109	0	0	121	16	0	17	0	33	0	262	262
Total	2	187	17	0	206	1	0	1	0	2	20	180	1	0	201	28	0	30	1	58	1	467	468
15:00	2	103	10	0	115	0	0	3	0	3	6	80	1	0	87	17	0	11	2	28	2	233	235
15:15	0	97	9	0	106	0	0	0	0	0	7	73	0	0	80	18	0	13	0	31	0	217	217
15:30	1	99	10	0	110	1	0	2	0	3	6	69	0	0	75	23	0	19	1	42	1	230	231
15:45	2	93	9	0	104	0	0	1	0	1	5	71	1	0	77	15	0	13	0	28	0	210	210
Total	5	392	38	0	435	1	0	6	0	7	24	293	2	0	319	73	0	56	3	129	3	890	893
16:00	1	88	4	0	93	0	0	0	0	0	7	64	0	0	71	15	0	9	1	24	1	188	189
16:15	0	75	8	0	83	0	0	1	0	1	6	69	1	0	76	13	0	11	0	24	0	184	184
16:30	2	83	4	0	89	1	0	1	0	2	11	73	0	0	84	17	0	11	4	28	4	203	207
16:45	1	79	18	0	98	0	0	0	0	0	7	72	1	0	80	21	0	7	0	28	0	206	206
Total	4	325	34	0	363	1	0	2	0	3	31	278	2	0	311	66	0	38	5	104	5	781	786
17:00	2	93	8	0	103	0	0	0	0	0	15	70	0	0	85	24	0	10	0	34	0	222	222
17:15	0	109	8	0	117	0	0	2	0	2	3	60	0	0	63	14	0	9	0	23	0	205	205
Grand Total	13	1106	105	0	1224	3	0	11	0	14	93	881	5	0	979	205	0	143	9	348	9	2565	2574
Approch %	1.1	90.4	8.6			21.4	0.0	78.6		9.5	90.0	0.5		58.9	0.0	41.1				13.6	0.3	99.7	
Total %	0.5	43.1	4.1		47.7	0.1	0.0	0.4		3.6	34.3	0.2		38.2	0.0	8.0		5.6					

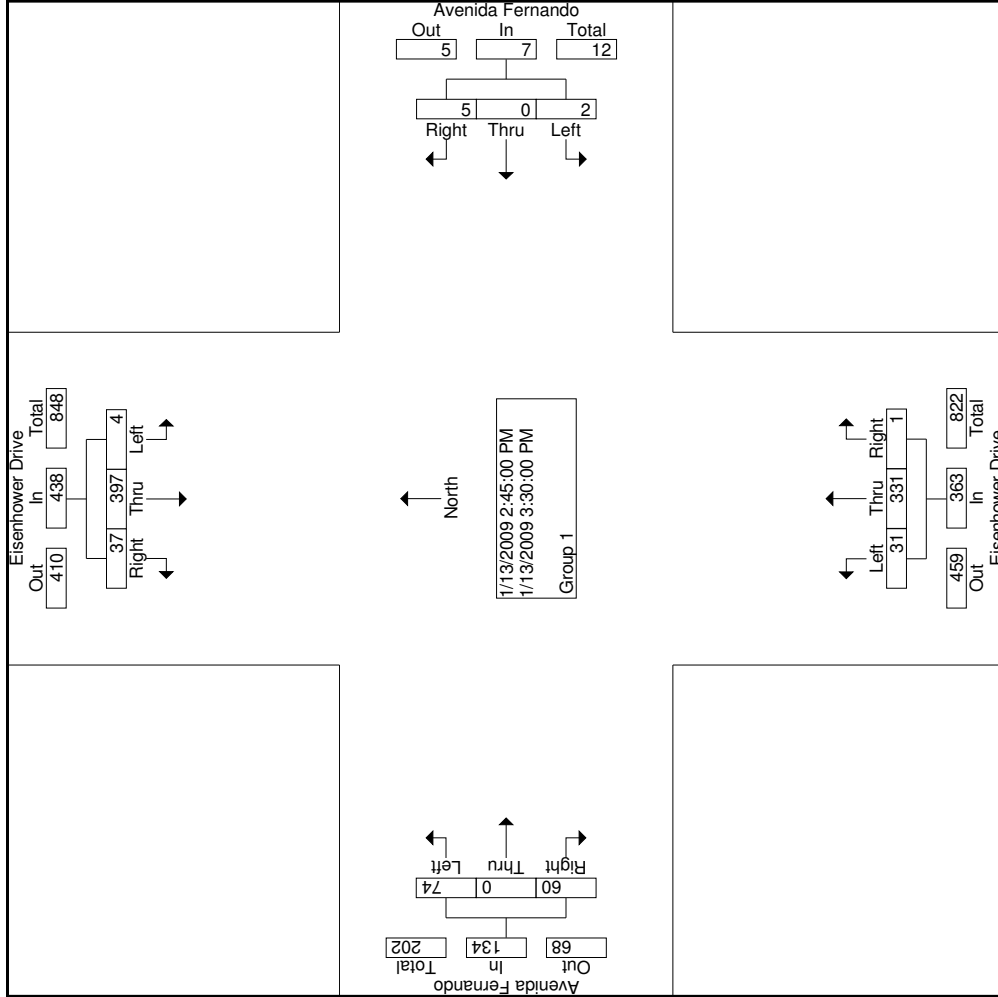
Start Time	Eisenhower Drive Southbound				Avenida Fernando Westbound				Eisenhower Drive Northbound				Avenida Fernando Eastbound				App. Total	Int. Total						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left			Thru	Right				
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																								
Intersection	14:45																							
Volume	4	397	37		438	2	0	5		7	31	331	1		363	74	0	60		134			942	
Percent	0.9	90.6	8.4		107	28.6	0.0	71.4		1	8.5	91.2	0.3		121	55.2	0.0	44.8		33			262	
Peak Factor	1	98	8			1	0	0		1	12	109	0		15:30	16	0	17		0.899				
High Int. Volume	15:00	2	103	10	115	15:00	0	3		3	14:45	109	0		121	15:30	0	19		42				
Peak Factor					0.952	0	0	0.583		0.750	12	109	0		0.750	23	0	0		0.798				

TDSSW, Inc.  
 PO Box 1544

Lakeside, CA 92040  
 (619) 390-8495 Fax (866) 768-1818

File Name : 09104011  
 Site Code : 00104011  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Hust  
 Board No: D1-0240  
 Loc: Eisenhower Drive & Ave Fernando





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Lakeside, CA 92040  
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File Name : 09104021  
Site Code : 00104021  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Niggel  
Board No: D1-1424  
Loc: Eisenhower Dr & Resort Access

Groups Printed- Group 1

Start Time	Eisenhower Dr Southbound			Westbound			Eisenhower Dr Northbound			Resort Access Eastbound										
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
14:30	0	103	2	0	0	0	0	6	77	0	0	83	0	0	2	1	2	1	190	191
14:45	0	123	4	0	0	0	0	2	61	0	0	63	3	0	3	0	6	0	196	196
Total	0	226	6	0	0	0	0	8	138	0	0	146	3	0	5	1	8	1	386	387
15:00	0	105	3	0	0	0	0	2	79	0	0	81	0	0	0	0	0	1	189	190
15:15	0	107	5	0	0	0	0	1	121	0	0	122	0	0	0	0	0	1	234	235
15:30	0	102	2	0	0	0	0	1	86	0	0	87	0	0	0	0	0	1	191	192
15:45	0	86	5	0	0	0	0	2	80	0	0	82	0	0	2	0	2	1	173	175
Total	0	400	15	0	0	0	0	6	366	0	0	372	0	0	0	5	0	5	787	792
16:00	0	96	6	0	0	0	0	10	69	0	0	79	2	0	3	1	5	1	186	187
16:15	0	79	5	0	0	0	0	5	71	0	0	76	4	0	2	1	6	1	166	167
16:30	0	94	2	0	0	0	0	7	85	0	0	92	0	0	2	1	2	1	190	191
16:45	0	82	3	0	0	0	0	8	73	0	0	81	7	0	3	1	10	1	176	177
Total	0	351	16	0	0	0	0	30	298	0	0	328	13	0	10	4	23	4	718	722
17:00	0	99	3	0	0	0	0	5	76	0	0	81	7	0	1	0	8	0	191	191
17:15	0	112	1	0	0	0	0	2	63	0	0	65	2	0	2	0	4	0	182	182
Grand Total	0	1188	41	0	0	0	0	51	941	0	0	992	25	0	18	10	43	10	2264	2274
Approch %	0.0	96.7	3.3					5.1	94.9	0.0		58.1	0.0	0.0	41.9		1.9	0.4	99.6	
Total %	0.0	52.5	1.8					2.3	41.6	0.0		43.8	1.1	0.0	0.8		1.9	0.4	99.6	

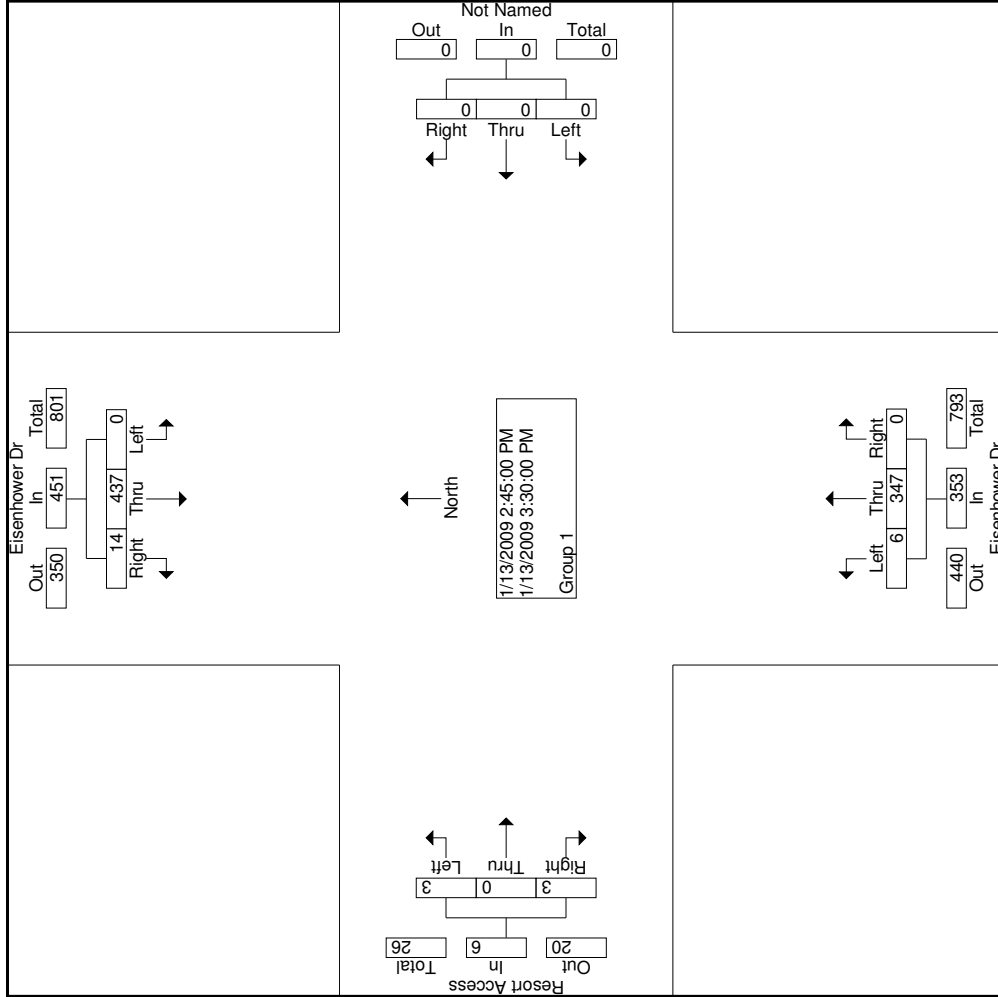
Start Time	Eisenhower Dr Southbound			Westbound			Eisenhower Dr Northbound			Resort Access Eastbound										
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																				
Intersection	0	437	14				0	6	347	0		0	3	0	3		353	0	6	810
Volume	0.0	96.9	3.1				0.0	1.7	98.3	0.0		0.0	50.0	0.0	50.0		0.0	0.0	0	810
Percent	0	107	5				0	1	121	0		0	0	0	0		122	0	0	234
15:15 Volume																				0.865
Peak Factor																				
High Int. Volume	0	123	4				0	15:15	121	0		0	14:45	0	3		122	0	6	
Volume	0	123	4				0	1	121	0		0	3	0	3		122	0	6	
Peak Factor							0.888					0.723						0.250		

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File Name : 09104021  
 Site Code : 00104021  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Niggel  
 Board No: D1-1424  
 Loc: Eisenhower Dr & Resort Access



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File Name : 09104031  
Site Code : 00104031  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: M. Parish  
Board No: D1-1427  
Loc: Eisenhower Dr & Calle Mazatlan

Groups Printed- Group 1

Start Time	Eisenhower Dr Southbound				Calle Mazatlan Westbound				Eisenhower Dr Northbound				Calle Mazatlan Eastbound				Incl. Total	Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total							
14:30	6	81	2	0	89	33	1	5	0	39	0	57	17	0	74	7	6	1	0	14	0	216	216
14:45	6	94	3	0	103	38	2	4	2	44	3	59	13	2	75	8	7	1	0	16	4	238	242
Total	12	175	5	0	192	71	3	9	2	83	3	116	30	2	149	15	13	2	0	30	4	454	458
15:00	0	105	7	0	112	43	1	9	0	53	5	120	11	0	136	6	7	3	0	16	0	317	317
15:15	0	95	6	0	101	44	3	7	0	54	7	76	14	0	97	18	9	6	0	33	0	285	285
15:30	0	102	5	0	107	43	4	4	0	41	9	67	17	0	93	8	5	4	0	17	0	258	258
15:45	0	86	6	0	92	43	6	4	0	53	6	74	19	0	99	5	8	7	0	20	0	264	264
Total	0	388	24	0	412	163	14	24	0	201	27	337	61	0	425	37	29	20	0	86	0	1124	1124
16:00	11	87	6	0	104	17	6	12	0	35	7	58	16	0	81	8	6	9	2	23	2	243	245
16:15	9	63	6	0	78	27	2	8	0	37	5	50	11	0	66	11	9	5	0	25	0	206	206
16:30	5	86	7	0	98	19	5	12	0	36	3	60	16	1	79	16	9	5	3	30	4	243	247
16:45	9	73	2	0	84	23	5	13	0	41	4	64	10	2	78	12	8	4	1	24	3	227	230
Total	34	309	21	0	364	86	18	45	0	149	19	232	53	3	304	47	32	23	6	102	9	919	928
17:00	2	97	6	0	105	23	5	7	0	35	6	77	12	0	95	4	3	6	5	13	5	248	253
17:15	12	105	8	0	125	52	2	5	0	59	2	53	10	0	65	12	12	2	0	26	0	275	275
Grand Total	60	1074	64	0	1198	395	42	90	2	527	57	815	166	5	1038	115	89	53	11	257	18	3020	3038
Approch %	5.0	89.6	5.3		75.0	8.0	17.1			44.7	34.6	20.6											
Total %	2.0	35.6	2.1		39.7	13.1	1.4	3.0		17.5	1.9	27.0	5.5		34.4	3.8	2.9	1.8		8.5	0.6	99.4	

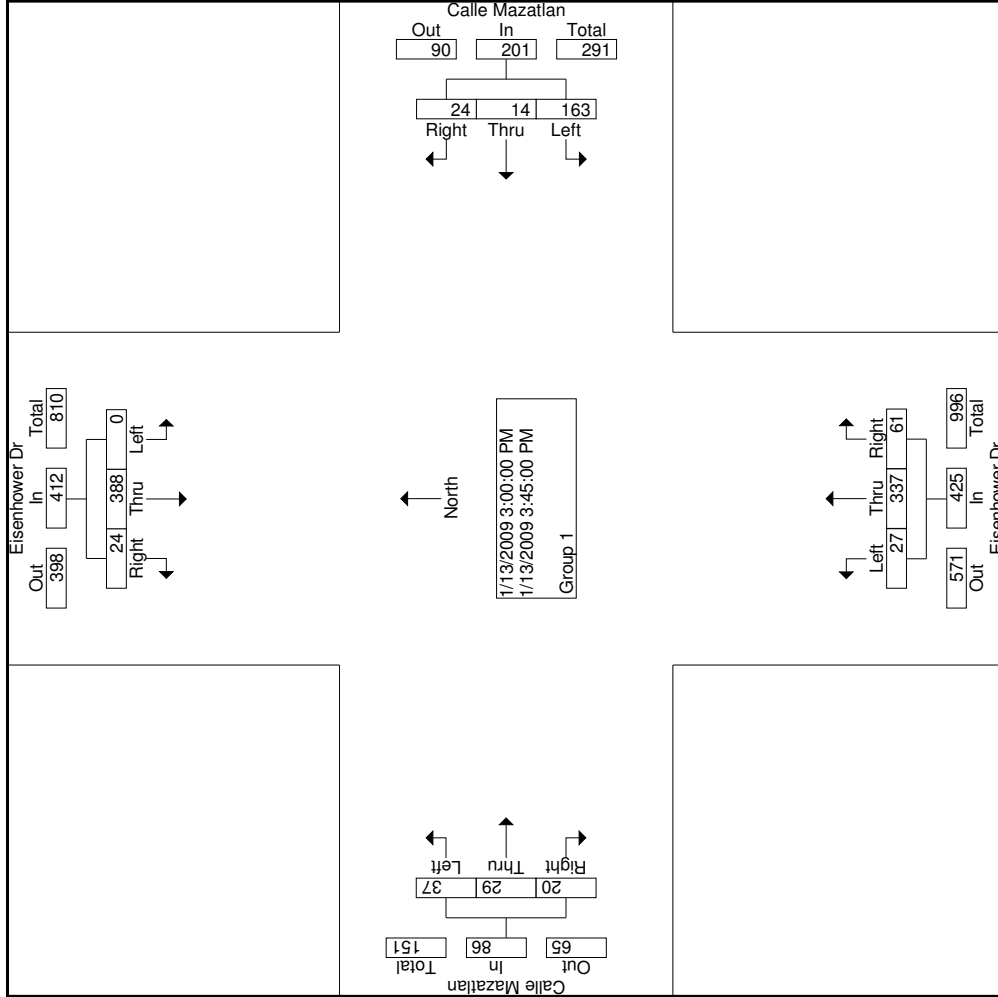
Start Time	Eisenhower Dr Southbound				Calle Mazatlan Westbound				Eisenhower Dr Northbound				Calle Mazatlan Eastbound				App. Total	Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left			Thru	Right			
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																							
Intersection	15:00	0	388	24	412	163	14	24	0	201	27	337	61	0	425	37	29	20	0	86	0	1124	
Volume		0	388	24	412	163	14	24	0	201	27	337	61	0	425	37	29	20	0	86	0	1124	
Percent		0.0	94.2	5.8	412	81.1	7.0	11.9	0	201	6.4	79.3	14.4	0	425	43.0	33.7	23.3	0	86	0	1124	
Peak Factor		0	105	7	112	43	1	9	0	53	5	120	11	0	136	6	7	3	0	16	0	317	
High Int.	15:00	0	105	7	112	43	1	9	0	53	5	120	11	0	136	6	7	3	0	16	0	317	
Volume		0	105	7	112	44	3	7	0	54	15:00	5	120	11	136	15:15	9	6	0	33	0	317	
Peak Factor		0	105	7	112	44	3	7	0	54	15:00	5	120	11	136	15:15	9	6	0	33	0	317	
					0.920					0.931					0.781					0.652			

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File Name : 09104031  
 Site Code : 00104031  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: M. Parish  
 Board No: D1-1427  
 Loc: Eisenhower Dr & Calle Mazatlan



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File Name : 09104041  
Site Code : 00104041  
Start Date : 1/14/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Tampico

Groups Printed- Group 1

Start Time	Eisenhower Drive Southbound			Calle Tampico Westbound			Eisenhower Drive Northbound			Calle Tampico Eastbound			Int. Total						
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Thru	Right		Peds	App. Total	Exclu. Total	Inclu. Total		
14:30	36	76	1	63	1	18	0	82	1	89	28	0	118	2	1	0	3	316	319
14:45	33	135	3	58	0	22	0	80	0	74	23	0	97	0	0	0	0	348	353
Total	69	211	4	121	1	40	0	162	1	163	51	0	215	2	1	0	3	664	672
15:00	24	95	1	7	120	2	23	0	80	1	55	19	0	75	0	0	1	276	283
15:15	11	90	0	9	101	53	1	19	0	73	0	18	0	78	0	1	0	253	262
15:30	20	84	2	3	106	47	0	15	0	62	0	19	0	89	1	0	1	258	261
15:45	12	76	0	12	88	91	1	24	5	116	1	12	0	87	0	2	2	293	310
Total	67	345	3	31	415	246	4	81	5	331	2	259	68	0	329	1	3	1080	1116
16:00	24	89	0	8	113	70	1	22	0	93	0	14	0	85	0	0	1	292	300
16:15	11	90	0	3	101	39	0	10	1	49	0	19	0	90	0	0	0	240	244
16:30	14	103	0	0	117	41	0	20	2	61	0	12	0	90	0	0	0	268	270
16:45	9	91	0	2	100	48	0	20	1	68	0	14	0	62	2	1	0	233	236
Total	58	373	0	13	431	198	1	72	4	271	0	268	59	0	327	2	1	1033	1050
17:00	13	83	0	0	96	39	0	14	0	53	0	23	0	72	2	0	0	223	223
17:15	14	100	1	2	115	52	0	8	0	60	2	21	0	80	0	1	0	256	258
Grand Total	221	1112	8	54	1341	656	6	215	9	877	5	796	222	0	1023	7	6	3256	3319
Approch %	16.5	82.9	0.6		74.8		0.7	24.5		0.5	77.8	21.7		46.7	40.0	13.3			
Total %	6.8	34.2	0.2		41.2		0.2	6.6		0.2	24.4	6.8		31.4	0.2	0.2	0.1	1.9	98.1

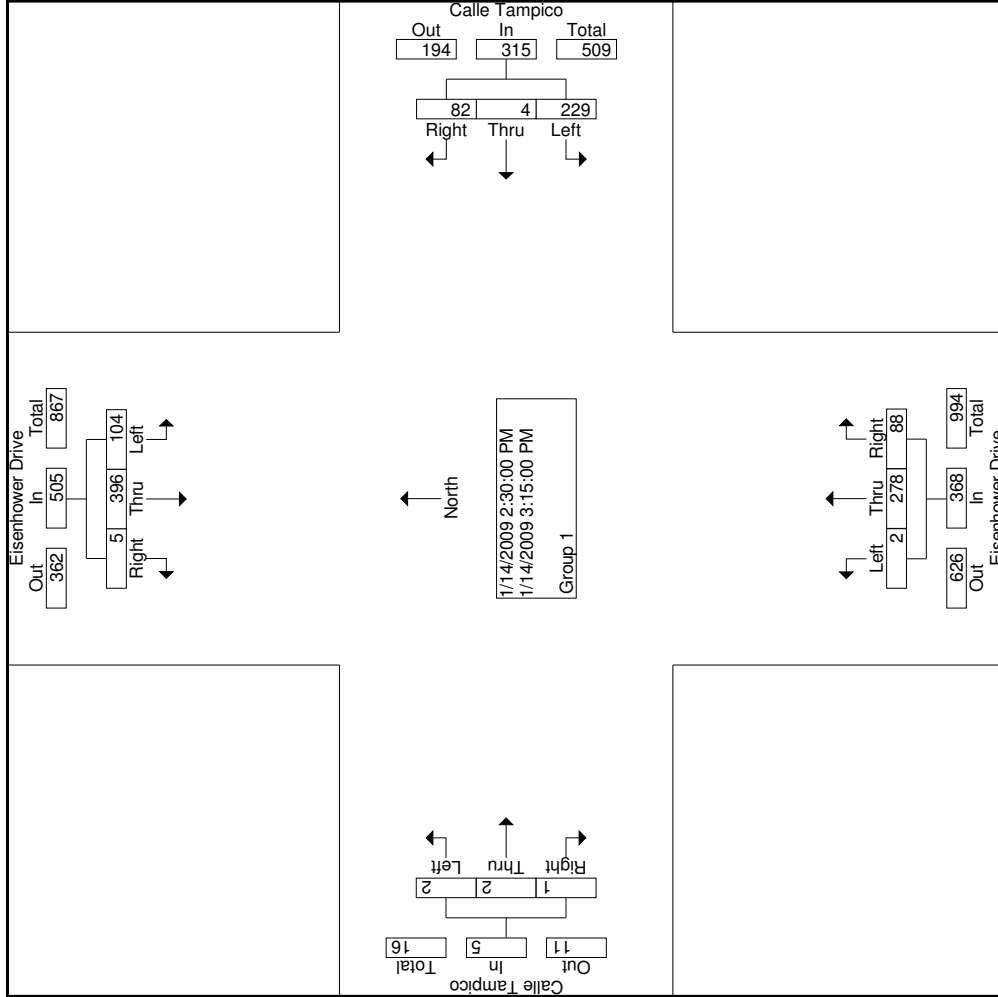
Start Time	Eisenhower Drive Southbound			Calle Tampico Westbound			Eisenhower Drive Northbound			Calle Tampico Eastbound			App. Total	Int. Total	
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Thru	Right			App. Total
14:30	104	396	5	229	4	82	315	2	278	88	2	2	368	5	1193
Volume	20.6	78.4	1.0	72.7	1.3	26.0	80	0.5	75.5	23.9	0	40.0	97	20.0	
Percent	33	135	3	58	0	22	80	0	74	23	0	0	0	0	348
Peak Factor	14:45	33	135	3	14:30	63	171	14:30	89	28	14:30	2	118	0	0.857
High Int. Volume	33	135	3	171	1	18	82	1	89	28	1	1	0.780	0.417	
Peak Factor				0.738			0.960								

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File Name : 09104041  
Site Code : 00104041  
Start Date : 1/14/2009  
Page No : 2

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Tampico



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File Name : 09104051  
Site Code : 00104051  
Start Date : 1/14/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C.Parish  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Sinoloa

Groups Printed- Group 1

Start Time	Eisenhower Drive Southbound			Calle Sinoloa Westbound			Eisenhower Drive Northbound			Calle Sinoloa Eastbound			Exclu. Total	Inclu. Total	Int. Total		
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				Thru	Right
14:30	11	102	11	88	32	13	133	6	78	23	3	107	16	28	2	1	46
14:45	10	87	10	75	28	11	114	4	69	19	3	92	14	23	0	1	37
Total	21	189	21	163	60	24	247	10	147	42	6	199	30	51	2	2	83
15:00	7	98	13	82	33	9	124	5	68	21	5	94	13	24	4	2	41
15:15	9	85	15	67	30	10	107	3	57	13	7	73	15	19	3	1	24
15:30	8	82	12	61	28	9	98	1	63	11	3	75	6	14	1	1	21
15:45	7	88	13	60	27	7	94	1	54	18	6	73	14	14	0	0	28
Total	31	353	53	270	118	35	423	10	242	63	21	315	48	71	8	4	127
16:00	7	117	9	75	26	8	109	2	47	17	0	66	12	19	2	0	33
16:15	4	69	13	73	24	11	108	4	39	16	3	59	7	17	0	2	24
16:30	7	84	14	64	23	9	96	4	61	21	3	86	7	23	1	11	31
16:45	7	79	10	77	31	8	116	0	38	18	5	56	8	28	1	1	37
Total	25	349	46	289	104	36	429	10	185	72	11	267	34	87	4	14	125
17:00	10	77	7	69	28	3	100	0	51	18	1	69	6	15	1	1	22
17:15	8	102	16	82	26	7	115	2	46	14	0	62	10	24	1	7	35
Grand Total	95	1070	143	873	336	105	1314	32	671	209	39	912	128	248	16	28	392
Approch %	7.3	81.8	10.9	66.4	25.6	8.0	33.5	3.5	73.6	22.9	5.3	23.2	32.7	63.3	4.1	10.0	10.0
Total %	2.4	27.3	3.6	22.2	8.6	2.7	33.5	0.8	17.1	5.3	1.6	23.2	3.3	6.3	0.4	10.0	10.0

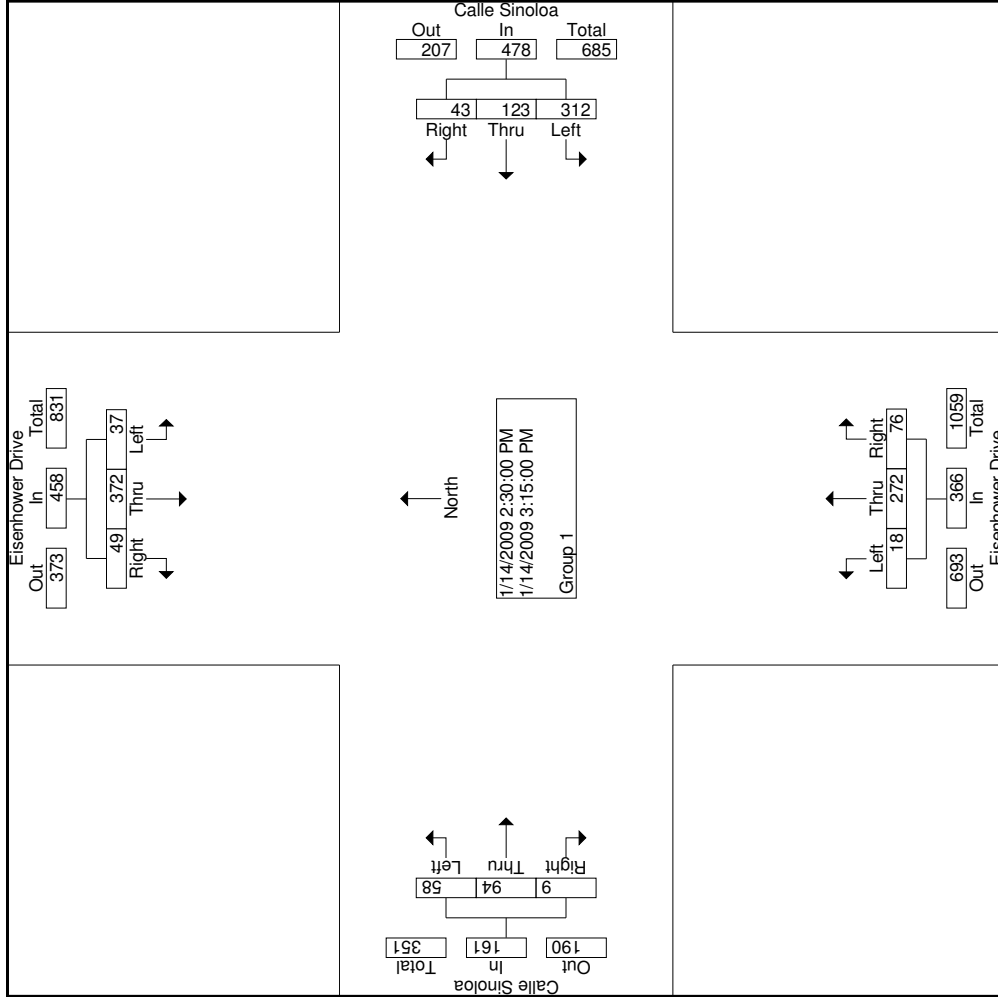
Start Time	Eisenhower Drive Southbound			Calle Sinoloa Westbound			Eisenhower Drive Northbound			Calle Sinoloa Eastbound			App. Total	Right	Int. Total		
	Left	Thru	Right	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				Left	Right
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																	
Intersection 14:30	37	372	49	458	312	123	43	478	18	272	76	366	58	94	9	161	1463
Volume	37	372	49	458	312	123	43	478	18	272	76	366	58	94	9	161	1463
Percent	8.1	81.2	10.7	10.7	65.3	25.7	9.0	10.7	4.9	74.3	20.8	107	36.0	58.4	5.6	46	410
14:30 Volume	11	102	11	124	88	32	13	133	6	78	23	107	16	28	2	46	0.892
Peak Factor																	
High Int. 14:30	11	102	11	124	88	32	13	133	14:30	6	78	23	14:30	16	2	46	0.875
Volume	11	102	11	124	88	32	13	133	14:30	6	78	23	14:30	16	2	46	0.875
Peak Factor																	

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Weather: Clear & Dry  
Counted by: C.Parish  
Board No: D1-1306  
Loc: Eisenhower Drive & Calle Sinoloa

File Name : 09104051  
Site Code : 00104051  
Start Date : 1/14/2009  
Page No : 2





INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WASHINGTON  
 EAST-WEST STREET: SR 111  
 JURISDICTION: LA QUINTA

DATE: 07-16-08

PEAK HOUR: 02:45PM

*94* NORTH LEG *497*

TOTAL: 1,082

60	667	355	Total
14	166	94	1st
11	172	90	2nd
21	169	86	3rd
14	160	85	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 923

Rt	78	76	69	64	287	<i>402</i>
Thru	146	145	106	128	525	<i>735</i>
Lt	30	28	22	31	111	<i>155</i>
	1st	2nd	3rd	4th	Total	

Total 1st 2nd 3rd 4th

<i>210</i>	149	39	25	47	38	Lt
<i>1089</i>	778	197	177	204	200	Thru
<i>113</i>	352	95	83	82	92	Rt

WEST LEG TOTAL: 1,279

PEAK HOUR FACTORS

NORTH LEG = 0.98  
 SOUTH LEG = 0.90  
 EAST LEG = 0.91  
 WEST LEG = 0.96  
 ALL LEGS = 0.95

	Lt	Thru	Rt
1st	79	130	14
2nd	70	143	23
3rd	43	102	22
4th	68	127	24
Total	<i>260</i>	<i>502</i>	<i>83</i>

TOTAL: 845

*364* SOUTH LEG *703* *116*

HOURLY TOTAL: 4,129

Prepared by NEWPORT TRAFFIC STUDIES

### INTERSECTION TURN COUNT

#### PEAK HOUR

NORTH-SOUTH STREET: WASHINGTON  
 EAST-WEST STREET: AVE 48  
 JURISDICTION: LA QUINTA

DATE: 07-17-08

PEAK HOUR: 04:30PM

#### NORTH LEG

TOTAL: 1,262

	1012	250
	248	59
	251	61
	246	69
	267	61

Total

1st

2nd

3rd

4th

Rt Thru Lt

EAST LEG TOTAL: 503

Rt	42	39	22	30	133
Thru					
Lt	91	97	89	93	370

1st 2nd 3rd 4th Total

Total 1st 2nd 3rd 4th


Lt

Thru

Rt

WEST LEG TOTAL: 0

#### PEAK HOUR FACTORS

NORTH LEG = 0.96

SOUTH LEG = 0.90

EAST LEG = 0.92

WEST LEG =

ALL LEGS = 0.95

Lt Thru Rt

1st		225	46
2nd		230	60
3rd		288	55
4th		277	60
Total		1020	221

SOUTH LEG

TOTAL: 1,241

HOUR TOTAL: 3,006

Prepared by NEWPORT TRAFFIC STUDIES

File Name : 09104061  
 Site Code : 00104061  
 Start Date : 1/13/2009  
 Page No : 1

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Weather: Clear & Dry  
 Counted by: S. Tillman  
 Board No: D1-1306  
 Loc: Washington St & Eisenhower Dr

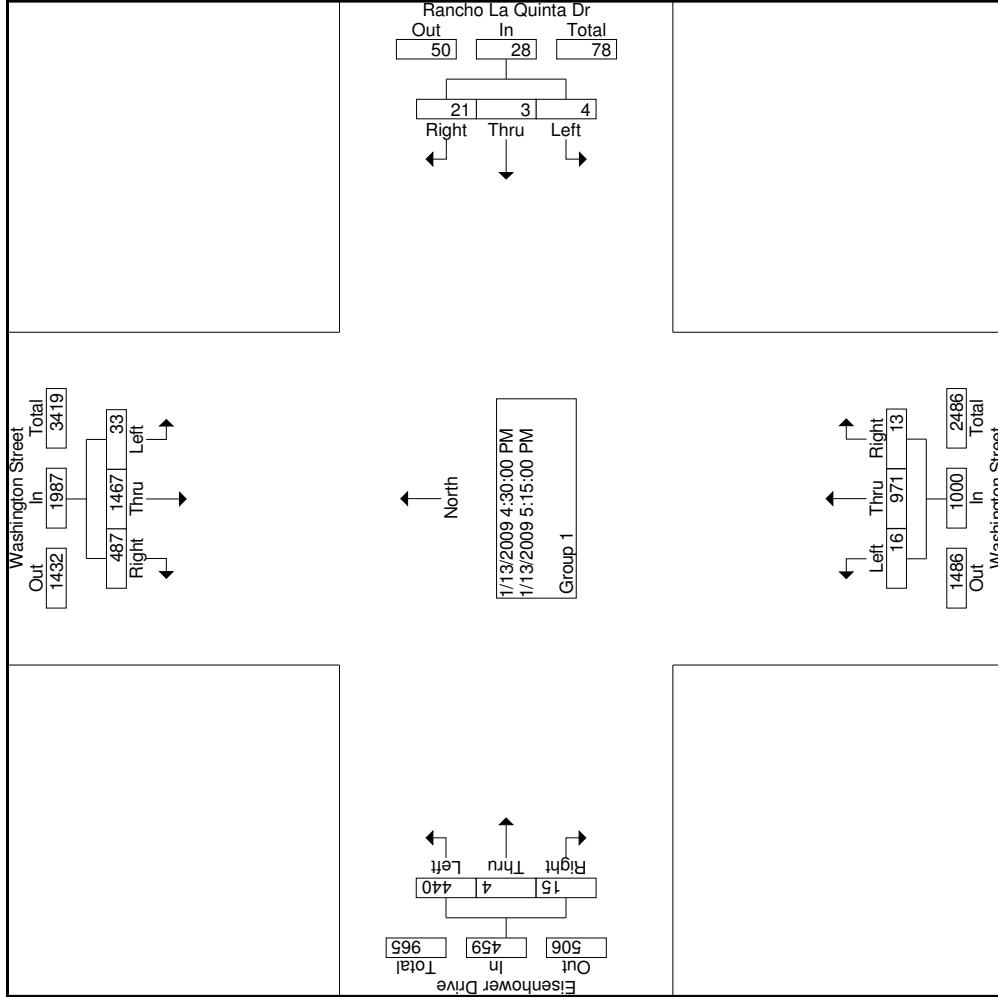
Groups Printed- Group 1

Start Time	Washington Street Southbound				Rancho La Quinta Dr Westbound				Washington Street Northbound				Eisenhower Drive Eastbound				Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total		Inclu. Total				
14:30	16	413	136	0	565	1	1	3	0	5	5	281	4	0	290	1	6	1	102	962	963	
14:45	7	280	116	0	403	2	1	5	0	8	2	210	2	0	214	89	3	2	94	0	719	719
Total	23	693	252	0	968	3	2	8	0	13	7	491	6	0	504	184	4	8	196	1	1681	1682
15:00	9	275	112	0	396	0	0	0	0	0	2	231	2	0	235	81	5	2	88	0	719	719
15:15	11	266	123	0	400	0	1	0	0	1	2	213	2	0	217	126	2	4	132	1	750	751
15:30	8	284	118	0	410	0	0	0	0	0	3	230	3	0	236	97	3	5	105	0	751	751
15:45	12	318	135	0	465	0	1	0	0	1	5	183	2	0	190	88	1	7	96	2	752	754
Total	40	1143	488	0	1671	0	2	0	0	2	12	857	9	0	878	392	11	18	421	3	2972	2975
16:00	17	355	122	0	494	2	0	8	0	10	8	249	3	0	260	100	5	8	113	0	877	877
16:15	9	339	114	0	462	0	0	4	0	4	2	221	2	0	225	97	4	3	104	0	795	795
16:30	10	323	111	0	444	2	0	5	0	7	7	257	5	0	269	102	2	4	108	0	828	828
16:45	7	379	118	0	504	0	1	5	0	6	2	241	3	0	246	122	1	3	126	1	882	883
Total	43	1396	465	0	1904	4	1	22	0	27	19	968	13	0	1000	421	12	18	451	1	3382	3383
17:00	10	385	128	2	523	0	1	7	0	8	6	266	3	0	275	106	0	6	112	2	918	920
17:15	6	380	130	3	516	2	1	4	0	7	1	207	2	0	210	110	1	2	113	3	846	849
Grand Total	122	3997	1463	5	5582	9	7	41	0	57	45	2789	33	0	2867	1213	28	52	1293	10	9799	9809
Approch %	2.2	71.6	26.2			15.8	12.3	71.9		0.6	1.6	97.3	1.2		93.8	2.2	4.0					
Total %	1.2	40.8	14.9		57.0	0.1	0.1	0.4		0.6	0.5	28.5	0.3		29.3	12.4	0.3	0.5	13.2	0.1	99.9	

Start Time	Washington Street Southbound				Rancho La Quinta Dr Westbound				Washington Street Northbound				Eisenhower Drive Eastbound				App. Total	Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left			Thru	Right		
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																						
Intersection 16:30	33	1467	487		1987	4	3	21		28	16	971	13		1000	440	4	15	459			3474
Volume	1.7	73.8	24.5		523	14.3	10.7	75.0		8	1.6	97.1	1.3		275	95.9	0.9	3.3	112			918
Percent	10	385	128		523	0	1	7		8	6	266	3		275	106	0	6	112			0.946
Peak Factor																						
High Int. 17:00	10	385	128		523	17:00	0	1	7	8	17:00	6	266	3	275	16:45	1	3	126			
Volume					0.950					0.875					0.909							
Peak Factor																						

TDSSW, Inc.  
 PO Box 1544  
 Lakeside, CA 92040  
 (619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry  
 Counted by: S. Tillman  
 Board No: D1-1306  
 Loc: Washington St & Eisenhower Dr



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PO Box 1544

Lakeside, CA 92040  
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File Name : 09104071  
Site Code : 00104071  
Start Date : 1/13/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Parish  
Board No: D1-1307  
Loc: Washington St. & Ave 50

Groups Printed- Group 1

Start Time	Washington St Southbound			Ave 50 Westbound			Washington St Northbound			Ave 50 Eastbound			Exclu. Total	Inclu. Total	Int. Total						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				App. Total					
14:30	38	273	35	32	25	50	0	107	1	194	15	3	210	21	10	5	36	5	699	704	
14:45	31	247	19	31	10	35	2	76	7	143	18	2	168	17	19	1	37	5	578	583	
Total	69	520	54	63	35	85	2	183	8	337	33	5	378	38	29	6	73	10	1277	1287	
15:00	32	230	18	36	18	66	0	120	6	137	16	1	159	15	22	7	44	1	603	604	
15:15	33	185	22	28	22	44	0	94	4	148	12	1	164	12	18	3	33	2	531	533	
15:30	42	192	15	31	12	34	0	77	5	151	10	0	166	13	15	12	40	2	532	534	
15:45	54	215	16	26	23	57	0	106	3	163	18	0	184	10	19	9	38	0	613	613	
Total	161	822	71	121	75	201	0	397	18	599	56	2	673	50	74	31	155	5	2279	2284	
16:00	59	284	20	24	27	64	2	115	3	161	20	0	184	11	17	11	0	2	701	703	
16:15	36	236	16	26	26	31	0	83	2	174	21	3	197	10	20	12	0	3	610	613	
16:30	37	265	10	32	17	38	0	87	5	179	20	1	204	18	17	6	1	2	644	646	
16:45	49	262	19	27	31	38	0	96	4	170	13	1	187	12	13	10	1	2	648	650	
Total	181	1047	65	109	101	171	2	381	14	684	74	5	772	51	67	39	2	157	9	2603	2612
17:00	31	278	26	22	17	48	0	87	4	196	36	1	236	9	12	8	0	29	1	687	688
17:15	34	247	22	32	28	39	0	99	3	159	26	0	188	15	11	10	0	36	5	626	631
Grand Total	476	2914	238	347	256	544	4	1147	47	1975	225	13	2247	163	193	94	7	450	30	7472	7502
Approch %	13.1	80.3	6.6	30.3	22.3	47.4		2.1	87.9	10.0			36.2	42.9	20.9						
Total %	6.4	39.0	3.2	4.6	3.4	7.3		15.4	0.6	26.4	3.0		30.1	2.2	2.6	1.3		6.0	0.4	99.6	

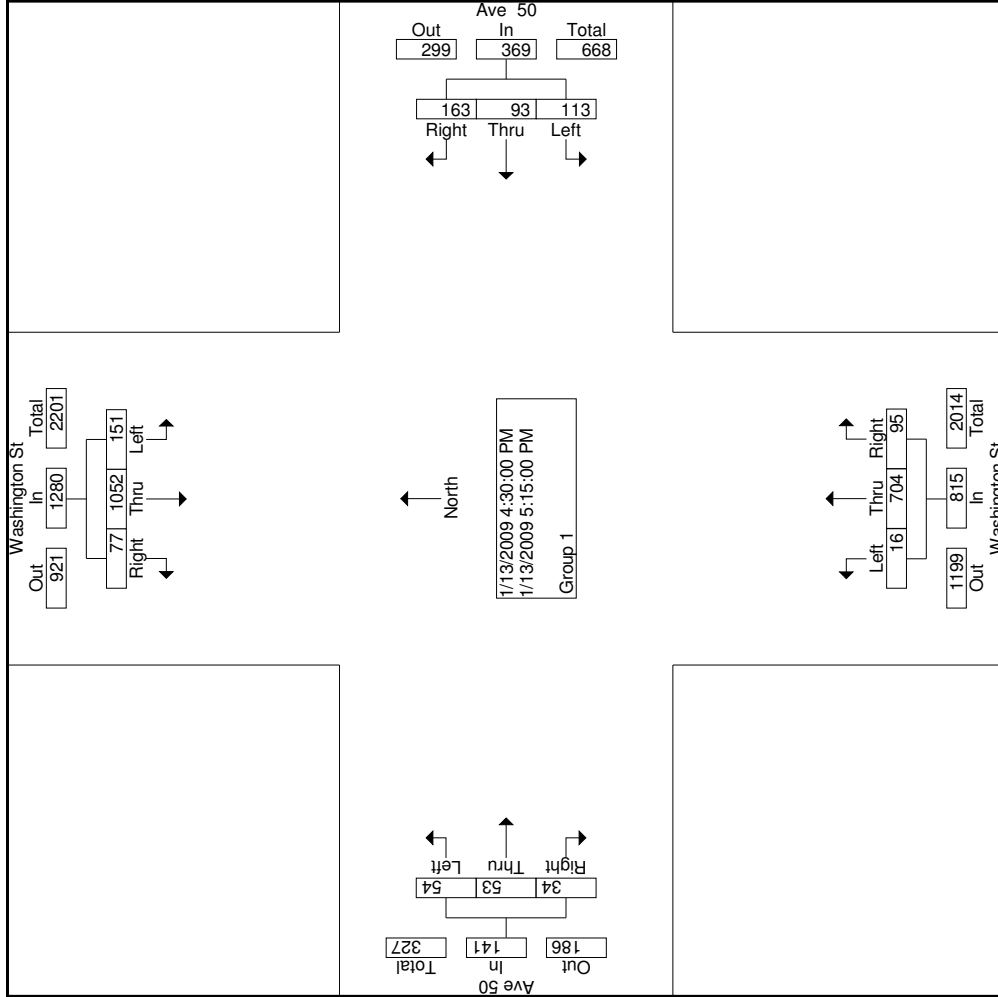
Start Time	Washington St Southbound			Ave 50 Westbound			Washington St Northbound			Ave 50 Eastbound			App. Total	Right	Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																	
Intersection 16:30	151	1052	77	1280	113	93	163	369	16	704	95	815	54	53	34	141	2605
Volume	11.8	82.2	6.0	30.6	25.2	44.2	48	87	2.0	86.4	11.7	236	38.3	37.6	24.1	29	687
Percent	31	278	26	335	22	17	48	87	4	196	36	236	9	12	8	29	0.948
Peak Factor																	
High Int. 17:00	31	278	26	335	17:15	32	28	39	17:00	4	196	36	16:30	17	6	41	
Volume				0.955				0.932				0.863				0.860	
Peak Factor																	

TDSSW, Inc.  
 PO Box 1544

Lakeside, CA 92040  
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File Name : 09104071  
 Site Code : 00104071  
 Start Date : 1/13/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Parish  
 Board No: D1-1307  
 Loc: Washington St. & Ave 50



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File Name : 09104081  
Site Code : 00104081  
Start Date : 1/14/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Niggel  
Board No: D1-1427  
Loc: Washington St & Ave 52

Groups Printed- Group 1

Start Time	Washington St Southbound			Ave 52 Westbound			Washington St Northbound			Ave 52 Eastbound			Incl. Total	Int. Total							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right									
14:30	87	8	78	2	110	55	0	167	4	11	3	0	18	77	64	1	0	142	0	500	500
14:45	98	6	92	7	118	61	0	186	2	3	2	0	7	61	62	1	0	124	0	513	513
Total	185	14	170	9	228	116	0	353	6	14	5	0	25	138	126	2	0	266	0	1013	1013
15:00	75	6	121	0	98	47	0	150	5	9	1	0	15	63	55	3	0	121	0	488	488
15:15	68	9	93	0	170	52	0	156	3	11	1	0	15	71	47	5	0	123	0	464	464
15:30	66	3	87	0	90	56	0	148	2	8	3	0	13	68	57	4	0	129	0	446	446
15:45	94	8	126	0	86	65	0	155	4	5	3	0	12	44	50	1	0	95	0	490	490
Total	303	26	427	0	369	220	0	609	14	33	8	0	55	246	209	13	0	468	0	1888	1888
16:00	68	8	89	0	97	52	0	156	1	11	1	0	13	48	61	2	0	111	0	445	445
16:15	61	6	95	0	90	46	0	141	1	6	1	0	8	57	67	1	0	125	0	436	436
16:30	76	8	121	0	86	33	0	121	0	8	3	0	11	69	69	0	0	138	0	475	475
16:45	74	6	128	0	84	46	0	130	3	3	2	0	8	73	63	1	0	137	0	483	483
Total	279	28	433	0	357	177	0	548	5	28	7	0	40	247	260	4	0	511	0	1839	1839
17:00	62	10	130	0	66	49	0	115	1	12	1	0	14	59	52	0	0	111	0	442	442
17:15	58	12	148	0	95	52	0	149	1	10	3	1	14	89	70	1	0	160	1	541	542
Grand Total	887	90	1308	0	1115	614	0	1774	27	97	24	1	148	779	717	20	0	1516	1	5723	5724
Approch %	38.8	3.9	57.2		18.2	65.5	16.2		51.4	47.3	1.3		2.6	13.6	12.5	0.3		26.5	0.0	100.0	
Total %	15.5	1.6	22.9		0.8	19.5	10.7		0.5	1.7	0.4		2.6	13.6	12.5	0.3		26.5	0.0	100.0	

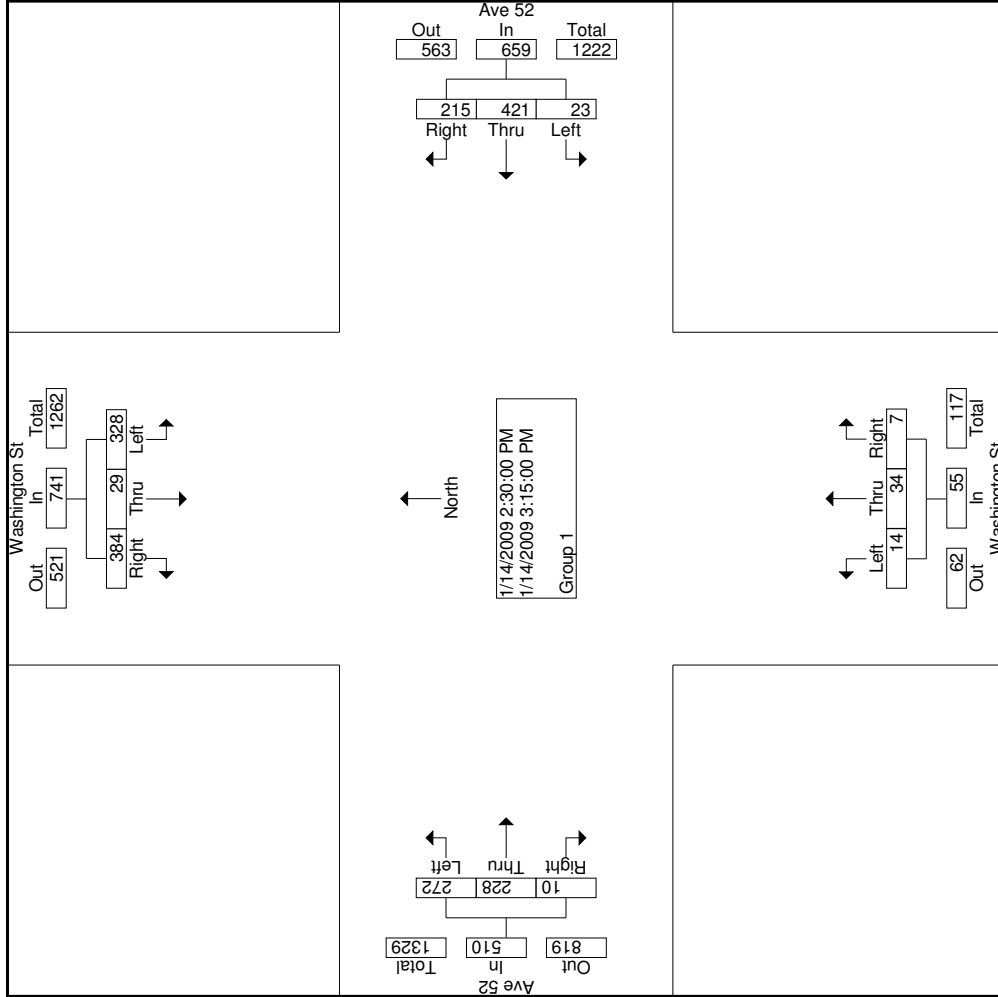
Start Time	Washington St Southbound			Ave 52 Westbound			Washington St Northbound			Ave 52 Eastbound			App. Total	Int. Total								
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right										
Peak Hour From 14:30 to 17:15 - Peak 1 of 1																						
Intersection 14:30	328	29	384	741	23	421	215	659	14	34	7	55	272	228	10	510	1965					
Volume	44.3	3.9	51.8	7	3.5	63.9	32.6	186	25.5	61.8	12.7	7	53.3	44.7	2.0	124	513					
Percent	98	6	92	196	7	118	61	186	2	3	2	7	61	62	1	124	0.958					
Peak Factor																						
High Int. 15:00	75	6	121	202	7	118	61	186	4	11	3	18	77	64	1	142	0.898					
Volume				0.917				0.886	14:30			0.764	14:30									
Peak Factor																						

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PO Box 1544

Lakeside, CA 92040  
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File Name : 09104081  
Site Code : 00104081  
Start Date : 1/14/2009  
Page No : 2

Weather: Clear & Dry  
Counted by: C. Niggel  
Board No: D1-1427  
Loc: Washington St & Ave 52





### INTERSECTION TURN COUNT

#### PEAK HOUR

NORTH-SOUTH STREET: JEFFERSON  
 EAST-WEST STREET: SR 111  
 JURISDICTION: LA QUINTA

DATE: 07-16-08

PEAK HOUR: 04:30PM

*161* NORTH LEG *286*

TOTAL: 754	115	363	276	Total
	22	72	79	1st
	25	88	83	2nd
	36	103	56	3rd
	32	100	58	4th
	Rt	Thru	Lt	

EAST LEG TOTAL: 852

Rt	35	24	49	44	152
Thru	166	170	142	156	634
Lt	15	11	19	21	66

Total 1st 2nd 3rd 4th

<i>232</i>	166	41	39	41	45	Lt
<i>958</i>	684	188	175	165	156	Thru
<i>393</i>	281	70	63	76	72	Rt

1st 2nd 3rd 4th Total

WEST LEG TOTAL: 1,131

#### PEAK HOUR FACTORS

NORTH LEG = 0.96  
 SOUTH LEG = 0.98  
 EAST LEG = 0.96  
 WEST LEG = 0.95  
 ALL LEGS = 0.99

	Lt	Thru	Rt
1st	66	63	24
2nd	77	55	22
3rd	49	85	27
4th	54	81	25
Total	246	284	98

TOTAL: 628

*344* SOUTH LEG *134*

HOUR TOTAL: 3,365

Prepared by NEWPORT TRAFFIC STUDIES

### INTERSECTION TURN COUNT

#### PEAK HOUR

NORTH-SOUTH STREET: JEFFERSON  
 EAST-WEST STREET: AVE 48  
 JURISDICTION: LA QUINTA

DATE: 07-16-08

PEAK HOUR: 04:30PM

NORTH LEG 1463

TOTAL: 788	<del>68</del>	460	259	Total
	27	74	49	1st
	22	123	70	2nd
	9	134	72	3rd
	11	129	68	4th
	Rt	Thru	Lt	

EAST LEG TOTAL: 575

Rt	19	32	28	26	<del>105</del>	147
Thru	115	97	105	100	<del>417</del>	584
Lt	12	8	18	15	<del>53</del>	74
	1st	2nd	3rd	4th	Total	

Total 1st 2nd 3rd 4th

<del>23</del>	13	6	5	9	Lt
<del>465</del>	92	107	136	130	Thru
<del>312</del>	68	87	77	80	Rt

WEST LEG TOTAL: 810

#### PEAK HOUR FACTORS

NORTH LEG = 0.92  
 SOUTH LEG = 0.98  
 EAST LEG = 0.95  
 WEST LEG = 0.92  
 ALL LEGS = 0.95

	Lt	Thru	Rt
1st	39	148	2
2nd	20	170	6
3rd	40	145	4
4th	31	156	6
Total	130	619	<del>18</del>
	SOUTH LEG		

TOTAL: 767

HOURLY TOTAL: 2,940

Prepared by NEWPORT TRAFFIC STUDIES

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10401] Eisenhower Drive N/O Avenida Fernando  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 13:43 Tuesday, January 13, 2009 => 16:40 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040116Jan2009.EC0 (Plus)  
**Identifier:** M2909VVJ MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 15834 / 15982 (99.07%)

**\* Tuesday, January 13, 2009=2148 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	364	343	350	328	247	167	121	117	72	39	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	93	79	91	84	50	31	27	20	14	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	85	89	84	72	49	34	27	10	15	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	84	88	84	55	34	27	38	23	6	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	81	94	69	36	34	29	25	19	4	1

**\* Wednesday, January 14, 2009=5238, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	17	9	21	47	104	257	496	410	321	293	353	331	349	348	365	348	351	275	157	138	114	70	48	
4	8	2	1	6	25	35	115	119	71	69	70	80	88	71	97	82	89	89	43	45	35	22	25	8
7	3	3	5	7	23	31	149	104	67	85	73	78	75	70	88	92	94	77	40	35	22	20	11	5
4	5	0	7	18	26	91	129	100	108	63	126	88	89	81	85	99	82	68	26	31	23	14	8	3
1	1	4	8	16	30	100	103	87	75	76	84	85	97	126	95	75	86	41	48	27	34	14	4	6

AM Peak 0715 - 0815 (500), AM PHF=0.84 PM Peak 1445 - 1545 (396), PM PHF=0.79

**\* Thursday, January 15, 2009=1005 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	13	11	20	42	108	237	508	44	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
8	3	3	4	3	19	26	134	44	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
5	3	3	3	2	27	49	146	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
3	2	1	8	17	33	73	111	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
6	5	4	5	20	29	89	117	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (508), AM PHF=0.87

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10401] Eisenhower Drive N/O Avenida Fernando  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 13:43 Tuesday, January 13, 2009 => 16:40 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040116Jan2009.EC0 (Plus)  
**Identifier:** M2909VVJ MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 15834 / 15982 (99.07%)

**\* Tuesday, January 13, 2009=2414 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	306	328	364	418	272	201	192	176	110	47	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	72	97	97	73	57	58	48	40	17	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	83	77	119	79	47	51	45	29	10	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	87	91	106	65	54	49	43	23	12	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	86	99	96	55	43	34	40	18	8	5

**\* Wednesday, January 14, 2009=4510, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	7	10	11	21	42	103	239	243	227	204	249	292	275	343	392	378	408	283	200	190	175	136	58	
8	2	4	2	3	12	14	51	56	54	44	64	55	64	73	103	95	110	88	55	39	49	43	15	13
6	1	3	0	1	8	16	48	71	55	59	62	63	64	83	97	90	105	65	39	37	40	45	19	7
5	1	3	4	4	6	25	60	63	56	54	68	84	69	89	99	102	112	61	53	60	38	26	12	6
5	3	0	5	13	16	48	80	53	62	47	55	90	78	98	93	91	81	69	53	54	48	22	12	6

AM Peak 0745 - 0845 (270), AM PHF=0.84 PM Peak 1645 - 1745 (418), PM PHF=0.93

**\* Thursday, January 15, 2009=518 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	18	7	10	15	44	107	243	42	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
13	3	4	2	3	5	20	46	42	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
7	8	1	0	0	9	16	50	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
6	5	1	5	6	11	23	71	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
6	2	1	3	6	19	48	76	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (243), AM PHF=0.80

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10402] Eisenhower Drive S/O La Quinta Resort Access  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 13:14 Tuesday, January 13, 2009 => 16:33 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040216Jan2009.EC0 (Plus)  
**Identifier:** M296R70D MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 15443 / 15821 (97.61%)

**\* Tuesday, January 13, 2009=2006 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	364	303	327	294	228	157	108	121	69	35	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	80	79	81	80	48	28	27	19	11	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	74	77	64	64	44	31	28	13	11	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88	78	91	85	49	31	23	40	20	8	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	71	80	64	35	34	26	26	17	5	1

**\* Wednesday, January 14, 2009=5009, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	15	7	20	55	112	271	512	429	304	272	319	297	343	344	317	325	296	249	143	131	109	81	40	
5	8	1	0	8	24	32	126	118	68	62	60	79	86	64	86	75	71	81	33	37	34	25	22	5
9	2	3	7	7	24	36	148	108	67	80	74	59	79	80	80	87	75	71	38	35	22	23	8	9
3	4	0	6	18	31	92	129	109	104	62	112	79	82	79	75	85	77	60	29	30	21	16	6	2
1	1	3	7	22	33	111	109	94	65	68	73	80	96	121	76	78	73	37	43	29	32	17	4	4

AM Peak 0645 - 0745 (514), AM PHF=0.87 PM Peak 1415 - 1515 (366), PM PHF=0.76

**\* Thursday, January 15, 2009=1238 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	13	12	19	46	118	262	530	218	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
5	3	2	3	4	27	33	139	123	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
9	3	3	4	4	26	49	137	95	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
2	2	2	7	20	30	84	115	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
4	5	5	5	18	35	96	139	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (530), AM PHF=0.95

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10402] Eisenhower Drive S/O La Quinta Resort Access  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 13:14 Tuesday, January 13, 2009 => 16:33 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040216Jan2009.EC0 (Plus)  
**Identifier:** M296R70D MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 15443 / 15821 (97.61%)

**\* Tuesday, January 13, 2009=2385 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	288	343	358	427	268	190	191	165	107	48	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	80	101	98	74	59	57	51	34	13	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	77	78	116	77	43	54	37	29	13	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	99	93	117	64	48	49	43	23	12	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	87	86	96	53	40	31	34	21	10	5

**\* Wednesday, January 14, 2009=4289, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	5	10	9	17	43	85	183	199	197	207	241	281	247	330	388	396	415	279	212	169	158	127	60	
11	2	4	1	2	9	15	39	44	40	43	73	55	66	75	105	91	117	90	60	30	48	36	17	14
7	1	2	0	5	10	16	39	41	50	60	53	58	57	80	95	97	108	62	37	41	38	46	23	11
8	1	3	3	5	7	29	44	60	47	51	61	82	57	81	102	112	112	66	53	53	28	29	10	10
5	1	1	5	5	17	25	61	54	60	53	54	86	67	94	86	96	78	61	62	45	44	16	10	6

AM Peak 1145 - 1245 (249), AM PHF=0.76 PM Peak 1630 - 1730 (433), PM PHF=0.93

**\* Thursday, January 15, 2009=515 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
41	16	7	10	16	44	85	182	114	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
14	3	4	1	2	7	19	31	67	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
11	6	1	0	1	9	18	38	47	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
10	5	1	5	7	10	20	55	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
6	2	1	4	6	18	28	58	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0730 - 0830 (227), AM PHF=0.85

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10403] Eisenhower Drive Btwn Ave 50 & Calle Tampico  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 12:24 Tuesday, January 13, 2009 => 16:38 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040316Jan2009.EC0 (Base)  
**Identifier:** A650941T MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 13:00 Tuesday, January 13, 2009 => 13:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 17741 / 18088 (98.08%)

**\* Tuesday, January 13, 2009=2352 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	318	368	307	307	296	233	170	121	129	71	32	
-	-	-	-	-	-	-	-	-	-	-	-	-	92	97	83	83	86	70	52	33	30	16	9	7
-	-	-	-	-	-	-	-	-	-	-	-	-	69	91	78	73	65	73	49	34	33	14	12	8
-	-	-	-	-	-	-	-	-	-	-	-	-	81	91	72	80	76	54	32	27	40	24	8	4
-	-	-	-	-	-	-	-	-	-	-	-	-	76	89	74	71	69	36	37	27	26	17	3	1

**\* Wednesday, January 14, 2009=5366, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	15	8	24	56	127	301	650	466	311	305	330	296	363	339	297	364	308	260	162	142	115	71	36	
7	8	1	1	9	28	44	172	138	74	70	69	77	85	62	76	92	70	81	40	39	36	21	21	5
8	2	4	9	6	26	43	202	128	78	83	77	51	83	70	67	92	68	79	42	38	21	19	5	7
4	4	0	8	18	39	97	155	115	90	77	103	84	96	87	74	106	80	63	35	32	24	15	6	3
1	1	3	6	23	34	117	121	85	69	75	81	84	99	120	80	74	90	37	45	33	34	16	4	4

AM Peak 0700 - 0800 (650), AM PHF=0.80 PM Peak 1545 - 1645 (370), PM PHF=0.87

**\* Thursday, January 15, 2009=1536 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	16	15	18	51	134	300	640	343	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
5	3	3	2	3	32	38	161	135	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
7	5	4	3	5	30	59	178	124	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
3	2	2	8	22	34	97	146	83	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
4	6	6	5	21	38	106	155	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (640), AM PHF=0.90

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10403] Eisenhower Drive Btwn Ave 50 & Calle Tampico  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 12:24 Tuesday, January 13, 2009 => 16:38 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040316Jan2009.EC0 (Base)  
**Identifier:** A650941T MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 13:00 Tuesday, January 13, 2009 => 13:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 17741 / 18088 (98.08%)

**\* Tuesday, January 13, 2009=3000 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	265	316	405	398	510	312	224	213	186	115	56	
-	-	-	-	-	-	-	-	-	-	-	-	-	81	69	99	107	124	84	70	64	58	37	17	8
-	-	-	-	-	-	-	-	-	-	-	-	-	61	79	90	94	132	95	51	64	42	33	16	9
-	-	-	-	-	-	-	-	-	-	-	-	-	51	68	106	102	138	78	56	54	43	27	13	8
-	-	-	-	-	-	-	-	-	-	-	-	-	72	100	110	95	116	55	47	31	43	18	10	6

**\* Wednesday, January 14, 2009=4883, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	8	11	12	23	40	80	226	235	208	225	240	292	310	364	442	466	504	331	251	186	184	143	71	
8	3	4	1	3	8	18	49	72	43	56	65	65	76	84	121	125	115	108	68	32	59	44	22	14
9	1	4	0	4	9	14	43	42	54	61	57	56	83	82	106	111	148	75	48	40	47	51	26	9
8	2	3	5	7	7	26	68	62	52	54	63	90	74	103	123	125	133	76	68	59	31	30	12	8
6	2	0	6	9	16	22	66	59	59	54	55	81	77	95	92	105	108	72	67	55	47	18	11	5

AM Peak 1145 - 1245 (266), AM PHF=0.74 PM Peak 1700 - 1800 (504), PM PHF=0.85

**\* Thursday, January 15, 2009=604 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
36	19	10	12	13	48	90	204	172	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
14	3	4	1	2	9	20	24	72	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
9	8	3	0	1	8	17	47	57	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
8	6	2	6	6	9	26	77	42	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
5	2	1	5	4	22	27	56	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0730 - 0830 (262), AM PHF=0.85



## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10404] Eisenhower Drive Btwn Calle Tampico & Ave 52  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 13:02 Tuesday, January 13, 2009 => 16:45 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040416Jan2009.EC0 (Base)  
**Identifier:** A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 14158 / 14567 (97.19%)

**\* Tuesday, January 13, 2009=1557 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	233	203	226	265	195	146	93	95	75	26	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	55	55	63	63	42	32	27	20	8	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	48	54	54	53	38	20	29	18	8	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	46	61	79	40	34	20	20	19	8	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	54	56	69	39	32	21	19	18	2	1

**\* Wednesday, January 14, 2009=4009, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	13	9	22	44	87	212	457	369	211	205	243	192	232	264	277	259	268	203	138	123	93	43	27	
3	6	3	2	8	18	28	121	146	49	40	55	55	55	38	55	67	62	64	43	38	32	10	14	5
7	2	2	8	6	28	37	129	98	54	61	60	41	61	63	60	60	66	54	34	37	20	13	5	6
7	3	1	7	13	20	72	108	70	63	51	70	45	55	89	82	73	80	47	28	21	19	13	5	2
1	2	3	5	17	21	75	99	55	45	53	58	51	61	74	80	59	60	38	33	27	22	7	3	5

AM Peak 0715 - 0815 (482), AM PHF=0.83 PM Peak 1515 - 1615 (289), PM PHF=0.88

**\* Thursday, January 15, 2009=1200 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	20	14	13	36	90	224	441	344	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
5	3	3	2	4	17	28	104	148	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
6	4	3	3	3	24	42	127	100	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
2	6	3	6	14	24	72	105	80	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
5	7	5	2	15	25	82	105	16	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0715 - 0815 (485), AM PHF=0.82

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10404] Eisenhower Drive Btwn Calle Tampico & Ave 52  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 13:02 Tuesday, January 13, 2009 => 16:45 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040416Jan2009.EC0 (Base)  
**Identifier:** A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 14158 / 14567 (97.19%)

**\* Tuesday, January 13, 2009=2580 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	309	330	394	471	310	229	193	180	106	58	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	76	101	110	92	72	53	60	35	18	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	75	103	128	90	61	59	51	28	20	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	87	94	109	64	43	50	34	22	11	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	92	96	124	64	53	31	35	21	9	3

**\* Wednesday, January 14, 2009=4253, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	6	8	6	10	23	52	184	242	150	149	191	226	252	350	402	442	455	319	248	162	175	118	58	
7	1	3	0	2	3	12	34	73	31	32	33	54	62	51	95	138	100	104	70	42	57	29	16	8
9	2	3	0	1	5	12	45	66	35	48	49	45	63	84	90	92	129	81	56	43	35	47	16	9
6	2	2	3	3	6	14	50	61	40	36	50	62	59	76	101	110	107	70	55	40	36	26	13	8
3	1	0	3	4	9	14	55	42	44	33	59	65	68	139	116	102	119	64	67	37	47	16	13	3

AM Peak 0745 - 0845 (255), AM PHF=0.87 PM Peak 1715 - 1815 (459), PM PHF=0.89

**\* Thursday, January 15, 2009=558 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	20	7	7	8	26	60	160	242	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
8	1	2	1	1	2	20	14	78	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
9	8	1	0	0	7	11	36	98	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
8	5	2	3	4	2	14	53	51	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
3	6	2	3	3	15	15	57	15	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0730 - 0830 (286), AM PHF=0.73

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10405] Washington Street Btwn SR-111 & Ave 48  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 11:56 Tuesday, January 13, 2009 => 17:01 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040516Jan2009.EC0 (Plus)  
**Identifier:** A7987E8Y MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 12:00 Tuesday, January 13, 2009 => 12:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 63119 / 63160 (99.94%)

**\* Tuesday, January 13, 2009=10111 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	1294	1299	1346	1332	1282	1160	881	497	369	304	224	123	
-	-	-	-	-	-	-	-	-	-	-	-	317	383	343	345	319	293	250	155	117	85	63	37	9
-	-	-	-	-	-	-	-	-	-	-	-	284	334	326	335	281	279	224	132	88	80	53	41	16
-	-	-	-	-	-	-	-	-	-	-	-	371	288	356	341	340	324	228	98	83	75	55	25	15
-	-	-	-	-	-	-	-	-	-	-	-	322	294	321	311	342	264	179	112	81	64	53	20	6

PM Peak 1230 - 1330 (1410), PM PHF=0.92

**\* Wednesday, January 14, 2009=18664, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	49	37	58	155	481	953	1641	1576	1331	1276	1261	1192	1235	1296	1253	1212	1212	814	528	410	332	207	109	
9	12	9	6	21	90	146	317	400	337	342	281	287	276	331	345	312	320	278	141	122	84	70	33	19
16	14	7	10	19	130	211	406	410	300	255	347	313	318	273	313	312	328	210	131	98	96	50	36	18
15	11	9	20	48	134	295	481	400	346	362	289	273	321	327	303	319	287	183	131	93	83	47	16	6
6	12	12	22	67	127	301	437	366	348	317	344	319	320	365	292	269	277	143	125	97	69	40	24	11

AM Peak 0730 - 0830 (1728), AM PHF=0.90 PM Peak 1430 - 1530 (1350), PM PHF=0.92

**\* Thursday, January 15, 2009=3321 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	36	34	43	158	463	911	1620	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
19	9	8	8	21	94	132	354	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
18	13	6	9	19	114	219	458	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
6	3	6	10	50	110	287	511	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
11	11	14	16	68	145	273	297	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10405] Washington Street Btwn SR-111 & Ave 48  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 11:56 Tuesday, January 13, 2009 => 17:01 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040516Jan2009.EC0 (Plus)  
**Identifier:** A7987E8Y MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 12:00 Tuesday, January 13, 2009 => 12:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 63119 / 63160 (99.94%)

**\* Tuesday, January 13, 2009=12150 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	-	-	-	1182	1121	1316	1443	1509	1643	1169	846	741	605	374	201
-	-	-	-	-	-	-	-	-	-	-	-	280	281	298	332	387	431	329	221	223	136	110	59
-	-	-	-	-	-	-	-	-	-	-	-	291	295	339	371	371	431	318	225	201	176	102	58
-	-	-	-	-	-	-	-	-	-	-	-	289	228	302	360	351	439	293	223	159	152	90	49
-	-	-	-	-	-	-	-	-	-	-	-	322	317	377	380	400	342	229	177	158	141	72	35

PM Peak 1645 - 1745 (1701), PM PHF=0.97

**\* Wednesday, January 14, 2009=17320, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
111	57	34	37	44	132	391	800	911	821	800	964	1101	1117	1334	1576	1527	1644	1176	759	729	609	429	217
39	17	12	7	3	29	46	154	228	231	176	207	252	258	268	370	371	410	353	188	165	174	121	80
27	11	7	7	12	32	75	169	224	182	210	247	306	283	359	408	378	473	286	185	187	131	107	53
27	12	7	9	14	28	114	236	236	211	206	260	269	252	313	388	396	407	266	183	194	150	115	43
18	17	8	14	15	43	156	241	223	197	208	250	274	324	394	410	382	354	271	203	183	154	86	41

AM Peak 1145 - 1245 (1077), AM PHF=0.88 PM Peak 1645 - 1745 (1672), PM PHF=0.88

**\* Thursday, January 15, 2009=1552 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
123	68	30	36	35	136	388	732	4	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
50	22	6	9	10	18	48	154	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
23	20	12	13	6	35	68	158	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
29	13	8	5	6	31	107	251	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
21	13	4	9	13	52	165	169	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10406] Washington Street Btwn Ave 48 & Calle Tampico  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 12:13 Tuesday, January 13, 2009 => 16:48 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040616Jan2009.EC0 (Plus)  
**Identifier:** A573BVAY MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 13:00 Tuesday, January 13, 2009 => 13:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 43039 / 44306 (97.14%)

**\* Tuesday, January 13, 2009=5683 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	802	834	819	782	767	583	386	283	207	157	63	
-	-	-	-	-	-	-	-	-	-	-	-	-	204	210	210	192	223	179	136	89	58	35	19	6
-	-	-	-	-	-	-	-	-	-	-	-	-	202	212	210	203	172	149	106	72	52	47	11	9
-	-	-	-	-	-	-	-	-	-	-	-	-	187	224	196	190	207	138	63	67	54	43	16	10
-	-	-	-	-	-	-	-	-	-	-	-	-	209	188	203	197	165	117	81	55	43	32	17	6

**\* Wednesday, January 14, 2009=11637, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	22	25	34	74	234	573	1057	861	697	722	744	812	748	866	821	802	836	572	349	287	263	149	58	
6	5	9	4	11	34	78	254	215	183	194	183	218	170	200	230	208	248	183	97	82	71	47	16	15
9	7	8	7	12	58	135	296	239	154	157	184	200	186	222	183	202	223	168	87	60	78	39	17	15
10	5	5	12	20	67	178	262	195	160	205	189	196	194	231	195	191	184	126	85	81	58	31	14	5
6	5	3	11	31	75	182	245	212	200	166	188	198	198	213	213	201	181	95	80	64	56	32	11	8

AM Peak 0700 - 0800 (1057), AM PHF=0.89 PM Peak 1415 - 1515 (896), PM PHF=0.97

**\* Thursday, January 15, 2009=2932 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	23	21	29	88	234	556	1076	861	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
15	7	7	5	14	30	71	286	227	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
15	11	1	5	18	58	145	282	239	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
5	1	6	8	20	55	170	266	214	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
8	4	7	11	36	91	170	242	181	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (1076), AM PHF=0.94

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10406] Washington Street Btwn Ave 48 & Calle Tampico  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 12:13 Tuesday, January 13, 2009 => 16:48 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040616Jan2009.EC0 (Plus)  
**Identifier:** A573BVAY MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 13:00 Tuesday, January 13, 2009 => 13:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 43039 / 44306 (97.14%)

**\* Tuesday, January 13, 2009=7841 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	896	970	951	1170	1161	840	577	488	394	254	140	
-	-	-	-	-	-	-	-	-	-	-	-	-	253	207	226	309	304	234	160	119	105	73	50	30
-	-	-	-	-	-	-	-	-	-	-	-	-	233	255	237	269	285	241	143	134	118	65	44	16
-	-	-	-	-	-	-	-	-	-	-	-	-	173	211	248	288	308	190	146	106	82	68	20	13
-	-	-	-	-	-	-	-	-	-	-	-	-	237	297	240	304	264	175	128	129	89	48	26	14

**\* Wednesday, January 14, 2009=12813, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
73	43	22	30	34	119	286	752	701	686	608	728	833	819	975	1139	1057	1141	837	571	509	435	287	128	
30	15	6	7	2	20	42	118	163	170	141	146	204	198	219	274	255	272	228	151	136	137	67	42	26
16	6	5	7	11	26	59	174	181	170	157	179	222	200	245	264	239	318	239	145	125	84	89	35	19
13	10	4	5	10	36	77	217	177	189	154	198	206	190	227	283	265	292	181	134	126	107	76	16	16
14	12	7	11	11	37	108	243	180	157	156	205	201	231	284	318	298	259	189	141	122	107	55	35	11

AM Peak 1145 - 1245 (837), AM PHF=0.94 PM Peak 1645 - 1745 (1180), PM PHF=0.93

**\* Thursday, January 15, 2009=2132 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
72	60	28	17	34	108	294	755	763	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
26	21	4	2	4	16	45	125	207	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
19	12	10	7	7	32	63	151	184	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
16	13	10	5	7	27	78	232	178	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
11	14	4	3	16	33	108	247	194	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0730 - 0830 (870), AM PHF=0.88

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10407] Jefferson St Btwn SR-111 & Ave 48  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 3 - South bound. - Excluded from totals. (0)  
**Survey Duration:** 15:32 Tuesday, January 13, 2009 => 16:41 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040716Jan2009.EC0 (Base)  
**Identifier:** A5613NK0 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 16:00 Tuesday, January 13, 2009 => 16:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 40740 / 41606 (97.92%)

**\* Tuesday, January 13, 2009=3124 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	915	763	515	334	244	163	128	62	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	223	215	157	95	62	42	42	14	16
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	198	132	94	51	42	23	14	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	197	132	75	64	40	31	14	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	153	94	70	67	39	32	20	8

**\* Wednesday, January 14, 2009=13425, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	18	11	36	64	170	490	1267	959	900	912	916	901	928	1162	1066	916	939	594	399	250	251	174	60	
16	2	1	9	6	35	65	239	252	235	213	212	214	203	265	291	240	271	167	108	50	60	61	20	12
7	5	3	10	5	33	86	383	261	221	238	245	223	216	285	242	225	247	154	112	80	64	52	18	5
11	5	2	7	13	37	153	340	230	228	227	223	236	266	292	260	225	240	156	83	63	63	30	9	8
8	6	5	10	40	65	186	305	216	216	234	236	228	243	320	273	226	181	117	96	57	64	31	13	16

AM Peak 0715 - 0815 (1280), AM PHF=0.84 PM Peak 1415 - 1515 (1188), PM PHF=0.93

**\* Thursday, January 15, 2009=3523 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
41	26	24	27	70	156	506	1298	990	385	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
12	7	4	5	9	27	66	282	250	216	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
5	5	5	7	5	22	93	406	259	168	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
8	8	4	6	18	47	157	330	247	1	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
16	6	11	9	38	60	190	280	234	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (1298), AM PHF=0.80

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10407] Jefferson St Btwn SR-111 & Ave 48  
**Input A:** 1 - North bound. - Excluded from totals. (0)  
**Input B:** 3 - South bound. - Added to totals. (1)  
**Survey Duration:** 15:32 Tuesday, January 13, 2009 => 16:41 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040716Jan2009.EC0 (Base)  
**Identifier:** A5613NK0 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 16:00 Tuesday, January 13, 2009 => 16:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 40740 / 41606 (97.92%)

**\* Tuesday, January 13, 2009=4214 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	981	1022	652	515	412	325	203	104	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	252	171	156	113	88	64	34	16
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	277	166	134	107	75	51	30	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	249	246	153	104	96	90	48	17	18
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	253	247	162	121	96	72	40	23	12

**\* Wednesday, January 14, 2009=13786, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	24	20	27	30	118	392	912	746	716	770	895	912	1021	1240	1217	1026	1160	717	579	483	383	217	118	
16	3	4	8	1	16	51	185	181	154	167	204	208	226	287	344	261	271	179	162	131	117	57	43	12
17	4	7	6	7	15	55	252	191	206	198	246	225	237	285	316	252	321	212	161	112	107	61	32	21
18	8	5	8	7	43	107	266	180	185	194	218	254	277	306	283	258	289	170	133	115	92	55	25	16
12	9	4	5	15	44	179	209	194	171	211	227	225	281	362	274	255	279	156	123	125	67	44	18	18

AM Peak 1145 - 1245 (914), AM PHF=0.90 PM Peak 1430 - 1530 (1328), PM PHF=0.92

**\* Thursday, January 15, 2009=2667 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	29	17	30	25	117	438	911	714	319	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
12	14	4	5	3	12	51	178	197	181	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
21	7	1	8	7	18	74	226	175	138	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
16	3	4	6	5	44	117	274	171	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
18	5	8	11	10	43	196	233	171	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-

AM Peak 0715 - 0815 (930), AM PHF=0.85



## TDSSW, Inc. Vehicle Counts

### VehicleCount-30 -- English (ENU)

**Datasets:**

**Site:** [10408] Ave Fernando Btwn Eisenhower Dr & Calle Mazatlan  
**Direction:** 8 - East bound A>B, West bound B>A., **Lane:** 0  
**Survey Duration:** 13:58 Tuesday, January 13, 2009 => 16:45 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1040816Jan2009.EC0 (Plus)  
**Identifier:** M278T7ZB MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Separation:** All - (Headway)  
**Name:** Factory default profile  
**Scheme:** Vehicle classification (Scheme F99)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 2042 / 4164 (49.04%)

**\* Tuesday, January 13, 2009 - Total=447 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	70	69	61	40	30	27	28	22	3	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	15	11	25	14	8	8	11	9	1	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	17	11	7	9	4	7	6	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	22	16	11	12	12	7	3	4	1	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	16	25	14	7	1	8	7	3	0	0

**\* Wednesday, January 14, 2009 - Total=1307, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	2	15	37	65	110	136	95	70	97	86	100	97	92	91	47	34	23	34	33	31	9	
1	0	0	0	2	11	5	27	34	26	11	16	17	19	26	19	20	15	10	4	8	9	9	3	0
0	0	0	0	1	5	10	21	36	25	20	22	16	27	25	22	21	8	9	3	8	7	8	3	3
1	0	0	2	1	6	11	26	33	23	20	31	30	25	21	25	32	15	10	6	8	10	6	1	2
0	1	0	0	11	15	39	36	33	21	19	28	23	29	25	26	18	9	5	10	10	7	8	2	0

AM Peak 0745 - 0845 (139), AM PHF=0.97 PM Peak 1315 - 1415 (107), PM PHF=0.92

**\* Thursday, January 15, 2009 - Total=288 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	2	0	0	11	37	67	130	36	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	1	0	0	1	6	6	33	36	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
3	0	0	0	2	8	12	18	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
2	1	0	0	3	8	12	31	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	0	5	15	37	48	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0715 - 0815 (133), AM PHF=0.69

## TDSSW, Inc. Vehicle Counts

### VehicleCount-30 -- English (ENU)

**Datasets:**

**Site:** [10408] Ave Fernando Btwn Eisenhower Dr & Calle Mazatlan  
**Direction:** 8 - East bound A>B, West bound B>A., **Lane:** 0  
**Survey Duration:** 13:58 Tuesday, January 13, 2009 => 16:45 Friday, January 16, 2009  
**File:** Z:\mdata\Crossroads\2009\104\1040816Jan2009.EC0 (Plus)  
**Identifier:** M278T7ZB MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 14:00 Tuesday, January 13, 2009 => 14:00 Thursday, January 15, 2009  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Separation:** All - (Headway)  
**Name:** Factory default profile  
**Scheme:** Vehicle classification (Scheme F99)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 2122 / 4164 (50.96%)

**\* Tuesday, January 13, 2009 - Total=607 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	126	110	94	57	38	34	17	24	10	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	36	25	32	16	17	11	10	6	3	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	23	27	23	20	10	10	3	3	4	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	38	30	24	13	8	6	2	9	2	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	29	28	15	8	3	7	2	6	1	0

**\* Wednesday, January 14, 2009 - Total=1370, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	3	2	2	9	27	35	47	66	84	86	120	113	86	113	133	134	106	67	44	31	22	18	16	
3	1	0	0	0	4	5	13	21	13	17	32	22	20	35	35	29	39	19	8	7	6	5	10	4
1	1	0	0	3	5	7	12	11	17	22	23	31	19	20	27	30	27	20	10	13	6	5	3	2
2	1	0	2	3	9	13	8	17	28	18	39	32	19	25	35	44	20	18	10	4	6	5	2	7
0	0	2	0	3	9	10	14	17	26	29	26	28	28	33	36	31	20	10	16	7	4	3	1	1

AM Peak 1045 - 1145 (123), AM PHF=0.79 PM Peak 1615 - 1715 (144), PM PHF=0.82

**\* Thursday, January 15, 2009 - Total=145 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	1	0	2	5	27	22	60	14	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
4	1	0	0	0	3	2	17	14	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	1	5	7	16	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
7	0	0	2	2	14	8	16	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	2	5	5	11	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (60), AM PHF=0.88

## TDSSW, Inc. Vehicle Counts

### VehicleCount-30 -- English (ENU)

**Datasets:**

**Site:** [10409] Calle Mazatlan Btwn Ave Vista Bonita & Ave Madrugada  
**Direction:** 6 - West bound A>B, East bound B>A., **Lane:** 0  
**Survey Duration:** 14:37 Tuesday, January 13, 2009 => 16:47 Friday, January 16, 2009  
**File:** Z:\mdata\Crossroads\2009\104\1040916Jan2009.EC0 (Plus)  
**Identifier:** M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 15:00 Tuesday, January 13, 2009 => 15:00 Thursday, January 15, 2009  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Separation:** All - (Headway)  
**Name:** Factory default profile  
**Scheme:** Vehicle classification (Scheme F99)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 941 / 1911 (49.24%)

**\* Tuesday, January 13, 2009 - Total=135 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	41	29	7	12	8	6	2	0	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	13	9	1	4	2	3	0	0	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	12	3	3	2	2	0	0	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	10	6	1	2	2	1	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	11	2	2	3	2	0	2	0	0

**\* Wednesday, January 14, 2009 - Total=647, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	3	3	6	19	40	87	57	39	51	61	43	49	52	38	29	25	13	11	8	4	4	3	
1	0	0	0	0	5	4	12	14	7	12	13	7	15	11	8	8	8	1	3	5	1	2	1	0
1	0	1	2	1	3	8	40	19	19	16	19	11	11	10	11	5	5	7	2	0	1	1	1	0
0	0	2	1	1	5	11	20	15	5	14	14	12	16	16	12	6	7	5	3	0	0	0	1	0
0	0	0	0	4	6	17	15	9	8	9	15	13	7	15	7	10	5	0	3	3	2	1	0	0

AM Peak 0645 - 0745 (89), AM PHF=0.56 PM Peak 1245 - 1345 (55), PM PHF=0.86

**\* Thursday, January 15, 2009 - Total=159 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	1	4	10	29	66	48	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	1	0	0	3	4	10	24	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	3	21	20	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	1	1	3	7	15	4	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	0	3	3	15	20	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0715 - 0815 (80), AM PHF=0.83

## TDSSW, Inc. Vehicle Counts

### VehicleCount-30 -- English (ENU)

**Datasets:**

**Site:** [10409] Calle Mazatlan Btwn Ave Vista Bonita & Ave Madrugada  
**Direction:** 6 - West bound A>B, East bound B>A., **Lane:** 0  
**Survey Duration:** 14:37 Tuesday, January 13, 2009 => 16:47 Friday, January 16, 2009  
**File:** Z:\mdata\Crossroads\2009\104\1040916Jan2009.EC0 (Plus)  
**Identifier:** M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 15:00 Tuesday, January 13, 2009 => 15:00 Thursday, January 15, 2009  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Separation:** All - (Headway)  
**Name:** Factory default profile  
**Scheme:** Vehicle classification (Scheme F99)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 927 / 1911 (48.51%)

**\* Tuesday, January 13, 2009 - Total=246 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	75	60	22	8	5	3	0	3	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	17	13	8	2	1	0	0	3	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	16	24	7	1	3	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	27	18	4	3	1	2	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	5	3	2	0	1	0	0	0

**\* Wednesday, January 14, 2009 - Total=627, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	1	2	0	7	9	24	42	32	45	37	61	85	72	68	44	50	15	11	2	6	4	9	
0	1	0	0	0	1	2	5	7	6	10	6	12	17	12	17	11	15	4	2	0	4	2	7	0
0	0	1	1	0	1	2	4	9	9	17	11	16	36	18	17	11	15	4	1	0	1	1	2	0
0	0	0	0	0	4	3	7	17	9	11	9	14	18	13	29	14	9	5	0	1	0	1	0	0
0	0	0	1	0	1	2	8	9	8	7	11	19	14	29	5	8	11	2	8	1	1	0	0	0

AM Peak 1145 - 1245 (53), AM PHF=0.83 PM Peak 1445 - 1545 (92), PM PHF=0.79

**\* Thursday, January 15, 2009 - Total=54 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	0	0	5	7	25	16	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	0	3	5	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	1	0	0	2	0	8	10	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	5	9	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0730 - 0830 (29), AM PHF=0.72

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10410] Calle Mazatlan Btwn Eisenhower Dr & Washington  
**Input A:** 2 - East bound. - Added to totals. (1)  
**Input B:** 4 - West bound. - Excluded from totals. (0)  
**Survey Duration:** 14:50 Tuesday, January 13, 2009 => 16:43 Friday, January 16, 2009  
**File:** Z:\mccdata\Crossroads\2009\104\1041016Jan2009.EC0 (Base)  
**Identifier:** A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 15:00 Tuesday, January 13, 2009 => 15:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 5674 / 5721 (99.18%)

**\* Tuesday, January 13, 2009=552 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	162	120	106	46	34	26	26	26	6	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	31	20	10	11	8	5	10	3	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	27	31	12	10	8	4	6	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	37	24	16	8	5	10	6	2	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	25	31	8	5	5	7	4	1	0

**\* Wednesday, January 14, 2009=1604, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	0	1	3	5	25	46	181	139	96	96	101	99	111	139	168	137	106	58	28	19	20	13	6	
5	0	0	1	2	6	9	47	34	27	24	29	16	29	41	43	31	35	17	4	6	10	7	1	0
0	0	0	1	2	6	6	61	34	20	16	23	13	29	27	31	42	22	17	5	3	2	2	2	2
2	0	0	1	0	9	7	37	42	17	35	23	27	26	27	59	39	24	16	8	5	5	0	2	4
0	0	1	0	1	4	24	36	29	32	21	26	43	27	44	35	25	25	8	11	5	3	4	1	0

AM Peak 0700 - 0800 (181), AM PHF=0.74 PM Peak 1445 - 1545 (177), PM PHF=0.75

**\* Thursday, January 15, 2009=444 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	4	1	1	5	31	55	185	136	20	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	1	0	0	2	9	5	39	32	19	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
2	2	1	0	0	6	15	55	42	1	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
4	0	0	1	1	8	9	46	32	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
0	1	0	0	2	8	26	45	30	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (185), AM PHF=0.84

## TDSSW, Inc. Event Counts

### EventCount-29 -- English (ENU)

**Datasets:**

**Site:** [10410] Calle Mazatlan Btwn Eisenhower Dr & Washington  
**Input A:** 2 - East bound. - Excluded from totals. (0)  
**Input B:** 4 - West bound. - Added to totals. (1)  
**Survey Duration:** 14:50 Tuesday, January 13, 2009 => 16:43 Friday, January 16, 2009  
**File:** Z:\mcdata\Crossroads\2009\104\1041016Jan2009.EC0 (Base)  
**Identifier:** A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 15:00 Tuesday, January 13, 2009 => 15:00 Thursday, January 15, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 5674 / 5721 (99.18%)

**\* Tuesday, January 13, 2009=677 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	141	154	70	56	43	43	36	9	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	35	32	25	16	8	11	13	3	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	35	51	20	18	17	10	10	2	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	31	38	12	8	9	9	7	2	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	40	33	13	14	9	13	6	2	1

**\* Wednesday, January 14, 2009=1900, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	3	1	5	17	38	85	161	150	113	99	108	111	124	151	163	139	145	83	61	42	38	41	15	
3	1	0	0	3	8	5	34	43	31	24	21	26	28	36	43	35	31	30	10	9	11	17	5	2
2	0	1	0	0	6	7	34	28	32	29	35	25	39	35	44	34	42	20	14	8	11	13	4	2
1	1	0	3	4	7	25	49	37	19	25	28	34	27	38	33	26	36	16	25	13	7	4	4	2
1	1	0	2	10	17	48	44	42	31	21	24	26	30	42	43	44	36	17	12	12	9	7	2	1

AM Peak 0715 - 0815 (170), AM PHF=0.87 PM Peak 1430 - 1530 (167), PM PHF=0.95

**\* Thursday, January 15, 2009=496 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	3	2	5	6	38	97	156	149	33	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
2	0	0	0	2	5	6	25	42	32	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
2	2	1	1	0	4	8	36	40	1	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
2	1	1	3	0	13	34	47	27	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
1	0	0	1	4	16	49	48	40	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

AM Peak 0730 - 0830 (177), AM PHF=0.92

24 HOUR VOLUMES			
STREET : AVE 48		LA QUINTA	
LOCATION : ADAMS/DUNE PALMS		DATE : 07-16-08	
	EASTBOUND	WESTBOUND	TOTAL
12:00	29	37	66
1:00	15	15	30
2:00	13	8	21
3:00	7	14	21
4:00	10	52	62
5:00	47	190	237
6:00	107	309	416
7:00	186	632	818
8:00	197	587	784
9:00	248	546	794
10:00	289	513	802
11:00	344	465	809
AM 12:00	384	467	851
PM 1:00	498	475	973
2:00	487	538	1,025
3:00	453	450	903
4:00	421	473	894
5:00	451	490	941
6:00	425	412	837
7:00	272	278	550
8:00	265	232	497
9:00	219	160	379
10:00	140	111	251
11:00	69	54	123
12:00	5,576	7,508	13,084

Prepared by NEWPORT TRAFFIC STUDIES

STREET : AVE 48  
LOCATION : ADAMS/DUNE PALMS

## 15 MINUTE COUNTS

LA QUINTA  
DATE : 07-16-08

AM			PM			
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
10	14	24	12:00	95	97	192
9	5	14		109	122	231
7	13	20		98	112	210
3	5	8		82	136	218
5	6	11	1:00	118	104	222
3	4	7		118	130	248
4	5	9		137	111	248
3	0	3		125	130	255
6	4	10	2:00	126	134	260
3	2	5		112	149	261
1	1	2		132	126	258
3	1	4		117	129	246
2	4	6	3:00	133	134	267
2	2	4		102	90	192
0	2	2		109	122	231
3	6	9		109	104	213
1	9	10	4:00	93	115	208
4	10	14		96	104	200
3	12	15		115	125	240
2	21	23		117	129	246
5	24	29	5:00	96	98	194
11	39	50		108	122	230
14	45	59		126	145	271
17	82	99		121	125	246
28	79	107	6:00	112	117	229
29	61	90		113	102	215
24	77	101		103	90	193
26	92	118		97	103	200
36	147	183	7:00	72	82	154
44	97	141		69	66	135
59	170	229		75	57	132
47	218	265		56	73	129
55	188	243	8:00	42	62	104
44	129	173		81	58	139
54	134	188		77	67	144
44	136	180		65	45	110
58	160	218	9:00	68	66	134
63	136	199		52	27	79
60	122	182		57	34	91
67	128	195		42	33	75
66	137	203	10:00	44	43	87
68	122	190		40	28	68
73	129	202		23	20	43
82	125	207		33	20	53
80	135	215	11:00	22	20	42
80	106	186		24	11	35
95	117	212		20	14	34
89	107	196		3	9	12

Prepared by NEWPORT TRAFFIC STUDIES



## **APPENDIX B**

### **ANALYSIS METHODOLOGIES**

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**ICU CALCULATION METHOD**

- a. Intersection Capacity Utilization (ICU) for study area intersections
- b. Daily volume/capacity ratio (V/C) for study links
- c. Saturation Flow Rate  
Saturation flow value of 1,600 vehicles per lane per hour for intersections; 2,880 vehicles per hour for dual left-turn/ right-turn lanes.

Level of Service Ranges

The following thresholds are used in assigning a letter value to the resulting LOS:

<b>LOS</b>	<b>CRITICAL VOLUME TO CAPACITY RATIO</b>
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00

- e. Peak-Periods  
Weekday peak-hour analysis periods are defined as follows:

6:30 to 8:30 AM

2:30 to 5:30 PM

- f. Peak-Hour  
The highest one-hour period in both the AM and PM peak periods, as determined by four consecutive 15-minute count periods are used in the ICU calculations. Both AM and PM peak hours are studied.

g. Peak-Hour Data Consistency

Variations in peak-hour volumes can affect LOS calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays or weekends.

h. Right Turn Movements

If the distance from the edge of the outside through lane is at least 19 feet and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios which are greater than the normal through/left turn critical movements.

If a free right turn lane exists (right turns do not have to stop for the signal), a flow rate of 1,600 vehicles per hour per lane is assumed. The V/C ratio of the right turn lane is reported but not included in the sum of the critical V/C ratios

## **HCM Methodology**

For unsignalized intersections, the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209) is utilized to calculate the level of service. The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are determined using the HCM methodology.

The study area intersections with stop control on the minor have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area locations, the level of service has been calculated. The level of service criteria for this type of intersection analysis is based on total delay per vehicle for the worst minor street movements.

The levels of service are defined for the various analysis methodologies as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)
	UNSIGNALIZED
A	0 to 10.00
B	10.01 to 15.00
C	15.01 to 25.00
D	25.01 to 35.00
E	35.01 to 50.00
F	50.01 and up

The traffic progression tool, SYNCHRO, has been used to assess the potential impacts/needs of the existing School District/ Dune Palms Road intersection and the proposed realignment of the Sam's Club Driveway/ Dune Palms Road with the School District Driveway – "A" Street / Dune Palms Road intersections. Developed by Trafficware, SYNCHRO has the capability of modeling and optimizing traffic signal timings. Specific features include analyzing the capacities of coordinated intersections, determining queue lengths, and optimizing splits, cycle lengths, and offsets.

## **APPENDIX C**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth 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
Initial Bse:	55	440	2	0	156	95	28	0	29	0	0	5
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	463	2	0	164	100	29	0	30	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	463	2	0	164	100	29	0	30	0	0	5
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
FinalVolume:	58	463	2	0	164	100	29	0	30	0	0	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.24	0.76	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3186	14	1600	1989	1211	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.15	0.15	0.00	0.08	0.08	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[ 9.4]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth 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
Initial Bse:	11	495	0	0	172	9	3	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	12	535	0	0	186	10	3	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	535	0	0	186	10	3	0	14	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	477	xxxx	93	xxxx	xxxx	xxxxx
Potent Cap.:	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx	522	xxxx	952	xxxx	xxxx	xxxxx
Move Cap.:	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx	518	xxxx	952	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	8.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	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	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx					
ApproachLOS:		*			*		A			*				*	

\*\*\*\*\*

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

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.297  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         69                          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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth 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
Initial Bse:	20	466	152	27	146	13	7	15	9	80	17	39
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	485	158	28	152	14	7	16	9	83	18	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	485	158	28	152	14	7	16	9	83	18	41
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
FinalVolume:	21	485	158	28	152	14	7	16	9	83	18	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.15	0.10	0.02	0.05	0.01	0.00	0.02	0.02	0.05	0.01	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec):                    100                    Critical Vol./Cap.(X):                    0.423  
 Loss Time (sec):               6                    Average Delay (sec/veh):                xxxxxxx  
 Optimal Cycle:                 53                    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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth 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
Initial Bse:	0	582	77	34	151	0	0	0	0	149	0	76
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	712	94	42	185	0	0	0	0	182	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	94	42	185	0	0	0	0	182	0	93
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
FinalVolume:	0	712	94	42	185	0	0	0	0	182	0	93

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.06	0.03	0.06	0.00	0.00	0.00	0.00	0.11	0.00	0.06
Crit Moves:	****			****						****		

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-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth 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
Initial Bse:	771	1064	73	277	633	80	60	455	206	71	763	238
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	857	1182	0	308	703	89	67	506	229	79	848	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	857	1182	0	308	703	89	67	506	229	79	848	264
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	857	1182	0	308	703	89	67	506	229	79	848	264

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4261	539	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.30	0.25	0.00	0.11	0.17	0.17	0.02	0.11	0.14	0.03	0.18	0.17
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.820  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         62                         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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

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Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth 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
Initial Bse:	0	1589	421	64	711	0	0	0	0	344	0	409
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1690	448	68	756	0	0	0	0	366	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1690	448	68	756	0	0	0	0	366	0	435
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
FinalVolume:	0	1690	448	68	756	0	0	0	0	366	0	435

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3795	1005	1600	4800	0	0	0	0	2880	0	1600

-----

Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.45	0.04	0.16	0.00	0.00	0.00	0.00	0.13	0.00	0.27
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 91 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	3	1598	5	13	876	272	590	3	10	2	0	24
Growth 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
Initial Bse:	3	1598	5	13	876	272	590	3	10	2	0	24
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	1722	5	14	944	293	636	3	11	2	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1722	5	14	944	293	636	3	11	2	0	26
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
FinalVolume:	3	1722	5	14	944	293	636	3	11	2	0	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.29	0.71	1.99	0.01	1.00	0.08	0.00	0.92
Final Sat.:	1600	4800	1600	1600	3663	1137	3184	16	1600	123	0	1477

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.00	0.01	0.26	0.26	0.20	0.20	0.01	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.779  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:        51                          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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth 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
Initial Bse:	15	1012	68	151	636	45	92	121	23	140	83	340
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1069	72	159	672	48	97	128	24	148	88	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1069	72	159	672	48	97	128	24	148	88	359
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
FinalVolume:	16	1069	72	159	672	48	97	128	24	148	88	359

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4483	317	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.33	0.04	0.10	0.15	0.15	0.06	0.08	0.02	0.09	0.05	0.22
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec):            100                            Critical Vol./Cap.(X):            0.579  
 Loss Time (sec):        6                                    Average Delay (sec/veh):        xxxxxx  
 Optimal Cycle:         94                                    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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth 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
Initial Bse:	6	10	8	231	21	215	697	396	3	30	165	190
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	7	11	9	264	24	245	796	452	3	34	188	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	11	9	264	24	245	796	452	3	34	188	217
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
FinalVolume:	7	11	9	264	24	245	796	452	3	34	188	217

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.42	0.33	1.83	0.17	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	667	533	2933	267	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.09	0.28	0.14	0.00	0.02	0.06	0.14
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.546  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         90                         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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	0

Volume Module:

Base Vol:	272	631	66	225	469	74	105	500	144	77	689	197
Growth 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
Initial Bse:	272	631	66	225	469	74	105	500	144	77	689	197
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	320	742	78	265	552	87	124	588	169	91	811	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	742	78	265	552	87	124	588	169	91	811	232
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
FinalVolume:	320	742	78	265	552	87	124	588	169	91	811	232
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.33	0.67
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3733	1067

Capacity Analysis Module:

Vol/Sat:	0.11	0.15	0.05	0.09	0.11	0.05	0.04	0.18	0.11	0.03	0.22	0.22
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth 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
Initial Bse:	403	651	78	192	491	57	35	294	196	80	819	284
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	458	740	89	218	558	65	40	334	223	91	931	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	740	89	218	558	65	40	334	223	91	931	323
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
FinalVolume:	458	740	89	218	558	65	40	334	223	91	931	323

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2376	824

Capacity Analysis Module:

Vol/Sat:	0.16	0.15	0.06	0.08	0.12	0.04	0.02	0.10	0.14	0.06	0.39	0.39
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth 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
Initial Bse:	31	331	1	4	397	37	74	0	60	2	0	5
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	34	368	1	4	442	41	82	0	67	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	368	1	4	442	41	82	0	67	2	0	6
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
FinalVolume:	34	368	1	4	442	41	82	0	67	2	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.83	0.17	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3190	10	1600	2927	273	1600	0	1600	457	0	1143

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.12	0.00	0.15	0.15	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 12.4]

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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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth 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
Initial Bse:	6	347	0	0	437	14	3	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	7	401	0	0	505	16	3	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	401	0	0	505	16	3	0	3	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	720	xxxx	253	xxxx	xxxx	xxxxx
Potent Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	xxxx	753	xxxx	xxxx	xxxxx
Move Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx	365	xxxx	753	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	9.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
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			12.4			xxxxxx		
ApproachLOS:		*			*		B				*	

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth 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
Initial Bse:	27	337	61	1	388	24	37	29	20	163	14	24
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	30	380	69	1	438	27	42	33	23	184	16	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	380	69	1	438	27	42	33	23	184	16	27
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
FinalVolume:	30	380	69	1	438	27	42	33	23	184	16	27

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.04	0.00	0.14	0.02	0.03	0.03	0.03	0.11	0.01	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth 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
Initial Bse:	2	278	88	104	396	5	2	2	1	229	4	82
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	324	103	121	462	6	2	2	1	267	5	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	324	103	121	462	6	2	2	1	267	5	96
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
FinalVolume:	2	324	103	121	462	6	2	2	1	267	5	96

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.48	0.52
Final Sat.:	1600	3200	1600	1600	3160	40	640	640	320	1600	767	833

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.06	0.08	0.15	0.15	0.00	0.00	0.00	0.17	0.01	0.11
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800  
 Loss Time (sec): 6 Average Delay (sec/veh): 19.9  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth 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
Initial Bse:	18	272	76	37	372	49	58	94	9	312	123	43
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	20	305	85	41	417	55	65	105	10	350	138	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	305	85	41	417	55	65	105	10	350	138	48
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
FinalVolume:	20	305	85	41	417	55	65	105	10	350	138	48

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.58	0.06	1.00	1.00	1.00
Final Sat.:	378	807	435	393	842	452	148	240	23	437	459	500

Capacity Analysis Module:

Vol/Sat:	0.05	0.38	0.20	0.11	0.50	0.12	0.44	0.44	0.44	0.80	0.30	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	16.0	12.3	12.5	18.4	11.3	17.2	17.2	17.2	35.0	13.4	10.3
Delay 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
AdjDel/Veh:	12.2	16.0	12.3	12.5	18.4	11.3	17.2	17.2	17.2	35.0	13.4	10.3
LOS by Move:	B	C	B	B	C	B	C	C	C	E	B	B
ApproachDel:	15.1			17.2			17.2			27.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			17.2			17.2			27.2		
LOS by Appr:	C			C			C			D		
AllWayAvgQ:	0.1	0.5	0.2	0.1	0.9	0.1	0.7	0.7	0.7	2.9	0.4	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.797  
 Loss Time (sec):       8                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         95                          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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth 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
Initial Bse:	364	703	116	497	934	84	209	1089	493	155	735	402
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	383	740	0	523	983	88	220	1146	519	163	774	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	740	0	523	983	88	220	1146	519	163	774	423
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	740	0	523	983	88	220	1146	519	163	774	423

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4404	396	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.13	0.15	0.00	0.18	0.22	0.22	0.08	0.24	0.32	0.06	0.16	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 72 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth 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
Initial Bse:	0	1428	309	350	1417	0	0	0	0	518	0	186
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1503	325	368	1492	0	0	0	0	545	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1503	325	368	1492	0	0	0	0	545	0	196
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
FinalVolume:	0	1503	325	368	1492	0	0	0	0	545	0	196

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3946	854	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.38	0.23	0.31	0.00	0.00	0.00	0.00	0.19	0.00	0.12
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 91 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth 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
Initial Bse:	16	971	13	33	1467	487	440	4	15	4	3	21
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	1026	14	35	1551	515	465	4	16	4	3	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1026	14	35	1551	515	465	4	16	4	3	22
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
FinalVolume:	17	1026	14	35	1551	515	465	4	16	4	3	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.25	0.75	1.98	0.02	1.00	0.14	0.11	0.75
Final Sat.:	1600	4800	1600	1600	3604	1196	3171	29	1600	229	171	1200

Capacity Analysis Module:

Vol/Sat:	0.01	0.21	0.01	0.02	0.43	0.43	0.15	0.15	0.01	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth 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
Initial Bse:	16	704	95	151	1052	77	54	53	34	113	93	163
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	743	100	159	1110	81	57	56	36	119	98	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	743	100	159	1110	81	57	56	36	119	98	172
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
FinalVolume:	17	743	100	159	1110	81	57	56	36	119	98	172

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4473	327	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.23	0.06	0.10	0.25	0.25	0.04	0.03	0.02	0.07	0.06	0.11
Crit Moves:	****			****			****			****		

\*\*\*\*\*

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth 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
Initial Bse:	14	34	7	328	29	384	272	228	10	23	421	215
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	15	35	7	342	30	401	284	238	10	24	439	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	7	342	30	401	284	238	10	24	439	224
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
FinalVolume:	15	35	7	342	30	401	284	238	10	24	439	224

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.62	0.13	1.84	0.16	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	407	989	204	2940	260	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.14	0.10	0.07	0.01	0.02	0.14	0.14
Crit Moves:	****			****			****			****		

\*\*\*\*\*

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	2	0	1	0

-----

Volume Module:

Base Vol:	344	398	137	386	508	161	232	958	393	92	888	213
Growth 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
Initial Bse:	344	398	137	386	508	161	232	958	393	92	888	213
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	347	402	138	390	513	163	234	968	397	93	897	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	402	138	390	513	163	234	968	397	93	897	215
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
FinalVolume:	347	402	138	390	513	163	234	968	397	93	897	215
OvlAdjVol:									204			

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.42	0.58
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3871	929

-----

Capacity Analysis Module:

Vol/Sat:	0.12	0.08	0.09	0.14	0.11	0.10	0.08	0.30	0.25	0.03	0.23	0.23
OvlAdjV/S:									0.13			
Crit Moves:			****	****			****			****		

\*\*\*\*\*

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth 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
Initial Bse:	182	867	25	363	644	97	46	651	437	74	584	147
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	913	26	382	678	102	48	685	460	78	615	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	913	26	382	678	102	48	685	460	78	615	155
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
FinalVolume:	192	913	26	382	678	102	48	685	460	78	615	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2556	644

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.02	0.13	0.14	0.06	0.03	0.21	0.29	0.05	0.24	0.24
Crit Moves:	****			****			****			****		

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## **APPENDIX D**

### TRAFFIC SIGNAL WARRANTS

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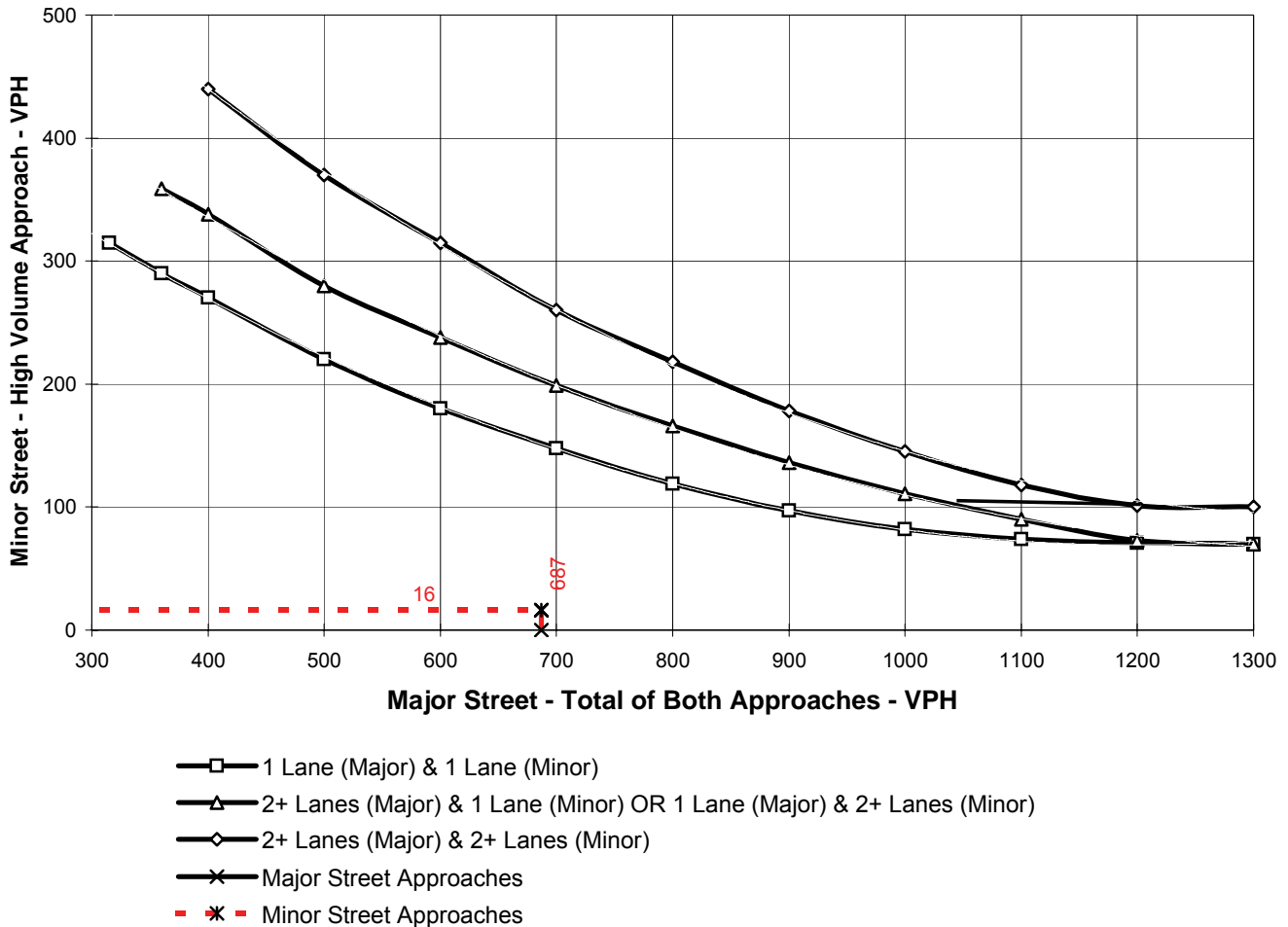
# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (AM Peak Hour)

Major Street Name = **Eisenhower Drive (NS)**      Total of Both Approaches (VPH) = **687**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Resort Access (EW)**      High Volume Approach (VPH) = **16**  
 Number of Approach Lanes Minor Street = **1**

### SIGNAL WARRANT NOT SATISFIED



**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

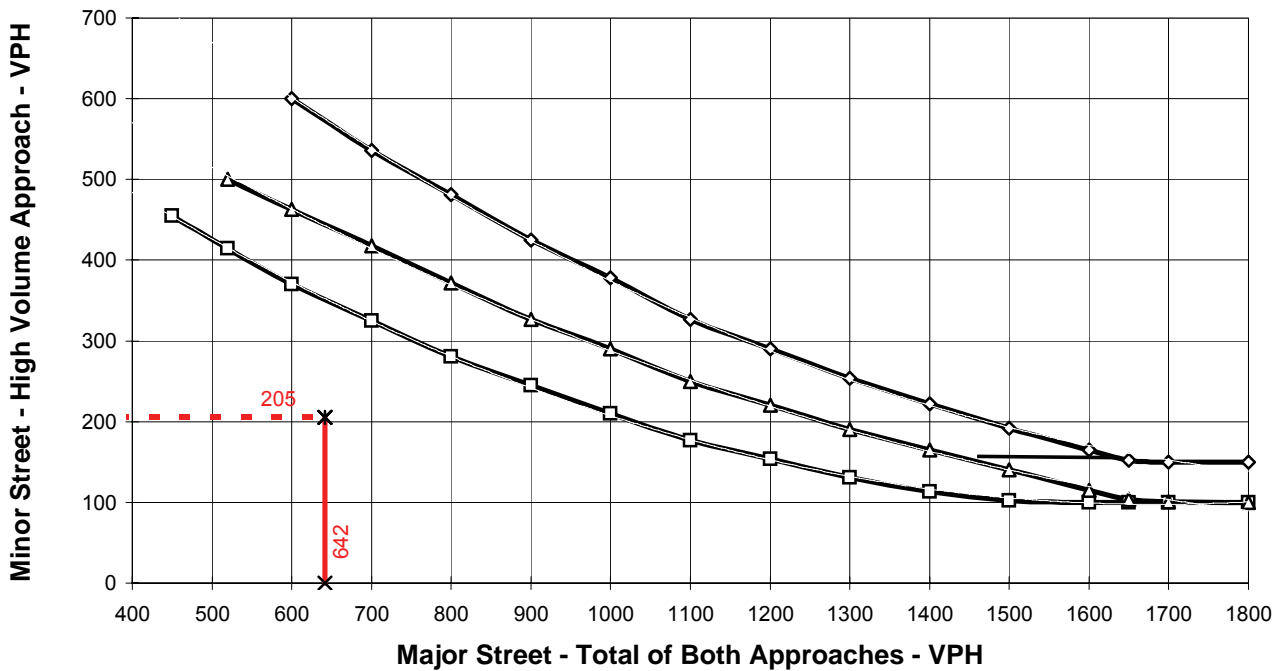
# PEAK HOUR VOLUME WARRANT (Urban Area)

## EXISTING CONDITIONS (AM PEAK HOUR)

Major Street Name = **Eisenhower Drive (NS)**      Total of Both Approaches (VPH) = **642**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Calle Sinaloa (EW)**      High Volume Approach (VPH) = **205**  
 Number of Approach Lanes On Minor Street = **1**

### SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- X— Major Street Approaches
- \*— Minor Street Approaches

\* NOTE:  
 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

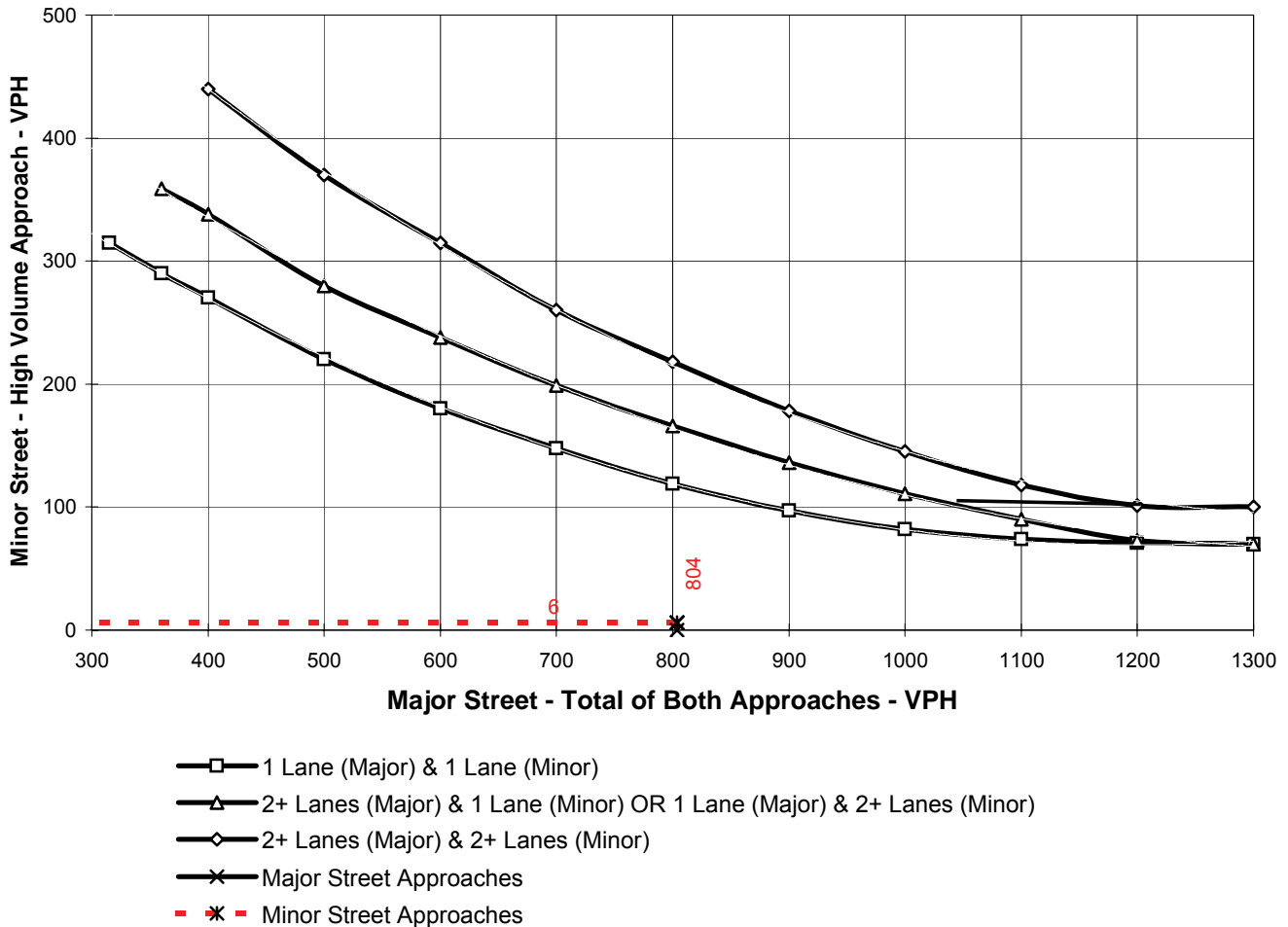
# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Eisenhower Drive (NS)**      Total of Both Approaches (VPH) = **804**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Resort Access (EW)**      High Volume Approach (VPH) = **6**  
 Number of Approach Lanes Minor Street = **1**

### SIGNAL WARRANT NOT SATISFIED



**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

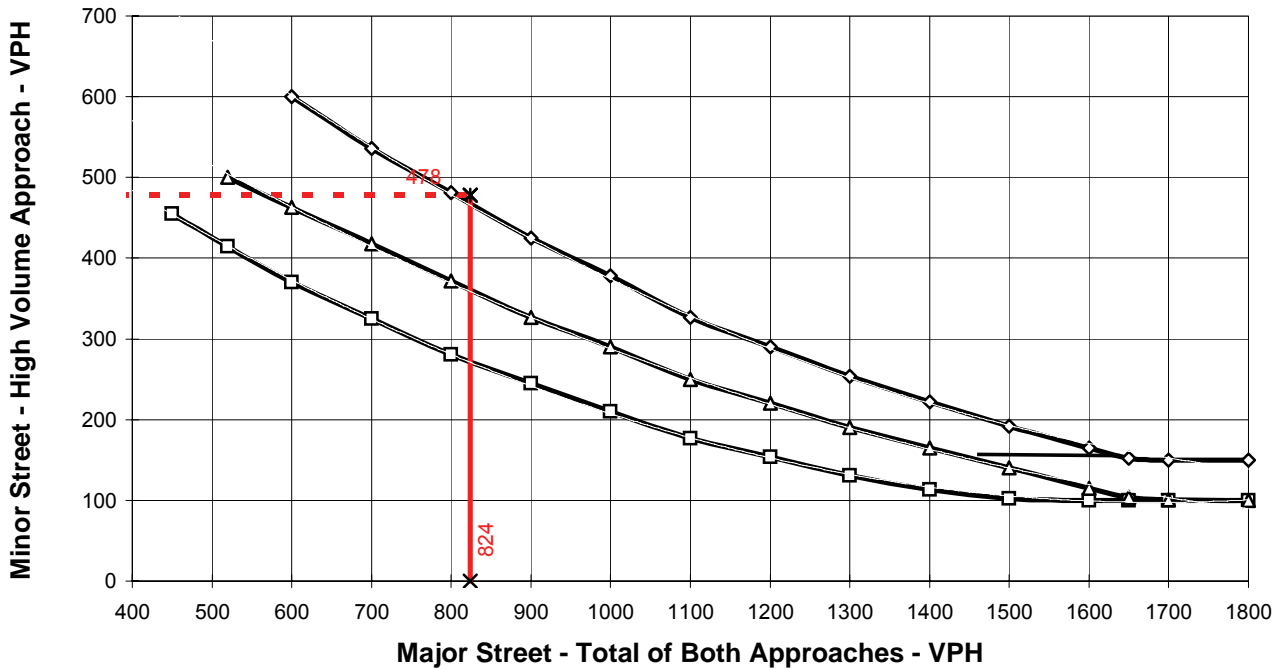
# PEAK HOUR VOLUME WARRANT (Urban Area)

## EXISTING CONDITIONS (PM PEAK HOUR)

Major Street Name = **Eisenhower Drive (NS)**      Total of Both Approaches (VPH) = **824**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Calle Sinaloa (EW)**      High Volume Approach (VPH) = **478**  
 Number of Approach Lanes On Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- X— Major Street Approaches
- \*— Minor Street Approaches

\* NOTE:  
 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: **Eisenhower Dr.** Minor St: **Resort Access** Year = **EP(2012)**  
 Volume = **9,887** Lanes= **2** Volume = **733** Lanes= **1** (one-way)

URBAN		RURAL <b>XX</b>		Minimum Requirements EADT							
1. Minimum Vehicular		Satisfied		Not Satisfied <b>XX</b>		Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)			
Number of lanes for moving traffic on each approach.				Urban		Rural		Urban		Rural	
Major Street		Minor Street									
1		1		8,000	5,600	2,400	1,680				
2 +	9,887	1	733	9,600	6,720 *	2,400	1,680				
2 +		2 +		9,600	6,720	3,200	2,240				
1		2 +		8,000	5,600	3,200	2,240				
2. Interruption of Continuous traffic		Satisfied		Not Satisfied <b>XX</b>		Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)			
Number of lanes for moving traffic on each approach.				Urban		Rural		Urban		Rural	
Major Street		Minor Street									
1		1		12,000	8,400	1,200	850				
2 +	9,887	1	733	14,400	10,080	1,200	850				
2 +		2 +		14,000	10,080	1,600	1,120				
1		2 +		12,000	8,400	1,600	1,120				
3. Combination		Satisfied		Not Satisfied <b>XX</b>		2 Warrants		2 Warrants			
No one warrant satisfied but following warrants fulfilled 80% or more..											
<b>44%</b>		<b>86%</b>									
1		2									

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: **Eisenhower Dr.** Minor St: **Resort Access** Year = **EACP(2012)**  
 Volume = **10,329** Lanes= **2** Volume = **737** Lanes= **1** (one-way)

URBAN		RURAL <b>XX</b>		Minimum Requirements EADT							
1. Minimum Vehicular		Satisfied		Not Satisfied <b>XX</b>		Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)			
Number of lanes for moving traffic on each approach.				Urban		Rural		Urban		Rural	
Major Street		Minor Street									
1		1		8,000	5,600	2,400	1,680				
2 +	10,329	1	737	9,600	6,720 *	2,400	1,680				
2 +		2 +		9,600	6,720	3,200	2,240				
1		2 +		8,000	5,600	3,200	2,240				
2. Interruption of Continuous traffic		Satisfied		Not Satisfied <b>XX</b>		Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)			
Number of lanes for moving traffic on each approach.				Urban		Rural		Urban		Rural	
Major Street		Minor Street									
1		1		12,000	8,400	1,200	850				
2 +	10,329	1	737	14,400	10,080 *	1,200	850				
2 +		2 +		14,000	10,080	1,600	1,120				
1		2 +		12,000	8,400	1,600	1,120				
3. Combination		Satisfied		Not Satisfied <b>XX</b>		2 Warrants		2 Warrants			
No one warrant satisfied but following warrants fulfilled 80% or more..											
<b>44%</b>		<b>87%</b>									
1		2									

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.



TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: **Eisenhower Dr.** Minor St: **Resort Access** Year = **EP(2021)**  
 Volume = **10,998** Lanes= **2** Volume = **1,780** Lanes= **1 (one-way)**

URBAN		RURAL <b>XX</b>		Minimum Requirements EADT			
1. Minimum Vehicular		Satisfied <b>XX</b>		Not Satisfied		Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.				Urban	Rural	Urban	Rural
Major Street		Minor Street					
1		1		8,000	5,600	2,400	1,680
2 +	10,998	1	1,780	9,600	6,720 *	2,400	1,680 *
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
2. Interruption of Continuous traffic		Satisfied <b>XX</b>		Not Satisfied		Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.				Urban	Rural	Urban	Rural
Major Street		Minor Street					
1		1		12,000	8,400	1,200	850
2 +	10,998	1	1,780	14,400	10,080 *	1,200	850 *
2 +		2 +		14,000	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
3. Combination		Satisfied <b>XX</b>		Not Satisfied		2 Warrants	2 Warrants
No one warrant satisfied but following warrants fulfilled 80% or more..							
<b>100%</b>		<b>100%</b>					
1		2					

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: **Eisenhower Dr.** Minor St: **Resort Access** Year = **EACP(2021)**  
 Volume = **12,361** Lanes= **2** Volume = **1,799** Lanes= **1** (one-way)

URBAN	RURAL	Minimum Requirements EADT									
1. Minimum Vehicular		Satisfied		Not Satisfied		Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)			
		<b>XX</b>									
Number of lanes for moving traffic on each approach.				Urban		Rural		Urban		Rural	
Major Street		Minor Street									
1		1		8,000	5,600	2,400	1,680				
2 +	12,361	1	1,799	9,600	6,720 *	2,400	1,680 *				
2 +		2 +		9,600	6,720	3,200	2,240				
1		2 +		8,000	5,600	3,200	2,240				
2. Interruption of Continuous traffic		Satisfied		Not Satisfied		Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)			
		<b>XX</b>									
Number of lanes for moving traffic on each approach.				Urban		Rural		Urban		Rural	
Major Street		Minor Street									
1		1		12,000	8,400	1,200	850				
2 +	12,361	1	1,799	14,400	10,080 *	1,200	850 *				
2 +		2 +		14,000	10,080	1,600	1,120				
1		2 +		12,000	8,400	1,600	1,120				
3. Combination		Satisfied		Not Satisfied		2 Warrants		2 Warrants			
		<b>XX</b>									
No one warrant satisfied but following warrants fulfilled 80% or more..											
<b>100%</b>		<b>100%</b>									
1		2									

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

## **APPENDIX E**

### CITY OF LA QUINTA CAPITAL IMPROVEMENT PLAN

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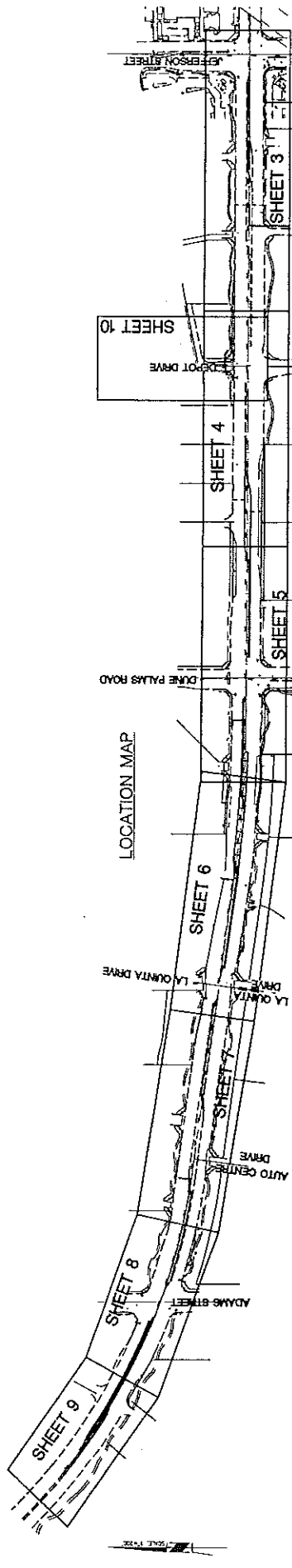
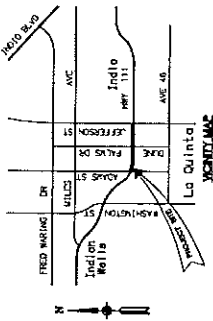


# HIGHWAY 111 STREET IMPROVEMENTS

## JEFFERSON STREET TO WEST OF ADAMS STREET

### IN THE LA QUINTA, CALIFORNIA

LOCATED IN A PORTION OF THE NW, 1/4 OF SECTION 29, TOWNSHIP 5 SOUTH, RANGE 7 EAST, SBM.



### CONSTRUCTION NOTES AND QUANTITY ESTIMATES

NO.	DESCRIPTION	UNITS	QUANTITY	NO.	DESCRIPTION	UNITS	QUANTITY
1	CONCRETE CURB & GUTTER FOR LA QUINTA STATIONED TO 210.	LF	1,430	1	CONCRETE CURB & GUTTER FOR LA QUINTA STATIONED TO 210.	LF	1,430
2	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	4,000	2	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	4,000
3	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	81,000	3	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	81,000
4	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	600	4	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	600
5	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	21,876	5	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	21,876
6	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	6,000	6	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	6,000
7	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	1,200	7	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	1,200
8	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	814	8	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	814
9	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	108,317	9	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	108,317
10	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	1,883	10	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	1,883
11	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	11	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
12	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	12	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
13	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	13	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
14	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	14	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
15	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	15	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
16	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	16	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
17	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	17	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
18	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	18	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
19	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	19	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100
20	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100	20	CONCRETE CURB FOR LA QUINTA STATIONED TO 210.	LF	100

- ### PAVING NOTES
- ASPHALT CONCRETE PAVING, EXCEPT FOR CORNER CUTS, SHALL BE INSTALLED IN THE (2) ON WIDE CURBS WITH MIX DESIGN THAT CONFORM TO THE STANDARD SPECIFICATIONS, LISTED AS FOLLOWS:
    - WEARING COURSE (UPPER COURSE); PG 70-10
    - BASE COURSE (LOWER COURSE); PG 70-10
  - A PAVE COAT SHALL BE APPLIED TO EXISTING PAVEMENT, P.O.C. SURFACES, AND THE A.C. BASE COURSE, IF EXISTING PAVEMENT IS FOUND TO BE UNSATISFACTORY. THE PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMEDIATION OF EXISTING PAVEMENT TO SECTION 203-3 OF THE STANDARD SPECIFICATIONS, THE MINIMUM MINIMUM SHALL BE 6 INCHES THICK AND APPLIED AT THE RATE OF 0.1 GALLONS/YARD.
  - NEW IMPROVEMENTS THAT JOIN EXISTING IMPROVEMENTS SHALL JOIN ON EXISTING CURBS IN A MANNER SATISFACTORY TO THE CITY ENGINEER. CONSTRUCTION OPERATIONS REQUIRED TO VANDER A SAFE, DRAINABLE, AESTHETICALLY PLEASING CURB SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTORS SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF CURBS, CHIMNEYS, AND/OR COLD PLANNING, AS REQUIRED.
  - ALL MANHOLES AND WALK BOX FRAMES SHALL BE ADJUSTED TO FINAL GRADES AFTER PAVEMENT INSTALLATION IS COMPLETED.

### BENCHMARK: BM PP-24

THE BENCHMARK SHALL BE THE CENTERLINE OF THE EXISTING CURB OR THE CENTERLINE OF THE EXISTING PAVEMENT SURFACE. THE BENCHMARK SHALL BE SET IN A 3" X 3" X 3" ALUMINUM SETTING AND SHALL BE SET AT LEAST TWO FEET ABOVE THE FINISHED GRADE OF THE EXISTING CURB OR PAVEMENT SURFACE. THE BENCHMARK SHALL BE SET IN A 3" X 3" X 3" ALUMINUM SETTING AND SHALL BE SET AT LEAST TWO FEET ABOVE THE FINISHED GRADE OF THE EXISTING CURB OR PAVEMENT SURFACE.

DATE	BY	DESCRIPTION	APPROVED	DATE

ELEV = 48.24

### INDEX OF SHEETS

SHEET	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS AND DETAILS
3-9	HIGHWAY 111 IMPROVEMENTS
10	DEPOT DRIVE IMPROVEMENTS
11	STORM DRAIN IMPROVEMENTS
12-25	STAGE CONSTRUCTION PLANS
26-39	CONCRETE AND CURB PLANS
40-59	SIGNAL MODIFICATION PLANS

CITY OF LA QUINTA  
Plan No. **08033**

- ### GENERAL NOTES
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
  - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY TO THE CITY OF LA QUINTA AND INDIO PUBLIC WORKS DEPARTMENT FOR ALL NECESSARY PERMITS AND TO BE RESPONSIBLE FOR SATISFYING ALL CURRENT ENVIRONMENTAL REGULATIONS. THE CITY OF LA QUINTA AND INDIO PUBLIC WORKS DEPARTMENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND TO BE RESPONSIBLE FOR SATISFYING ALL CURRENT ENVIRONMENTAL REGULATIONS.
  - THE CONTRACTOR SHALL OBTAIN ALL PERMITS AS REQUIRED BY THE CITY OF LA QUINTA, INDIO OR OTHER CONCERNED AGENCIES.
  - THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS DEPARTMENT 48 HOURS PRIOR TO ANY GRADING, DRAINING, OR CLEARING AND 24 HOURS PRIOR TO ANY CONSTRUCTION OF NEW PAVEMENT OR CURBS. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TO BE RESPONSIBLE FOR SATISFYING ALL CURRENT ENVIRONMENTAL REGULATIONS.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, DETAILING, AND CONSTRUCTION OF ALL CURBS, CHIMNEYS, AND/OR COLD PLANNING, AS REQUIRED. ALL CURBS WHICH MAY BE OCCUPIED BY THIS FAILURE TO COMPLY WITH ALL UTILITIES.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, DETAILING, AND CONSTRUCTION OF ALL REGULATORY, MARKING AND GUIDE SIGNS.
  - THE CITY ENGINEER SHALL APPROVE ALL STREET NAME SIGNS, TRAFFIC CONTROL SIGNS, TRAFFIC STRIPING, LEGENDS, AND PAVEMENT MARKINGS AND LOCATION.
  - CONSTRUCTION SHALL BE COMPLETED WITHIN THE HALF MILE OF MAJOR OCCUPANCY SHALL BE COMPLETED WITHIN THE HALF MILE OF MAJOR OCCUPANCY.
  - CONSTRUCTION OPERATIONS AND MAINTENANCE OF EQUIPMENT WITHIN THE HALF MILE OF MAJOR OCCUPANCY SHALL BE COMPLETED WITHIN THE HALF MILE OF MAJOR OCCUPANCY.
  - ALL WORK SHALL BE COMPLETED BY THE END OF THE DAY. ALL WORK SHALL BE COMPLETED BY THE END OF THE DAY. ALL WORK SHALL BE COMPLETED BY THE END OF THE DAY.
  - ALL TRUCKS OR VEHICLES MUST BE CLEANED DAILY. ALL TRUCKS MUST BE CLEANED DAILY. ALL TRUCKS MUST BE CLEANED DAILY.
  - CONSTRUCTION PROJECTS DESTROYING OR REMOVING NATURAL POLLUTANT DISPENSER ELIMINATION SYSTEMS SHALL BE SUBJECT TO THE CITY ENGINEER'S REVIEW AND APPROVAL. CONSTRUCTION IS REQUIRED TO FILE A NOTICE OF INTENT (NOI) WITH THE WATER RESOURCES CONTROL BOARD. A FILING FEE SHALL BE PAID TO THE BOARD. THE FILING FEE SHALL BE PAID TO THE BOARD. THE FILING FEE SHALL BE PAID TO THE BOARD.
  - GRADING SHALL BE IN ACCORDANCE WITH THE ENGINEERING GRADING REQUIREMENTS OF THE STANDARD SPECIFICATIONS, LATEST EDITION. ALL GRADING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, LATEST EDITION.
  - ALL GRADING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, LATEST EDITION. ALL GRADING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, LATEST EDITION.
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  - ALL GRADING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, LATEST EDITION. ALL GRADING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, LATEST EDITION.

### DIG-A-RIT

DIG-A-RIT

1-800-227-2600

AT LEAST TWO DAYS BEFORE TOLL FREE

LAQUINTASERVICE@DIGARIT.COM

**BENCHMARK: BM PP-24**

LOCATION: 1" X 1" WITH REFERENCE TO THE CENTERLINE OF THE EXISTING CURB OR THE CENTERLINE OF THE EXISTING PAVEMENT SURFACE. THE BENCHMARK SHALL BE SET IN A 3" X 3" X 3" ALUMINUM SETTING AND SHALL BE SET AT LEAST TWO FEET ABOVE THE FINISHED GRADE OF THE EXISTING CURB OR PAVEMENT SURFACE.

ELEV = 48.24

**RBF CONSULTING INC.**

REGISTERED PROFESSIONAL ENGINEER

STATE OF CALIFORNIA

License No. 68362

Exp. 07/2024

DATE: 2/12/16

EXTENSION: 00-00-00000

PROJECT NO. 2777000

CITY PROJECT NO. 2007-07A

CITY OF LA QUINTA, CALIFORNIA

HIGHWAY CORRIDOR IMPROVEMENTS

STATE HIGHWAY 111

TITLE SHEET - VICINITY & INDEX MAP - GENERAL NOTES

DATE: 3/14/16

BY: [Signature]

CHECKED: [Signature]

SCALE: AS SHOWN

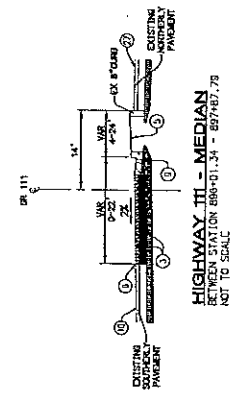
DATE: 3/14/16

BY: [Signature]

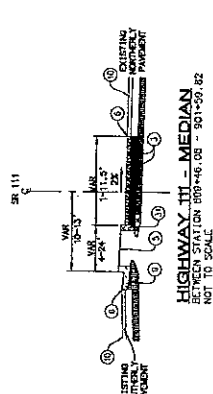
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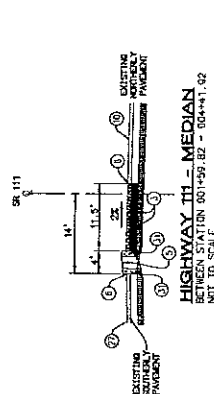
- CONSTRUCTION NOTES**
1. CONSTRUCT 5" CURB & GUTTER PER LA QUINTA STANDARD NO. 201.
  2. CONSTRUCT 5" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.
  3. CONSTRUCT 8" AC (PG 70-10 ASPHALT) OVER 12" CLASS 2 AD.
  4. COMPACT SUITABLE BASE (ILL. MATERIAL).
  5. SAWCUT AND FINISH EXISTING AC.
  6. CONSTRUCT 8" AC DIRC FOR LA QUINTA STANDARD NO. 204.
  7. CONSTRUCT 8" AC CURB AND GUTTER FOR LA QUINTA STANDARD NO. 202.
  8. 0.15" BRNS AND AC GRIFFLAY (PG 70-10 ASPHALT).
  9. CONSTRUCT MEDIAN GRASSING PER DETAIL HEREON.
  10. CONSTRUCT 8" AC THICK DIRC FOR RIVERSIDE COUNTY STD NO. 212.
  11. CONSTRUCT TYPE 11 SLURRY SEAL.
  12. SALVAGE AND REGRADE MEDIAN LANDSCAPING.
  13. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.



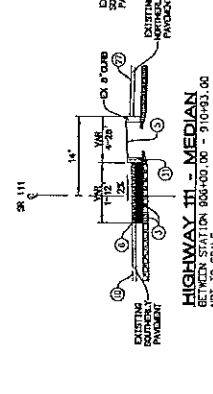
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BETWEEN STATION 889+0.34 - 897+87.78  
NOT TO SCALE



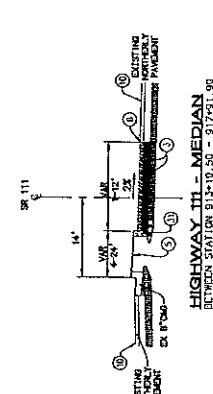
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BETWEEN STATION 890+46.00 - 901+59.82  
NOT TO SCALE



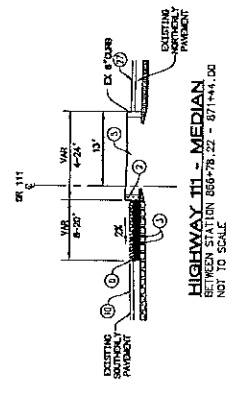
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NOT TO SCALE



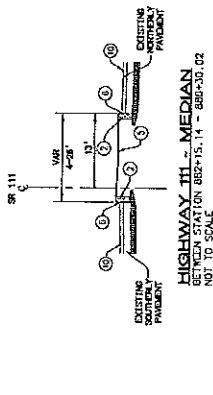
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NOT TO SCALE



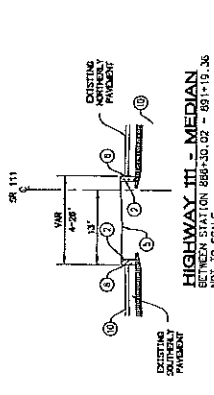
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NOT TO SCALE



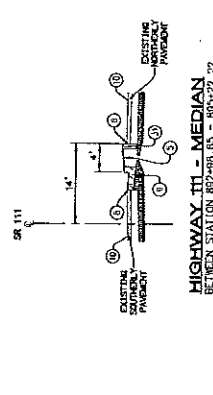
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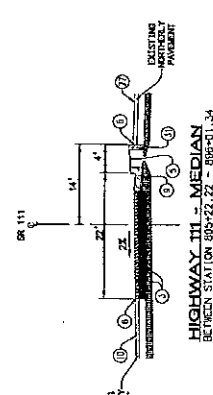
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BETWEEN STATION 887+51.14 - 889+30.02  
NOT TO SCALE



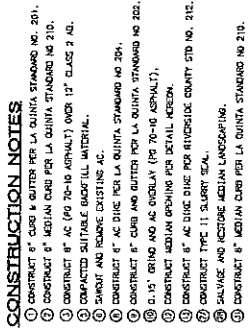
**HIGHWAY III - MEDIAN**  
BETWEEN STATION 889+30.02 - 891+15.35  
NOT TO SCALE



**HIGHWAY III - MEDIAN**  
BETWEEN STATION 892+99.85 - 895+22.22  
NOT TO SCALE



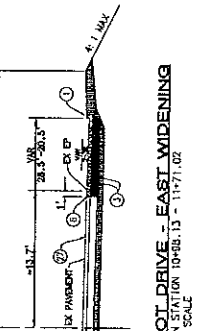
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NOT TO SCALE



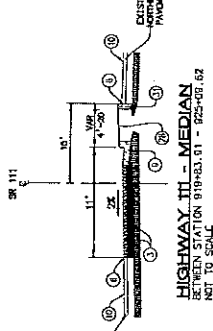
**HIGHWAY III - SOUTH WIDENING**  
BETWEEN STATION 882+15.17 - 888+80.73  
NOT TO SCALE



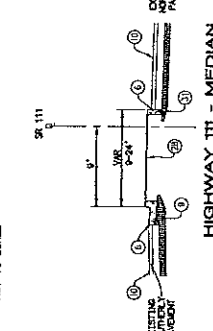
**HIGHWAY III - NORTH WIDENING**  
BETWEEN STATION 877+70.94 - 878+19.01  
NOT TO SCALE



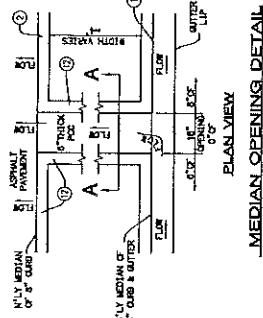
**DEPOT DRIVE - EAST WIDENING**  
BETWEEN STATION 10+98.13 - 11+71.02  
NOT TO SCALE



**HIGHWAY III - MEDIAN**  
BETWEEN STATION 919+83.81 - 925+08.62  
NOT TO SCALE



**HIGHWAY III - MEDIAN**  
BETWEEN STATION 922+09.62 - 928+20.91  
NOT TO SCALE

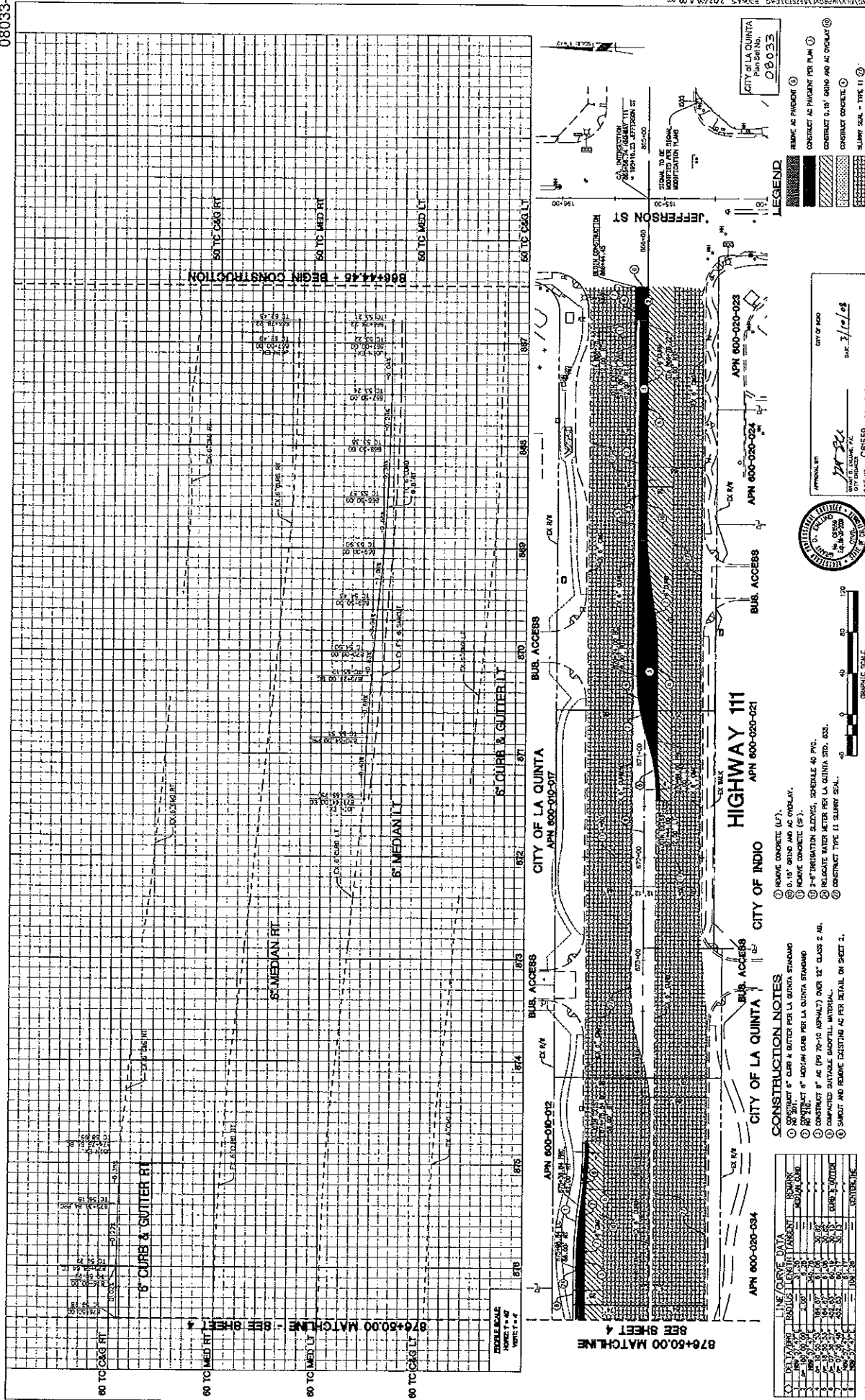


**MEDIAN OPENING DETAIL**  
PLAN VIEW

**NOTE:**  
MEDIAN OPENING SPACED EVERY 20' FOR THE PLAN.

CITY OF LA QUINTA  
Plan Set No.  
**08033**

<p><b>DIGALERT</b> DIAL TOLL FREE 1-800-227-2600 FOR MORE INFORMATION CALL 1-800-227-2600</p>	<p><b>BASIS OF BEARINGS:</b> THE BEARINGS SHOWN HERE ARE BASED UPON THE INTERSECTION OF THE CENTER LINE OF THE SAN ANTONIO RIVER AND THE CENTER LINE OF THE SAN ANTONIO RIVER AT THE INTERSECTION OF THE SAN ANTONIO AND JUNCTION STREETS. SECTION 31, T.13 S., R.7 E., S.8, 9, 10, 11 N. ELEV. = 4832.4</p>	<p><b>BENCHMARK</b> BM PD-3-1 LOCATION: COURT IN CORNER OF SOUTHWEST CORNER AT THE INTERSECTION OF WILSON AVENUE AND JUNCTION STREET. ELEV. = 4832.4</p>	<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>REVISION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	BY	REVISION					<p><b>APPROVALS:</b></p> <p>DESIGNED BY: <i>[Signature]</i> CHECKED BY: <i>[Signature]</i> PERMIT NO. 155445 DATE: 08/22/04</p>	<p><b>CITY OF LA QUINTA</b> CITY ENGINEER: <i>[Signature]</i> DATE: 08/22/04</p>	<p><b>CITY OF LA QUINTA</b> HIGHWAY CORRIDOR IMPROVEMENTS STATE HIGHWAY 111 TYPICAL SECTIONS - DESIGN DETAILS CITY PROJECT NO. 2004-07A</p>	<p><b>8 SHEET</b> OF 30 SHEETS DATE: 08/22/04 DRAWN BY: <i>[Signature]</i> SCALE: AS SHOWN</p>
				NO.	DATE	BY	REVISION								
<p><b>CONTRACTOR:</b> <i>[Signature]</i> DATE: 08/22/04</p>															



**CONSTRUCTION NOTES**

- REMOVE CONCRETE (U7).
- 12" 4" SAND AND AC DRESSING.
- 12" PORTLAND CEMENT CONCRETE (C3).
- 2" 4" PRECAST CURB PER LA QUINTA STANDARD.
- CONSTRUCT 8" AC (PQ 70-10 ASPHALT) OVER 12" CLASS 2 AB.
- COMPACTED DRAINAGE SHOULDER MATERIAL.
- SMOOTH AND REMOVE DISTASTE AC FOR RETAIL ON SHEET 2.

**LEGEND**

- REMOVE AC PAVEMENT
- CONDUCT AC PAVEMENT PER PLAN
- CONSTRUCT 0.15' CHINA AND AC DRESSING
- CONCRETE
- SLURRY SEAL - TYPE II

**REVISIONS**

NO.	DATE	BY	REVISION

**BENCHMARK: BM PD-2-1**  
 LOCATION: 1 1/4" 4" IN DIAMETER  
 AT THE INTERSECTION OF BULLS HEAD RD AND JEFFERSON STREET.  
 ELEV. = 48324

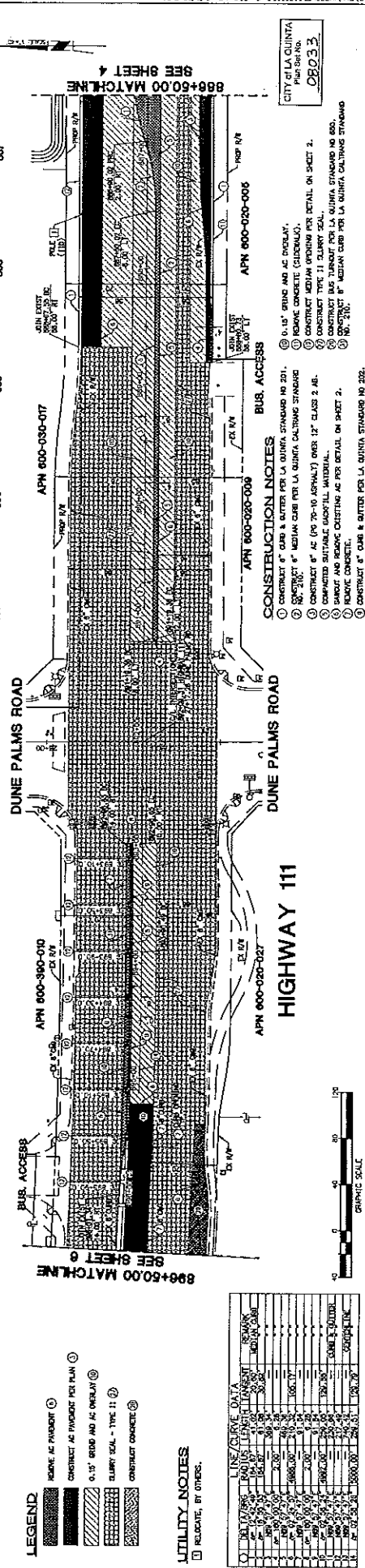
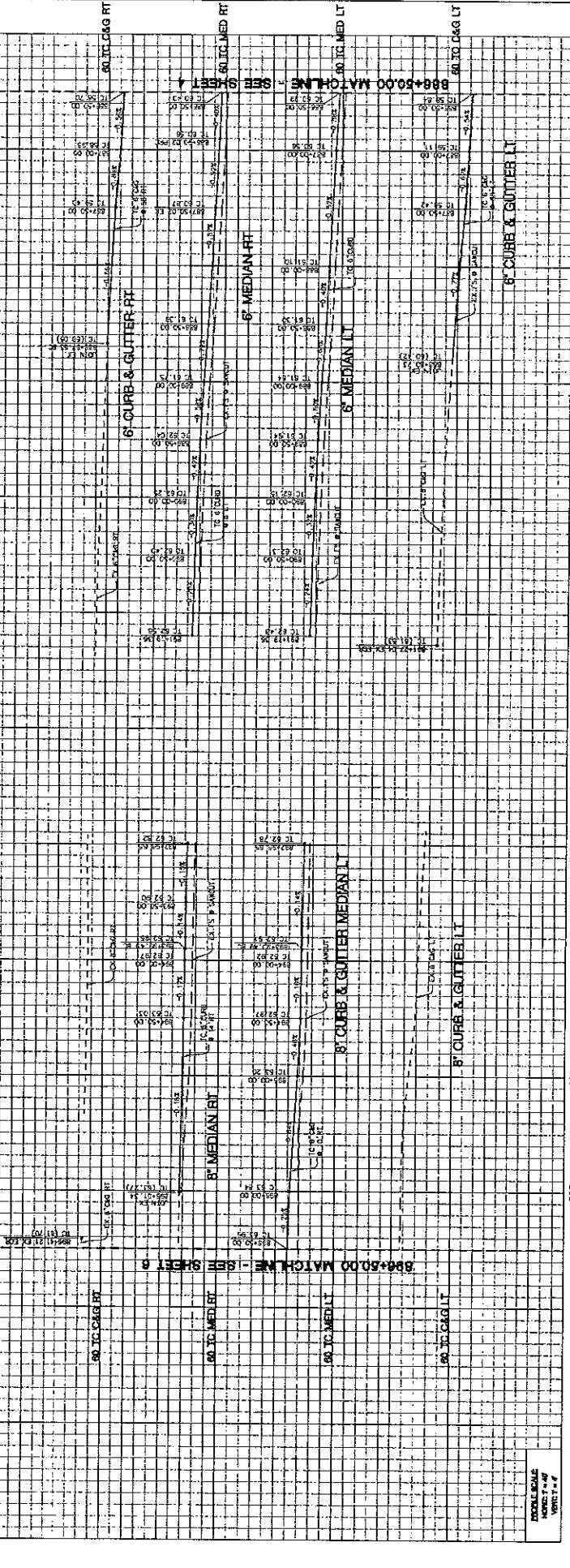
**DIGALERT**  
 DIAL TOLL FREE  
 1-800-227-2600  
 BEFORE YOU DIG  
 UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

**APPROVALS:**  
 CITY OF LA QUINTA: [Signature] DATE: 3/12/08  
 CITY OF INDIRIO: [Signature] DATE: 3/10/08

**PROJECT INFORMATION:**  
 CITY OF LA QUINTA, CALIFORNIA  
 HIGHWAY CORRIDOR IMPROVEMENTS  
 STATE HIGHWAY 111  
 STA. 876+50.00 TO 876+500.00  
 CITY PROJECT NO. 0001-07A







**LEGEND**

- 6' MEDIAN
- 8' MEDIAN
- 6' CURB & GUTTER
- 8' CURB & GUTTER
- UTILITY RELOCATE

**UTILITY NOTES**

- 1. RELOCATE, BY OTHERS.
- 2. 0.15' BED AND AC OVERLAY.
- 3. CLAYTY SEAL - TYPE 1.
- 4. CONSTRUCT CONCRETE.

**CONSTRUCTION NOTES**

1. CONSTRUCT 6" CURB & GUTTER PER LA QUINTA STAGIONS NO 201.
2. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA CALTRANS STAGIONS.
3. CONSTRUCT 6" AC (PG 70-10 ASPHALT) OVER 12" CLASS 2 AB.
4. COMPACTED SUITABLE BACKFILL MATERIAL.
5. SMOOTH AND READY CRISTING AC PER DETAIL ON SHEET 2.
6. REMOVE CONCRETE.
7. CONSTRUCT 6" CURB & GUTTER PER LA QUINTA STAGIONS NO 202.

**LINE CURVE DATA**

STATION	PC	PT	PI	TA	EA	EC	EA	PT	PC
896+00	896+00	896+00	896+00	896+00	896+00	896+00	896+00	896+00	896+00

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1	08/21/08	JL	ISSUED FOR PERMITS

**DIGALERT**  
 800-455-5277  
 1-800-227-2800  
 BEFORE YOU DIG  
 AVOIDING SERIOUS ACTS OF SAUNDER CALIFORNIA

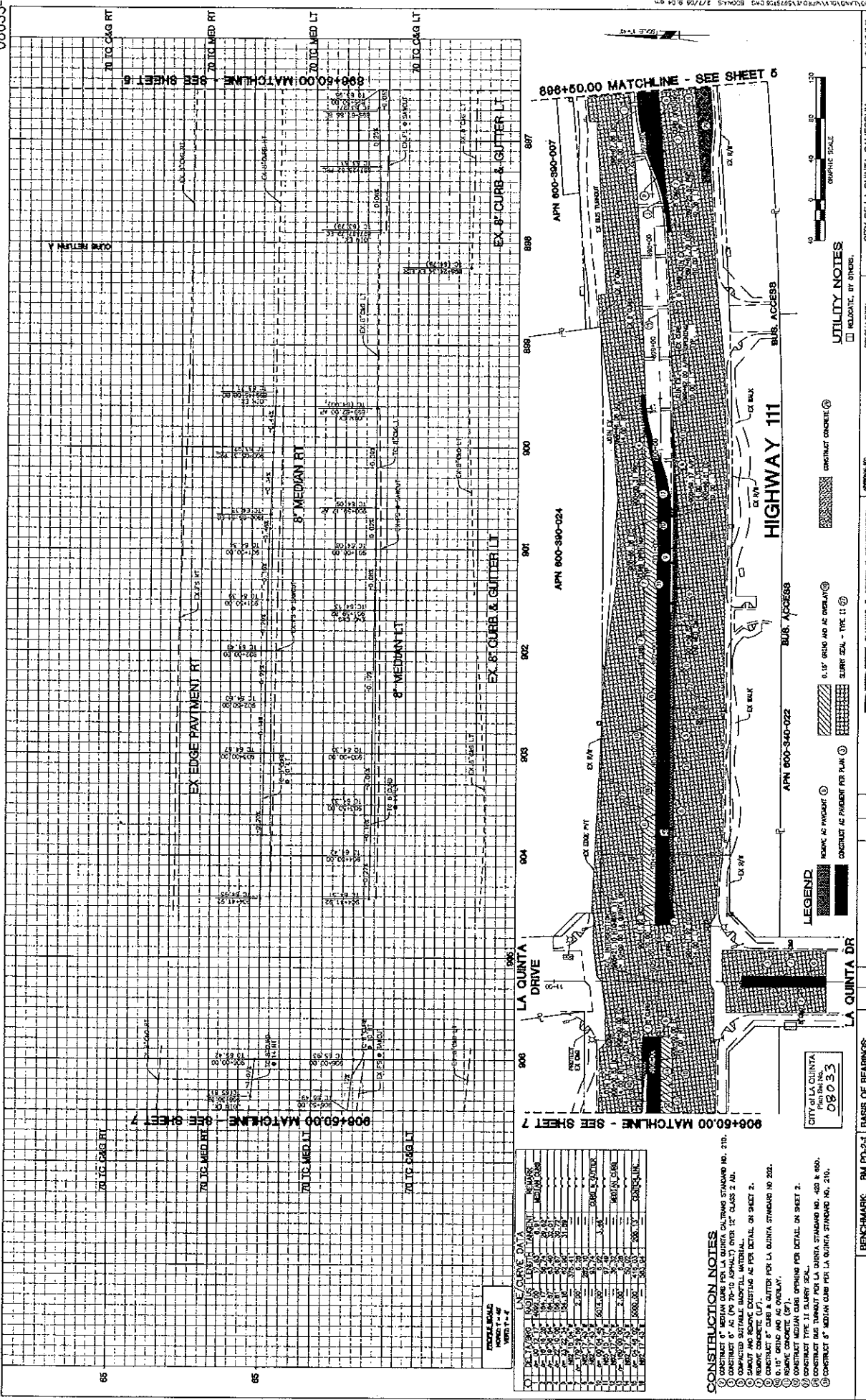
**RBF CONSULTING**  
 CONSULTING ENGINEERS  
 1000 S. MAIN ST., SUITE 200  
 ANAHEIM, CA 92805  
 (714) 933-8888  
 DATE: 8/21/08  
 DRAWN BY: J.L.

**CITY OF LA QUINTA**  
 HIGHWAY CORRIDOR IMPROVEMENTS  
 STATE HIGHWAY 111  
 STA 886+00 TO 896+00  
 CITY PROJECT NO. 2001-07A

**CITY OF LA QUINTA**  
 APN 800-030-017  
 APN 800-020-009  
 APN 800-020-006  
 BUS ACCESS

**CITY OF LA QUINTA**  
 PLAN SHEET NO. 08033

**CITY OF LA QUINTA**  
 HIGHWAY CORRIDOR IMPROVEMENTS  
 STATE HIGHWAY 111  
 STA 886+00 TO 896+00  
 CITY PROJECT NO. 2001-07A



**CONSTRUCTION NOTES**

1. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA CALTRANS STANDARD NO. 210.
2. CONSTRUCT 6" AS (75-10 ASPHALT) OVER 12" CLASS 2 A1.
3. CONSTRUCT 12" GRANULAR FILL OVER 12" CLASS 2 A1.
4. CONSTRUCT 6" CURB & GUTTER PER LA QUINTA STANDARD NO. 202.
5. 0.15" BRIDG AND AS OVERLAY.
6. 0.15" BRIDG AND AS OVERLAY.
7. REMOVE CONCRETE (CP).
8. REMOVE CONCRETE (CP).
9. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.

**LEGEND**

- 1. 6.15" BRIDG AND AS OVERLAY
- 2. SLURRY SEAL - TYPE II
- 3. REMOVE AS PAVEMENT
- 4. CONTRACT AS PAVEMENT PER PLAN
- 5. CONTRACT CONCRETE

**UTILITY NOTES**

RELOCATE, BY OTHER

**APPROVALS**

CITY OF LA QUINTA  
 DATE: 12/17/18  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNED BY: [Signature]

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1			

**CONSTRUCTION NOTES**

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**UTILITY NOTES**

RELOCATE, BY OTHER

**APPROVALS**

CITY OF LA QUINTA  
 DATE: 12/17/18  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNED BY: [Signature]

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
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**CONSTRUCTION NOTES**

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- 4. CONTRACT AS PAVEMENT PER PLAN
- 5. CONTRACT CONCRETE

**UTILITY NOTES**

RELOCATE, BY OTHER

**APPROVALS**

CITY OF LA QUINTA  
 DATE: 12/17/18  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNED BY: [Signature]

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1			

**BENCHMARK** BM PD-24  
 ELEV. = 48.24

**BASIS OF BEARINGS:**  
 THE BEARINGS ARE TRUE  
 THE CORNER OF BILLS AVENUE BEING  
 N 87° 30' AS CORNER OF TRACT  
 CONTROL ALSO BEING CORNER  
 SECTION 29, 12 S., R7 E., S. 18 R. &  
 ELEV. = 48.24

**CONSTRUCTION NOTES**

1. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA CALTRANS STANDARD NO. 210.
2. CONSTRUCT 6" AS (75-10 ASPHALT) OVER 12" CLASS 2 A1.
3. CONSTRUCT 12" GRANULAR FILL OVER 12" CLASS 2 A1.
4. CONSTRUCT 6" CURB & GUTTER PER LA QUINTA STANDARD NO. 202.
5. 0.15" BRIDG AND AS OVERLAY.
6. 0.15" BRIDG AND AS OVERLAY.
7. REMOVE CONCRETE (CP).
8. REMOVE CONCRETE (CP).
9. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.

**LEGEND**

- 1. 6.15" BRIDG AND AS OVERLAY
- 2. SLURRY SEAL - TYPE II
- 3. REMOVE AS PAVEMENT
- 4. CONTRACT AS PAVEMENT PER PLAN
- 5. CONTRACT CONCRETE

**UTILITY NOTES**

RELOCATE, BY OTHER

**APPROVALS**

CITY OF LA QUINTA  
 DATE: 12/17/18  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNED BY: [Signature]

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1			

**BENCHMARK** BM PD-24  
 ELEV. = 48.24

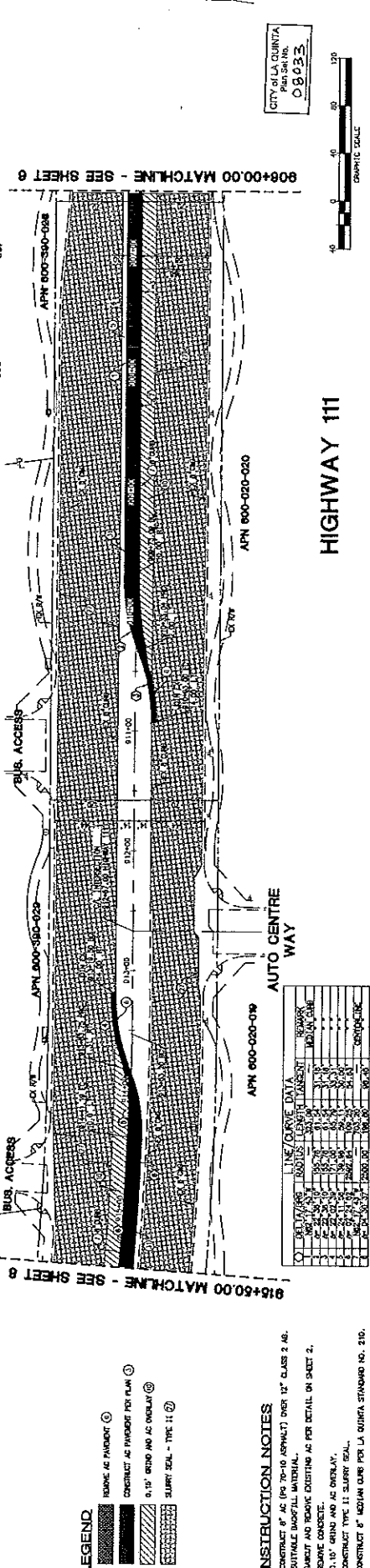
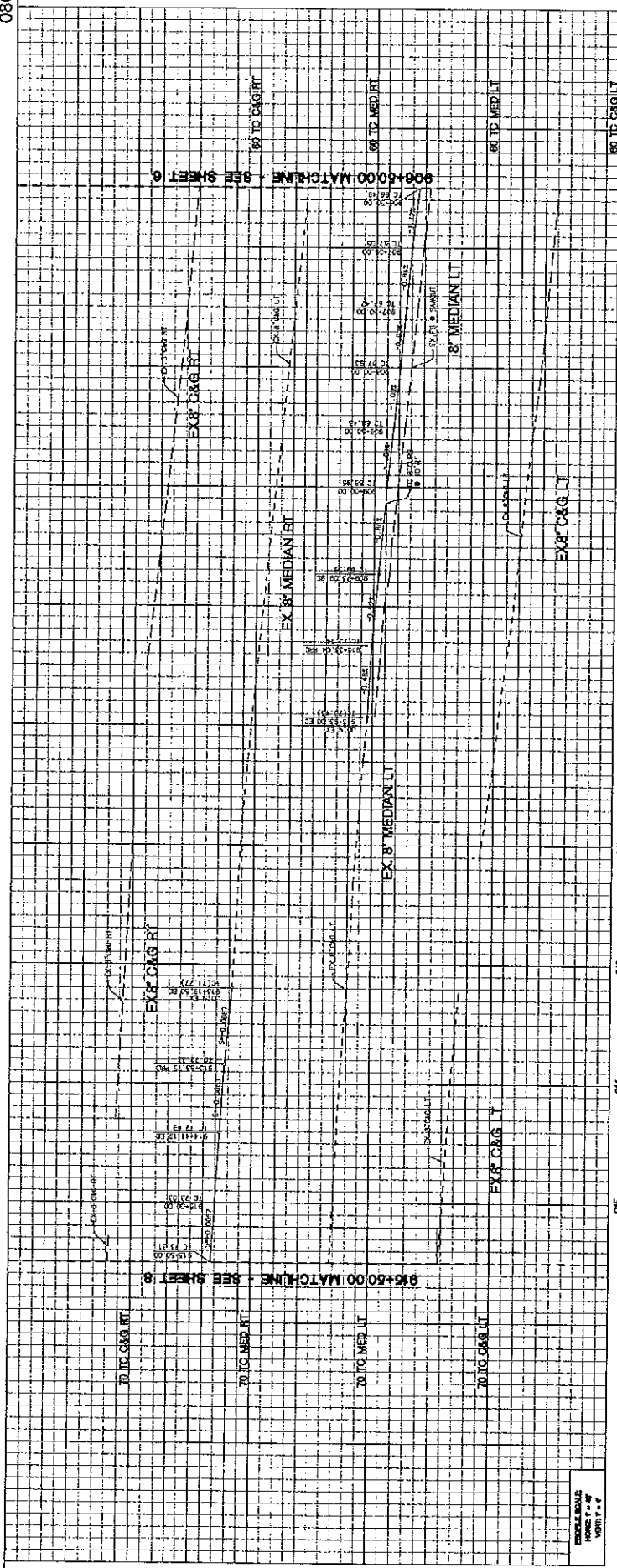
**BASIS OF BEARINGS:**  
 THE BEARINGS ARE TRUE  
 THE CORNER OF BILLS AVENUE BEING  
 N 87° 30' AS CORNER OF TRACT  
 CONTROL ALSO BEING CORNER  
 SECTION 29, 12 S., R7 E., S. 18 R. &  
 ELEV. = 48.24

**CONSTRUCTION NOTES**

1. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA CALTRANS STANDARD NO. 210.
2. CONSTRUCT 6" AS (75-10 ASPHALT) OVER 12" CLASS 2 A1.
3. CONSTRUCT 12" GRANULAR FILL OVER 12" CLASS 2 A1.
4. CONSTRUCT 6" CURB & GUTTER PER LA QUINTA STANDARD NO. 202.
5. 0.15" BRIDG AND AS OVERLAY.
6. 0.15" BRIDG AND AS OVERLAY.
7. REMOVE CONCRETE (CP).
8. REMOVE CONCRETE (CP).
9. CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.

**LEGEND**

- 1. 6.15" BRIDG AND AS OVERLAY
- 2. SLURRY SEAL - TYPE II
- 3. REMOVE AS PAVEMENT
- 4. CONTRACT AS PAVEMENT PER PLAN
- 5. CONTRACT CONCRETE



CITY OF LA QUINTA  
Plan Sheet No.  
**08033**



# HIGHWAY 111

- LEGEND**
- ① CONSTRUCT 8' MEDIAN AS SHOWN
  - ② CONSTRUCT 8' MEDIAN AS SHOWN FOR PLAN
  - ③ EXISTING 8' MEDIAN AS SHOWN
  - ④ 6" CONC. CURB AND 6" CONC. WALKWAY
  - ⑤ 6" CONC. CURB AND 6" CONC. WALKWAY
  - ⑥ 6" CONC. CURB AND 6" CONC. WALKWAY
  - ⑦ CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.

**CONSTRUCTION NOTES**

- ① CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.
- ② CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.
- ③ CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.
- ④ CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.
- ⑤ CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.
- ⑥ CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.
- ⑦ CONSTRUCT 8' MEDIAN CURB FOR LA QUINTA STANDARD NO. 210.

**DIGALBERT**  
DUAL TOLL FREE  
1-800-227-3600  
AT LEAST TWO DAYS BEFORE WORK BEGINS  
HARRINGTON DRIVE, SUITE 100, BURNETT, CALIFORNIA

**BENCHMARK:** BM PD-24-1  
ELEVATION: 1250.00  
LOCATION: 1/4" 1" P.A. WITH BRASS NAIL  
COUNT 1000'S OF INCHES FROM  
CORNER OF 1/4" 1" P.A. WITH BRASS NAIL  
AND SETBACK STREET.

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

**RBF CONSULTING**  
REGISTERED PROFESSIONAL ENGINEER  
NO. 45543  
DATE: 2/1/08  
PROJECT NO. 08033

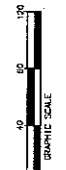
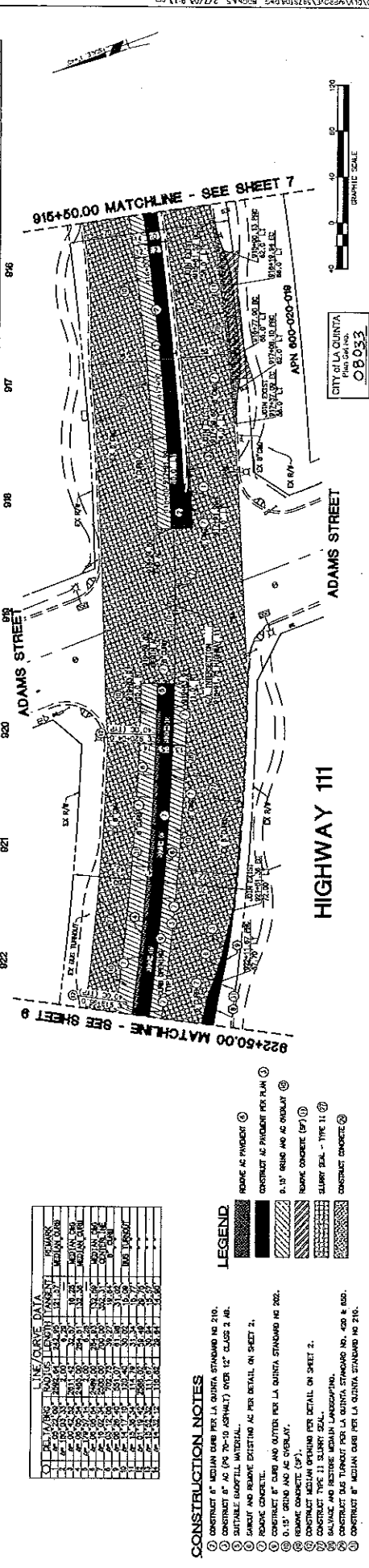
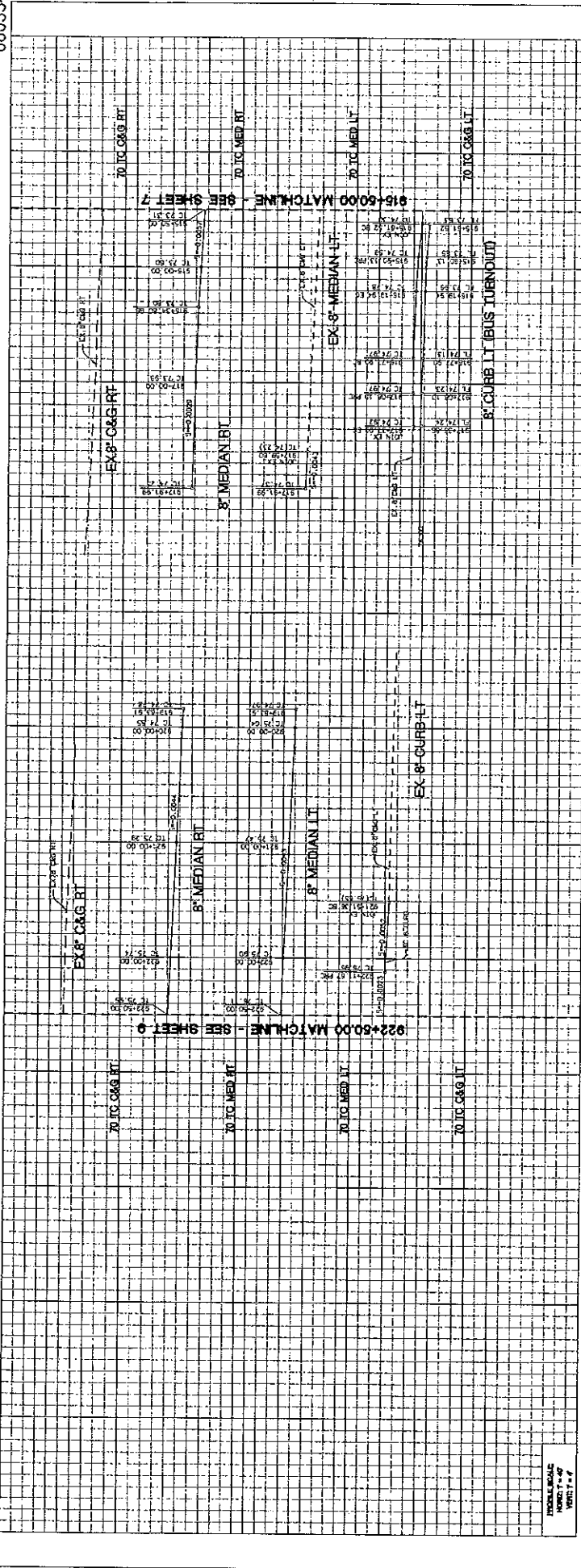
**CITY OF LA QUINTA**  
PLANNING & DESIGN & CONSTRUCTION  
DATE: 2/1/08  
PROJECT NO. 08033

**CITY OF LA QUINTA**  
APPROVED BY: [Signature]  
DATE: 2/1/08  
PROJECT NO. 08033

**CITY OF LA QUINTA**  
HIGHWAY CORRIDOR IMPROVEMENTS  
STATE HIGHWAY 111  
STA. 906+00.00 TO 916+00.00  
CITY PROJECT NO. 2001-07A

**SHEET 7**  
OF 39 SHEETS  
DATE: 2/1/08  
PROJECT NO. 08033

**CITY OF LA QUINTA**  
HIGHWAY CORRIDOR IMPROVEMENTS  
STATE HIGHWAY 111  
STA. 906+00.00 TO 916+00.00  
CITY PROJECT NO. 2001-07A



CITY OF LA QUINTA  
PLANS DIVISION  
OB 033

	DIAL TOLL FREE 1-800-227-2600 AT LEAST TWO DAYS BEFORE YOU ORDER UNLESS YOU ORDER UNLESS YOU ORDER	BENCHMARK: BM PD-24 LOCATION: 1" X 1" I.P. #18 FINDER QUART. 1/2" DIA. P. IN GROUND WELL 115.00' W. OF CENTERLINE AND 10' SOUTH OF CENTERLINE	ELEV. = 46124
	BASIS OF BEARINGS: THE BEARINGS FOR THIS PLAN ARE THE CORNER OF THE SECTION N 89° 30' 30" AS SHOWN ON PLAT CORNER ALSO BEING CORNER SECTION LINE OF THE NORTHWEST 1/4 OF SECTION 26, T. 5 S., R. 7 E., S.B.M. 4	REVIEWED BY:	REVISION 5
	CONSTRUCTION NOTES	APPROVAL:	SHEET 8 OF 28 SHEETS CITY PROJECT NO. 2004-07A

- LEGEND**
- ① ROAD AC PAVEMENT
  - ② CONCRETE AC PAVEMENT PER PLAN
  - ③ 0.15' GRAN AND AC OVERLAY
  - ④ REMOVE CONCRETE (RT)
  - ⑤ SLURRY SEAL - TYPE 11
  - ⑥ CONCRETE CONCRETE

- CONSTRUCTION NOTES**
- ① CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.
  - ② CONSTRUCT 8" AC (P. 10-10 ASPHALT) OVER 12" CLASS 2 AB.
  - ③ SUFFICIENT GRANITELL MATCHLINE.
  - ④ REMOVE AND REGRADE EXISTING AC PER DETAIL ON SHEET 2.
  - ⑤ REMOVE CONCRETE.
  - ⑥ CONSTRUCT 8" CURB AND GUTTER PER LA QUINTA STANDARD NO. 202.
  - ⑦ 0.15' GRAN AND AC OVERLAY.
  - ⑧ REMOVE CONCRETE (RT).
  - ⑨ CONSTRUCT TYPE 11 SLURRY SEAL.
  - ⑩ BALANCE AND RESTORE MEDIAN LANDSCAPING.
  - ⑪ CONSTRUCT BUS TURNOUT PER LA QUINTA STANDARD NO. 429 & 430.
  - ⑫ CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO. 210.

**LINE / CURVE DATA**

STATION	PC	PT	PI	END	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK
922+00	922+00	922+00	922+00	922+00	MARK

CITY OF LA QUINTA  
PLANS DIVISION  
OB 033

DATE: 6/1/08  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
APPROVED BY: [Signature]

CITY OF LA QUINTA  
PLANS DIVISION  
OB 033

DATE: 6/1/08  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
APPROVED BY: [Signature]

CITY OF LA QUINTA  
PLANS DIVISION  
OB 033

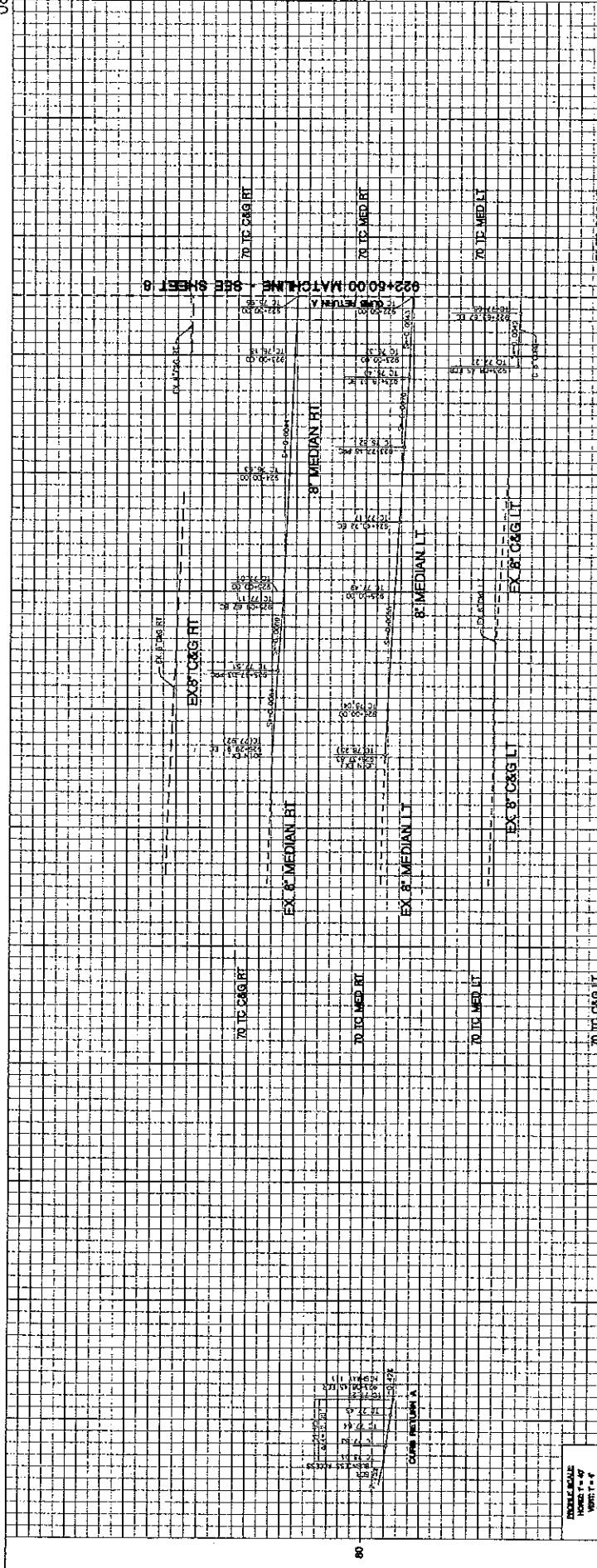
DATE: 6/1/08  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
APPROVED BY: [Signature]

CITY OF LA QUINTA  
PLANS DIVISION  
OB 033

DATE: 6/1/08  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
APPROVED BY: [Signature]

CITY OF LA QUINTA  
PLANS DIVISION  
OB 033

DATE: 6/1/08  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
APPROVED BY: [Signature]



**APN 648-080-000 BUSINESS ACCESS**  
**APN 648-080-047 BUSINESS ACCESS**  
**APN 648-020-046 BUSINESS ACCESS**  
**APN 648-020-020 BUSINESS ACCESS**

CITY OF LA QUINTA  
Plan Set No.  
**08033**

CITY OF LA, CALIFORNIA  
HIGHWAY CORRIDOR IMPROVEMENTS  
STATE HIGHWAY 111  
STA 986+000 TO 994+800  
CITY PROJECT NO. 2009-07A

DATE: 2/18/08  
DATE: 12/19/05  
DATE: 2/18/08  
DATE: 2/18/08

APPROVALS:  
CITY ENGINEER: [Signature]  
CITY MANAGER: [Signature]

DESIGNED BY: [Signature]  
CHECKED BY: [Signature]

PROJECT NUMBER: [Blank]  
SHEET NO.: 08033-9  
TOTAL SHEETS: [Blank]

**RBF ENGINEERING**  
CONSULTING ENGINEERS  
15000 RIVERWAY, SUITE 200  
IRVINE, CALIFORNIA 92614  
(714) 836-1111  
WWW.RBFENGINEERING.COM

### HIGHWAY 111

- LEGEND**
- REMOVE AND PAVEMENT (dashed line)
  - CONCRETE AND ASPHALT PER PLAN (stippled pattern)
  - 0.15" GRIND AND AC OVERLAY (diagonal hatching)
  - CURB SEAL - TYPE 11 (cross-hatched pattern)

**LINE CURVE DATA**

STATIONING	PC	PVI	PT	LC	CL	EC	SC	STATIONING
923+00	923+15.00	923+15.00	923+15.00	923+15.00	923+15.00	923+15.00	923+15.00	923+15.00
922+00	922+15.00	922+15.00	922+15.00	922+15.00	922+15.00	922+15.00	922+15.00	922+15.00
921+00	921+15.00	921+15.00	921+15.00	921+15.00	921+15.00	921+15.00	921+15.00	921+15.00

**CONSTRUCTION NOTES**

- CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO 210.
- CONSTRUCT 8" AC (70-10 ASPHALT) OVER 12" CLASS 2 AB.
- REPLACE BROOKFIELD MATERIAL.
- SAMPLE AND REMOVE EXISTING AC PER DETAIL ON SHEET 2.
- REMOVE CONCRETE.
- CONSTRUCT 8" CURB AND GUTTER PER LA QUINTA STANDARD NO 202.
- CONSTRUCT MEDIAN ASPHALT PER DETAIL ON SHEET 2.
- CONSTRUCT MEDIAN ASPHALT OVER TYPE 11-2 CURB AND GUTTER.
- CONSTRUCT 8" MEDIAN CURB PER LA QUINTA STANDARD NO 210.

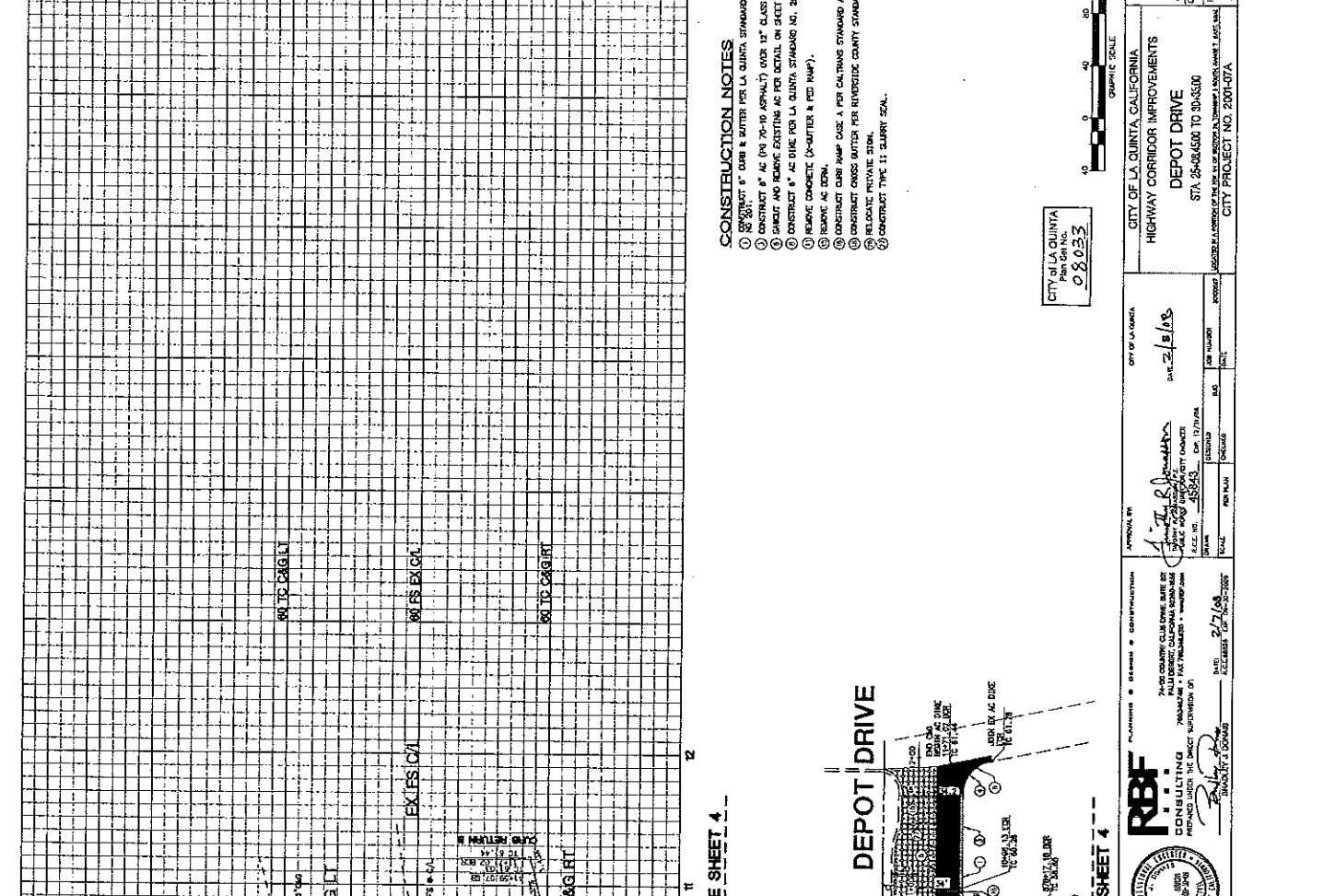
**REVISIONS**

NO.	DATE	DESCRIPTION	BY	CHECKED

**DIG-A-LEET**  
DUAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE WORK BEGINS

**BENCHMARC** BM PD-21  
COORDINATES  
ELEVATION: 48124

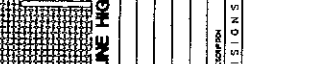
**BASIS OF BEARINGS**  
THE BEARING OVER THE AC ROAD AND  
THE CORNERING OF THE AVENUE BEING  
0.15" GRIND AND AC OVERLAY.  
EXISTING LINES ALSO BEING STUDY.  
SECTION LINE OF THE IMPROVEMENT 1/4" OF  
SECTION 20, 15' S., R. 7' E., S. 0.0 R. 4.



### CONSTRUCTION NOTES

- 1. CONSTRUCT 6" CONC. & 8" BUTTER FOR LA QUINTA STANDARD
- 2. CONSTRUCT 8" AC (W/ 70-10 ASPHALT) OVER 1 1/2" CLASS 2 AG
- 3. SANDFILL AND REMOVE EXISTING AG PER DETAIL ON SHEET 1.
- 4. CONSTRUCT 6" AC BASE FOR LA QUINTA STANDARD NO. 28A.
- 5. REMOVE CONC. (X-ENTER & P&D MAP).
- 6. REMOVE AC BEVA.
- 7. CONSTRUCT CURB RAMP CASE 1 PER CALTRANS STANDARD 608A.
- 8. CONSTRUCT CROSS BUTTER PER METROPOLITAN COUNTY STANDARD NO. 212.
- 9. 10' SHOT/PILE SIGN.
- 10. CONSTRUCT TYPE 11 CURB/SEAL.

CITY OF LA QUINTA  
Plan Sheet No.  
**08033**



SHEET  
**10**  
OF **30** SHEETS  
DATE: **5/18/15**  
CITY PROJECT NO. **2001-074**

### LEGEND

- 1. REMOVE AC PAVEMENT
- 2. CONTRACT AC PAVEMENT FOR PLAN
- 3. 0.15" SAND AND AG OVERLAY
- 4. SLURRY SEAL - TYPE 11
- 5. REMOVE CONCRETE (X-ENTER & P&D MAP)

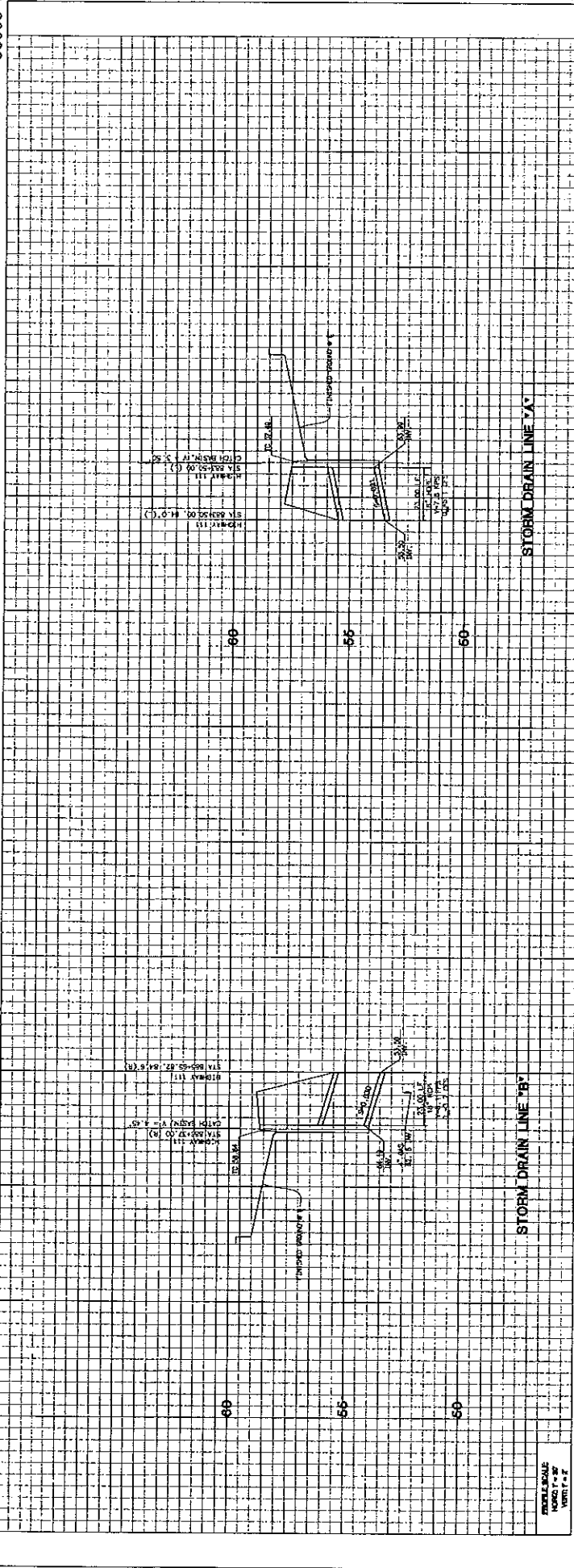
LINE OR DATE	DESCRIPTION
2/27/10	LA QUINTA
5/18/15	LA QUINTA
5/18/15	LA QUINTA
5/18/15	LA QUINTA

**DIGALERT**  
CALL TOLL FREE  
1-800-277-2690  
48 HOURS A DAY  
UNDERGROUND SERVICE ALERT OF SAN DIEGO, CALIFORNIA

BASIS OF BEARINGS  
THE BEARING SHOWN HERE ARE BASED UPON THE CONTINENTAL MERIDIAN AND THE 1983 NAD 83 DATUM. ALL BEARINGS ARE TRUE BEARINGS. CHECKING LINE OF THE SPURVEY IS IN ACCORDANCE WITH THE 1983 NAD 83 DATUM.

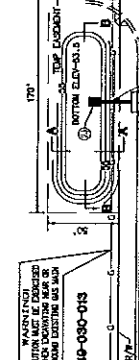
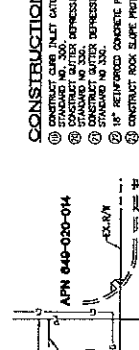
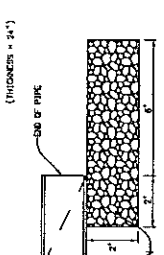
**RBF**  
REGISTERED PROFESSIONAL ENGINEER  
CALIFORNIA LICENSE NO. 68088  
CIVIL ENGINEER

APPROVAL BY  
*[Signature]*  
DATE: **5/18/15**  
PROJECT NO. **2001-074**



**CONSTRUCTION NOTES**

- 1. CONSTRUCT CURB INLET CATCH BASIN NO. 1 PER LA QUINTA STATION NO. 300.
- 2. CONSTRUCT CURB INLET CATCH BASIN NO. 2 PER LA QUINTA STATION NO. 300.
- 3. CONSTRUCT CURB INLET CATCH BASIN NO. 3 PER LA QUINTA STATION NO. 300.
- 4. CONSTRUCT CURB INLET CATCH BASIN NO. 4 PER LA QUINTA STATION NO. 300.
- 5. CONSTRUCT CURB INLET CATCH BASIN NO. 5 PER LA QUINTA STATION NO. 300.
- 6. CONSTRUCT CURB INLET CATCH BASIN NO. 6 PER LA QUINTA STATION NO. 300.
- 7. CONSTRUCT CURB INLET CATCH BASIN NO. 7 PER LA QUINTA STATION NO. 300.
- 8. CONSTRUCT CURB INLET CATCH BASIN NO. 8 PER LA QUINTA STATION NO. 300.
- 9. CONSTRUCT CURB INLET CATCH BASIN NO. 9 PER LA QUINTA STATION NO. 300.
- 10. CONSTRUCT CURB INLET CATCH BASIN NO. 10 PER LA QUINTA STATION NO. 300.
- 11. CONSTRUCT CURB INLET CATCH BASIN NO. 11 PER LA QUINTA STATION NO. 300.
- 12. CONSTRUCT CURB INLET CATCH BASIN NO. 12 PER LA QUINTA STATION NO. 300.
- 13. CONSTRUCT CURB INLET CATCH BASIN NO. 13 PER LA QUINTA STATION NO. 300.
- 14. CONSTRUCT CURB INLET CATCH BASIN NO. 14 PER LA QUINTA STATION NO. 300.
- 15. CONSTRUCT CURB INLET CATCH BASIN NO. 15 PER LA QUINTA STATION NO. 300.
- 16. CONSTRUCT CURB INLET CATCH BASIN NO. 16 PER LA QUINTA STATION NO. 300.
- 17. CONSTRUCT CURB INLET CATCH BASIN NO. 17 PER LA QUINTA STATION NO. 300.
- 18. CONSTRUCT CURB INLET CATCH BASIN NO. 18 PER LA QUINTA STATION NO. 300.
- 19. CONSTRUCT CURB INLET CATCH BASIN NO. 19 PER LA QUINTA STATION NO. 300.
- 20. CONSTRUCT CURB INLET CATCH BASIN NO. 20 PER LA QUINTA STATION NO. 300.



**SECTION A-A**  
NOT TO SCALE

**SECTION B-B**  
NOT TO SCALE

**APN 649-030-014**

**APN 649-030-016**

**APN 649-030-017**

**APN 649-030-018**

**DIG ALERT**  
CALL TOLL FREE  
1-800-227-0600  
BEFORE YOU DIAL

**BENCH-MARK** BM PD-2-1  
DESCRIPTION  
LOCATION: 1 1/4" x 1 1/4" INH-HIGH  
CONCRETE MOUNTED ON REINFORCED  
CONCRETE FOUNDATION  
AT THE INTERSECTION OF RILEY AVE  
AND SUTTON STREET.  
ELEV. = 48324

**BASIS OF BEARINGS:**  
THE BEARINGS SHOWN HERE ARE BASED UPON  
THE CONTROLLED WALK-TO BE BOUNDARY  
NO. 2011, M. D. 2017-2019, SAID  
CHECKLINE ALSO BEING SUBMITTAL  
SECTION LINE OF THE INSTRUMENT 14 OF  
SECTION 111, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**GRAPHIC SCALE**

0 20 40 60 80 100

**REVISIONS**

DATE	BY	REVISION

**APPROVALS**

APPROVED BY: [Signature]

DATE: 1/15/08

**CITY OF LA QUINTA**  
HIGHWAY CORRIDOR IMPROVEMENTS  
STATE HIGHWAY 111  
STORM DRAIN LINES 'A' & 'B'

**FILE NO.** 08033  
**DRG. DATE** 02/11/08  
**DRG. NO.** 08033-11

**CITY PROJECT NO.** 2007-07A

**PLANNING & DESIGN & CONSTRUCTION**

**RBF**

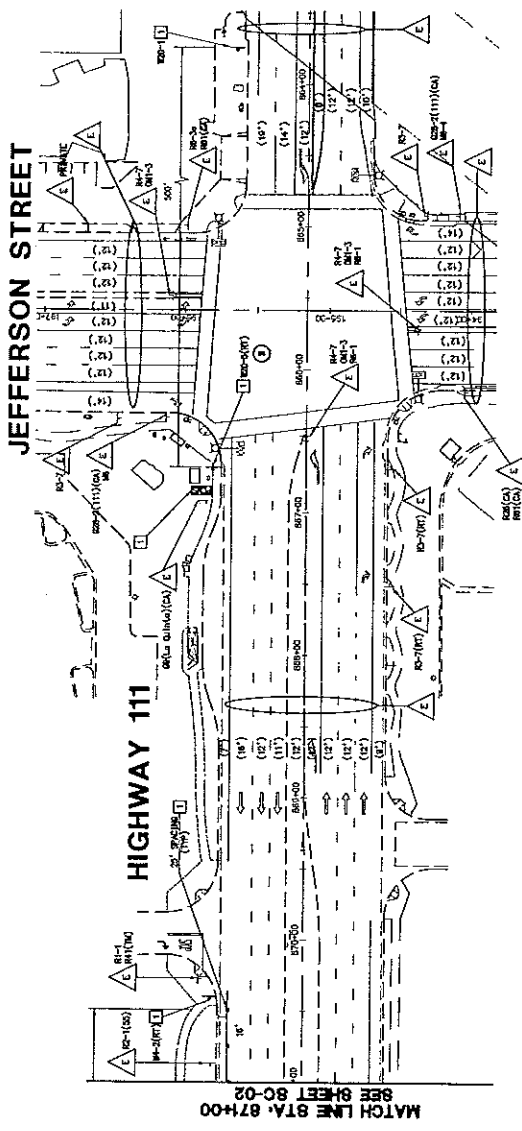
**DIGALERT**

**UNDESIGNED SERVICE ALERT OF SOUTHERN CALIFORNIA**





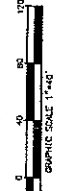




NOTE:  
 ONLY ONE STAGE MAY BE DONE AT A TIME.  
 COMPLETE ONE STAGE BEFORE STARTING  
 THE NEXT.

CITY OF LA QUINTA  
 Plan No. DB 033

**STAGE 1A**



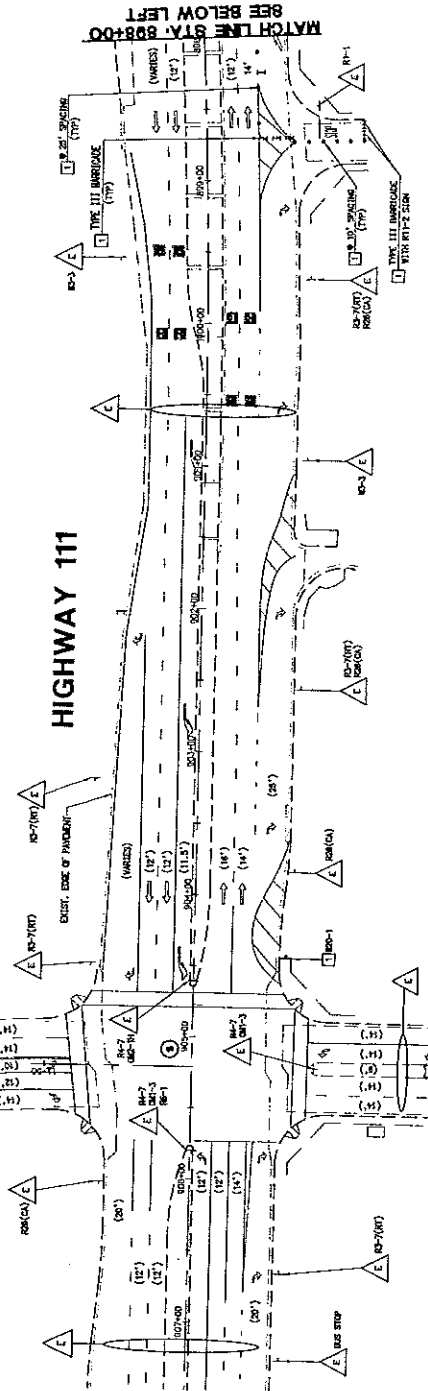
STAGE CONSTRUCTION GENERAL NOTES:  
 1. SEE STAGE CONSTRUCTION GENERAL NOTES, LEGEND AND CONSTRUCTION NOTES SEE SHEET SC-01.

<p>DIG ALERT                  CALL TOLL FREE                  1-800-227-5800                  BEFORE YOU DIG                  TO AVOID INJURY OR DEATH</p>	<p>BENCHMARK: BM PD-2-1                  DESCRIPTION: 1" DIA. IRON ROD                  LOCATION: 1" DIA. IRON ROD                  AT THE INTERSECTION OF WILSON AVENUE                  AND OUTSIDE STREET.                  ELEV. = 48324</p>	<p>BASIS OF BEARINGS:                  THE BEARINGS SHOWN HEREON ARE BASED UPON:                  XX THE TRIANGULATION OF THE U.S. COAST AND GEODETIC SURVEY                  XX THE TRIANGULATION OF THE U.S. COAST AND GEODETIC SURVEY                  XX N 89° 46' 37" W</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>REVISION</th> <th>APPROVED</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	BY	REVISION	APPROVED				
	DATE	BY	REVISION	APPROVED							
<p>APPROVED BY: <i>[Signature]</i>                  PROJECT ENGINEER                  DATE: 11/17/95                  CHECKED BY: <i>[Signature]</i>                  DATE: 11/17/95                  DRAWN BY: <i>[Signature]</i>                  DATE: 11/17/95</p>	<p>CITY OF LA QUINTA                  DATE: 11/17/95</p>	<p>CITY OF LA QUINTA, CALIFORNIA                  HIGHWAY 111 STREET IMPROVEMENTS                  STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS                  STA. 87+00 TO 865+50                  PROJECT NO. 2001-07A</p>	<p>SHEET                  14                  OF 30 SHEETS                  DATE: 11/17/95                  FILE NO.</p>								



LA QUINTA DRIVE

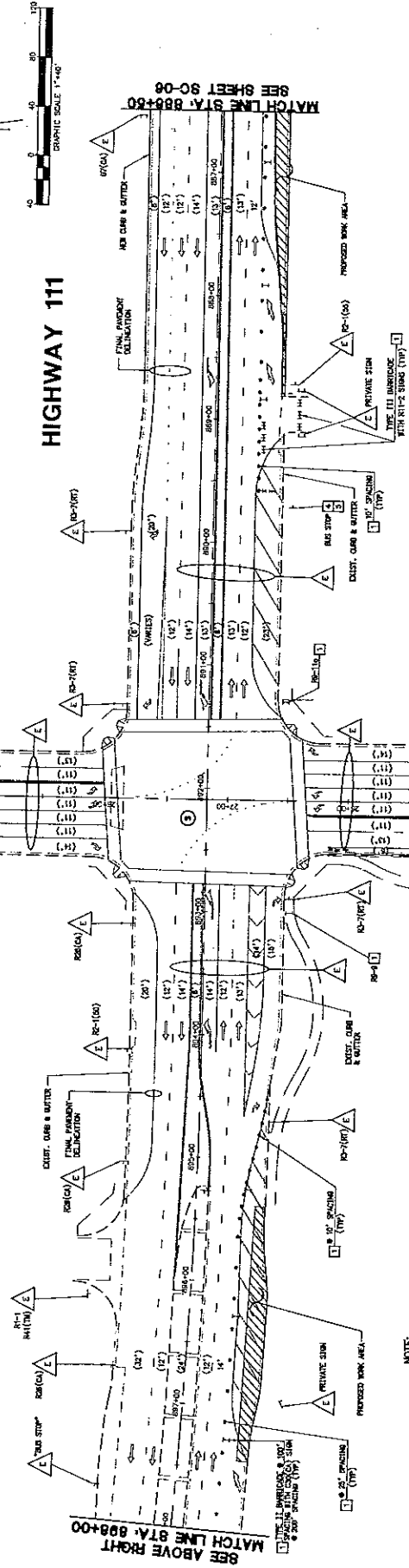
HIGHWAY 111



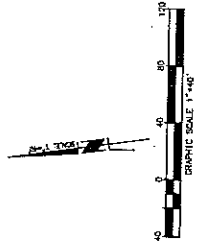
MATCH LINE STA. 898+00  
SEE BELOW LEFT

DUNE PALMS DRIVE

HIGHWAY 111



SEE ABOVE RIGHT  
MATCH LINE STA. 899+00



**NOTE:**  
ONLY ONE STAGE MAY BE DONE AT A TIME.  
COMPLETE ONE STAGE BEFORE STARTING  
THE NEXT.

**STAGE CONSTRUCTION GENERAL NOTES:**  
1. PER STAGE CONSTRUCTION GENERAL NOTES, LEGEND AND CONSTRUCTION NOTES SET SHEET SC-01.

**STAGE 2A**

CITY OF LA QUINTA  
08033

SC-05  
SHEET  
16  
OF 28 SHEETS  
DATE: 08/20/2008  
FILE NO: 897020000

CITY OF LA QUINTA, CALIFORNIA  
HIGHWAY 111 STREET IMPROVEMENTS  
STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS  
STA. 904+50 TO 898+50  
PROJECT NO. 8007-07A

APPROVAL BY: [Signature]  
DATE: 2/18/08  
SCALE: AS SHOWN  
CITY OF LA QUINTA  
CITY ENGINEER

**RBF CONSULTING**  
REGISTERED PROFESSIONAL ENGINEER  
CALIFORNIA LICENSE NO. 45853  
10000 WILSON AVENUE, SUITE 100  
LA QUINTA, CA 90453  
TEL: 310.771.0100  
FAX: 310.771.0101  
WWW.RBFCONSULTING.COM

DATE	BY	DESCRIPTION	APPROVAL

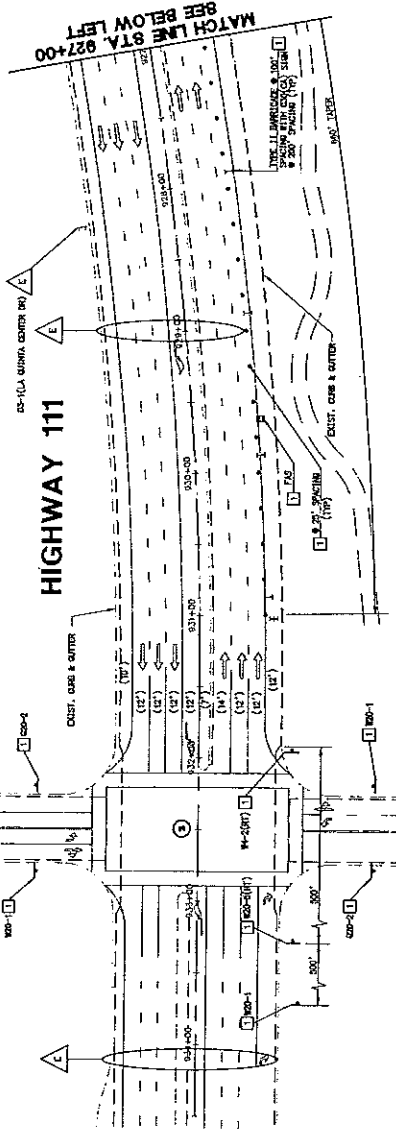
**BENCHMARK** BM PD-2-1  
THE BENCHMARK IS A 1" DIA. STEEL ROD  
LOCATED 1" IN FROM THE SURFACE  
OF THE CONCRETE CURB AT THE INTERSECTION OF HILLS AVENUE  
AND LANTANA STREET.  
ELEV. = 48124

**DIGALERT**  
DIAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNLESS YOU ARE A MEMBER OF THE NATIONAL ASSOCIATION



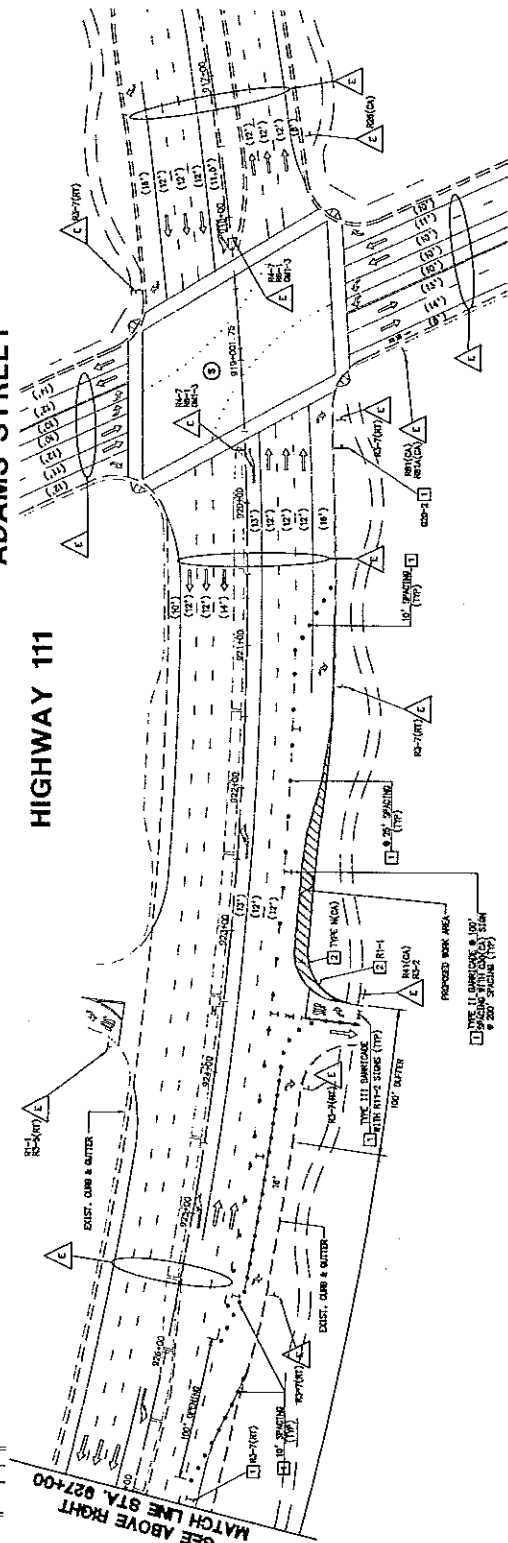
# LA QUINTA CENTER DRIVE

# HIGHWAY 111



# ADAMS STREET

# HIGHWAY 111



**NOTE:**  
 ONLY ONE STAGE MAY BE DONE AT A TIME.  
 COMPLETE ONE STAGE BEFORE STARTING  
 THE NEXT.

**STAGE CONSTRUCTION GENERAL NOTES:**  
 1. FOR STAGE CONSTRUCTION GENERAL NOTES, LEGEND AND CONSTRUCTION NOTES SEE SHEET SC-01.

**STAGE 2B**

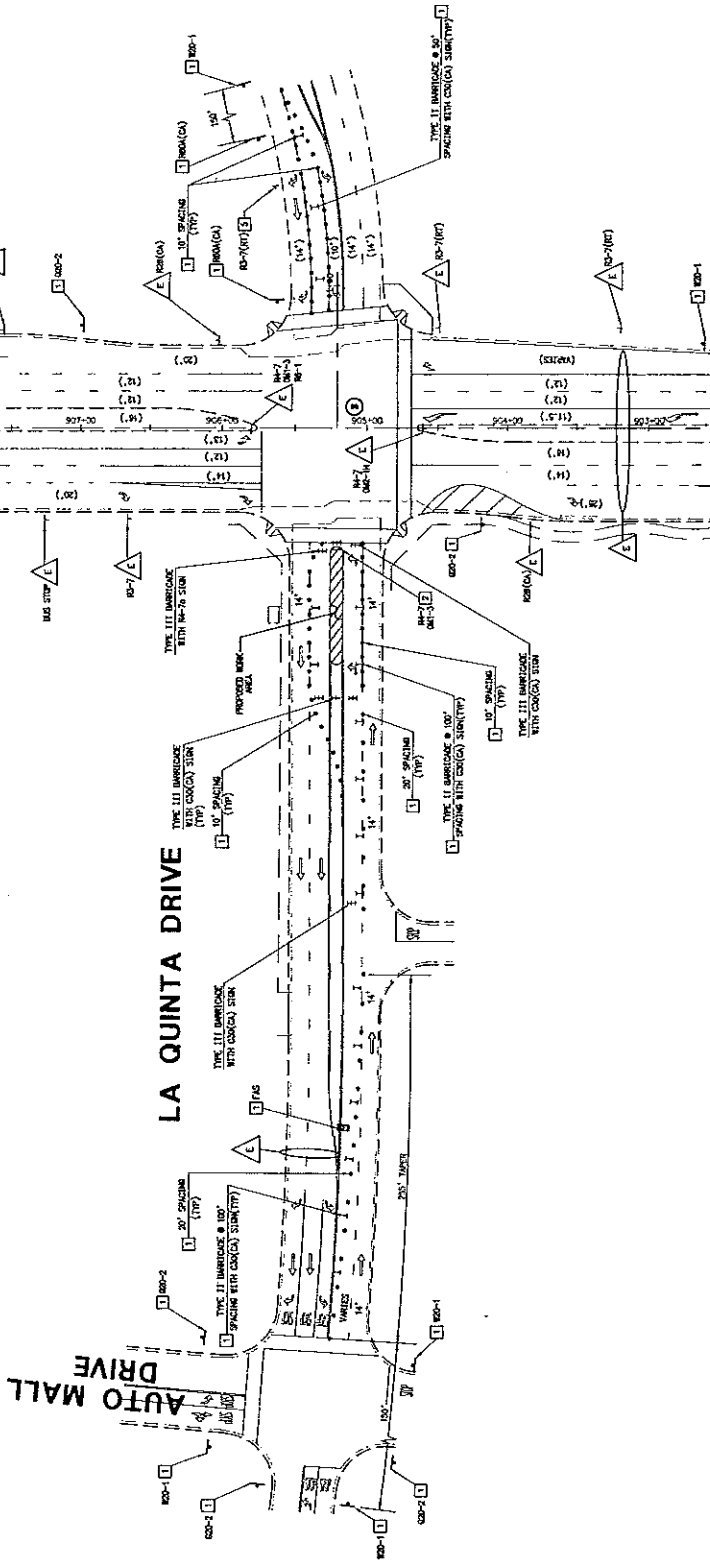


CITY OF LA QUINTA  
 PROJECT NO. 08033

SC-07

 DIGALERT CALIFORNIA DISTRICT TOLL FREE 1-800-227-2600 AT LEAST TWO DAYS BEFORE YOU DIAL UNDERGROUND SERVICE AGENCY OF CALIFORNIA	BENCHMARK: BM PD-2-1 COORDINATE: 11.4 WITH REFERENCE POINT TO CORNER OF 14'x14' WOODS AT THE INTERSECTION OF WALD AVENUE AND JAYLOR STREET. ELEV. = 48.24	BASIS OF BEARINGS: THE BEARINGS SHOWN HEREON ARE BASED UPON THE N 89° 48' 37" E.	APPROVAL BY:  RBF CONSULTING REGISTERED LAND SURVEYORS 7540 JAYLOR ST. LA QUINTA, CA 91745 LICENSE NO. 458843 SCALE: AS SHOWN DATE: 7/27/08 SHEET: 18 OF 39	CITY OF LA QUINTA PROJECT NO. 08033 CITY OF LA QUINTA HIGHWAY 111 STREET IMPROVEMENTS STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS STA. 934+50 TO 974+00 PROJECT NO. 2008-07A
	R.C.V.I.S.I.O.N.S. DATE BY DESCRIPTION APPT. DATE _____	PLANNING & DESIGN & CONSTRUCTION 7540 JAYLOR ST. LA QUINTA, CA 91745 LICENSE NO. 458843 SCALE: AS SHOWN DATE: 7/27/08 SHEET: 18 OF 39	CITY OF LA QUINTA PROJECT NO. 08033	SHEET 18 OF 39 SHEETS DATE: 7/27/08 PROJECT NO. 2008-07A

HIGHWAY 111



**NOTE:**  
 ONLY ONE STAKE MAY BE DONE AT A TIME.  
 COMPLETE ONE STAKE BEFORE STARTING  
 THE NEXT.

**BENCH-MARK:** BM PD-2-1  
 OCCURRENCE: 1 1/4" I.P. WITH REFERENCE TO THE CENTERLINE OF LA QUINTA DRIVE AT THE INTERSECTION OF AUTO MALL AND OFFSHOOT STREET.  
 ELEV. = 48324

**BASES OF BEARINGS:**  
 RE BEARINGS SHOWN LOCUS ARE LISTED UPON SHEET 19 OF 20 SHEETS.

**REVISIONS:**  
 DATE BY REVISION

**SCALE:** AS SHOWN

**PROJECT NO. 200-07A**

**DIGALBERT**  
 CIVIL TOLL FREE  
 1-800-227-2600  
 AT LEAST TWO DAYS  
 BEFORE SERVICE ALERT OF BUREAU CLOSURE

**STAGE 2C**

CITY OF LA QUINTA  
 Plan No. **08033**

**STAGE CONSTRUCTION GENERAL NOTES:**  
 1. FOR STAGE CONSTRUCTION GENERAL NOTES, LEGEND AND CONSTRUCTION NOTES SEE SHEET SC-01.

**RBE**  
 REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 1000 WEST 10TH AVENUE  
 SUITE 100  
 DENVER, CO 80202  
 DATE: 10/15/08

CITY OF LA QUINTA  
 HIGHWAY 111 STREET IMPROVEMENTS  
 STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS  
 LA QUINTA DRIVE

**SC-08**  
 SHEET **19**  
 OF 20 SHEETS  
 DATE: 10/15/08  
 FILE NO. 200-07A

CITY OF LA QUINTA  
 PROJECT NO. 200-07A

CITY OF LA QUINTA  
 PROJECT NO. 200-07A

CITY OF LA QUINTA  
 PROJECT NO. 200-07A

CITY OF LA QUINTA  
 PROJECT NO. 200-07A

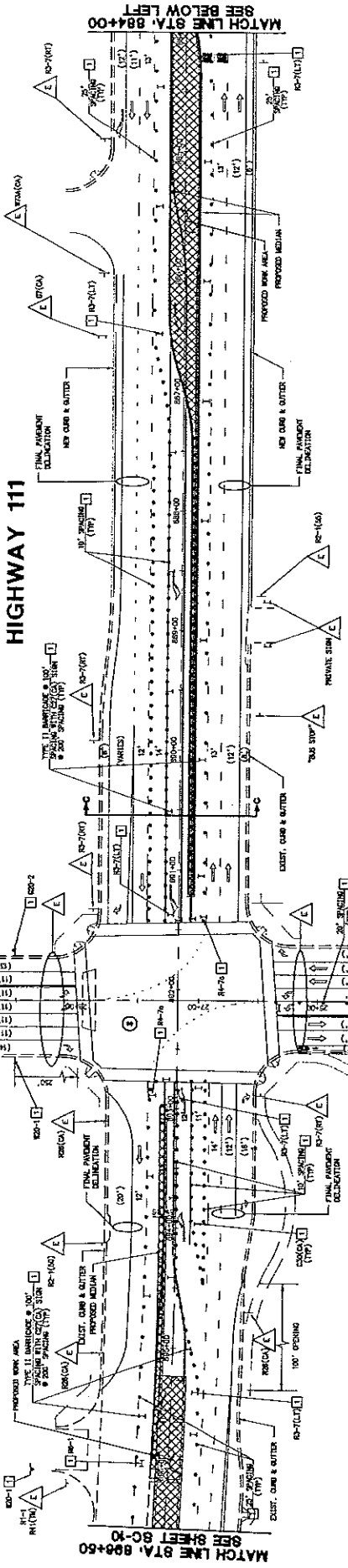






**DUNE PALMS DRIVE**

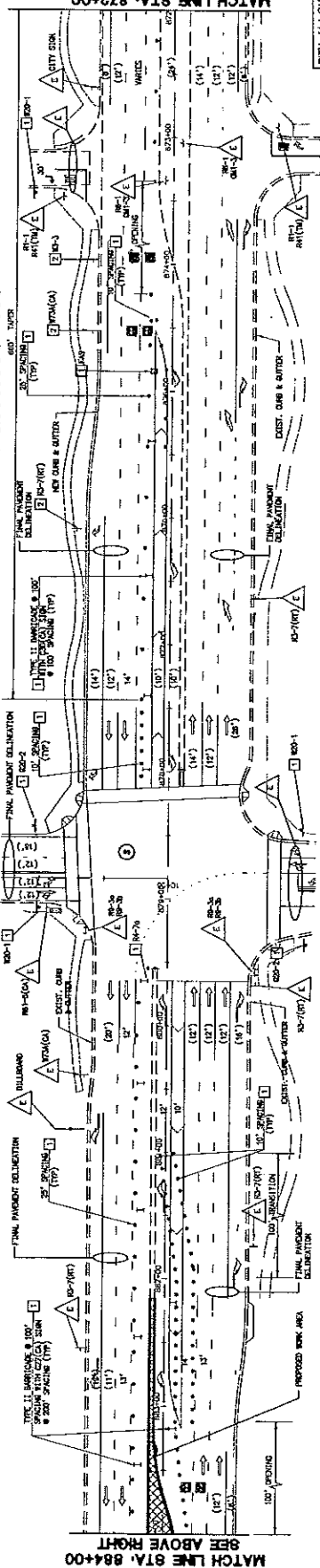
**HIGHWAY 111**



MATCH LINE STA. 898+50  
SEE SHEET SC-10

MATCH LINE STA. 884+00  
SEE SHEET LEFT

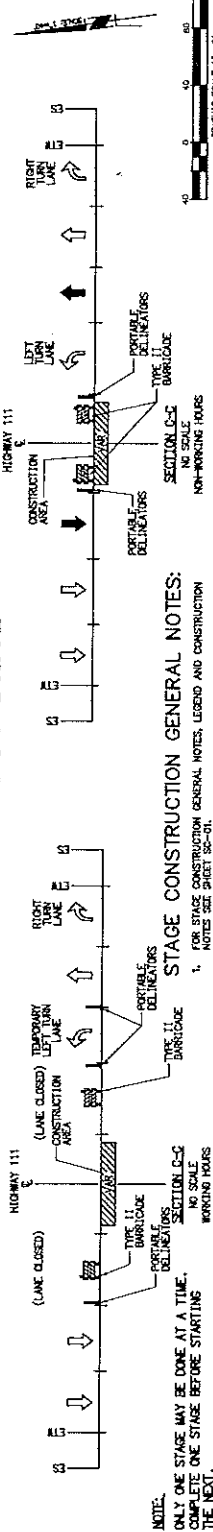
**HIGHWAY 111**



MATCH LINE STA. 884+00  
SEE ABOVE RIGHT

MATCH LINE STA. 872+00  
SEE SHEET SC-12

**DEPOT DRIVE**



NOTE:  
ONLY ONE STAGE MAY BE DONE AT A TIME.  
COMPLETE ONE STAGE BEFORE STARTING  
THE NEXT.

STAGE CONSTRUCTION GENERAL NOTES:  
1. NOTES SEE SHEET SC-01.

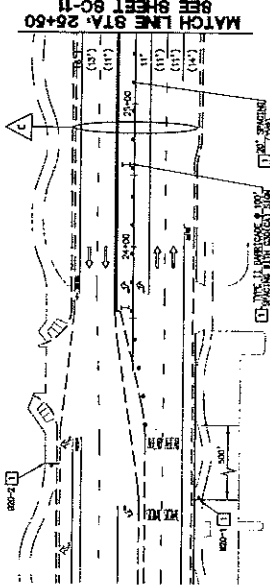
CITY OF LA QUANTA  
Plan Sheet No.  
**08033**

WORK HOURS \_\_\_\_\_ TO \_\_\_\_\_  
WORK DATES \_\_\_\_\_ TO \_\_\_\_\_

**STAGE 3A**

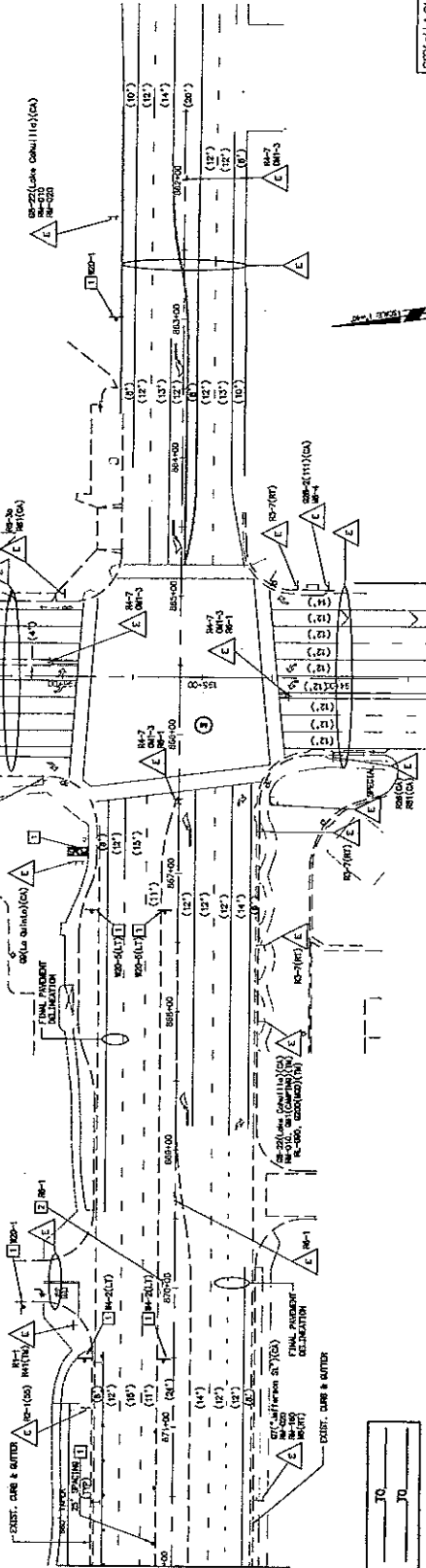
<p>DIGALERT DIAL TOLL FREE 1-800-227-2600 FOR MORE INFORMATION CALL 1-800-227-2600</p>	<p>BENCHMARK: BM PD-2-1 LOCATION: 1.74' W. OF THE PROPOSED AT THE INTERSECTION OF SALES ROAD AND JOYSON STREET. ELEV. = 48.124'</p>	<p>BASIS OF BEARINGS: ALL BEARINGS GIVEN UNLESS AS NOTED OTHERWISE. X X N 89° 48' 37" E. X X X X</p>	<p>DATE: 11/17/08 BY: J. J. JENSEN CHECKED: J. J. JENSEN DATE: 11/17/08</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHK.</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION	BY	CHK.						<p>APPROVAL BY:  DATE: 11/17/08 PROJECT NO.: 08033 JOB NUMBER: 08033 SHEET NO.: 22</p>	<p>CITY OF LA QUANTA CITY OF LA QUANTA, CALIFORNIA HIGHWAY 111 STREET IMPROVEMENTS STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS STA. 898+50 TO 872+00 PROJECT NO. 08033-DTA</p>
					NO.	DATE	DESCRIPTION	BY	CHK.							
<p>UNIVERSITY OF CALIFORNIA REGULATORY SERVICES DIVISION 101 SHALMISTON DRIVE DUBLIN, CA 94568 TEL: 916.875.8200 WWW.URS.COM</p>																

DUNE PALMS DRIVE



JEFFERSON STREET

HIGHWAY 111



STAGE CONSTRUCTION GENERAL NOTES:  
 1. NOTES SEE SHEET SC-01.

NOTE:  
 ONLY ONE STAGE MAY BE DONE AT A TIME.  
 COMPLETE ONE STAGE BEFORE STARTING  
 THE NEXT.

WORK HOURS: \_\_\_\_\_ TO \_\_\_\_\_  
 WORK DATES: \_\_\_\_\_ TO \_\_\_\_\_

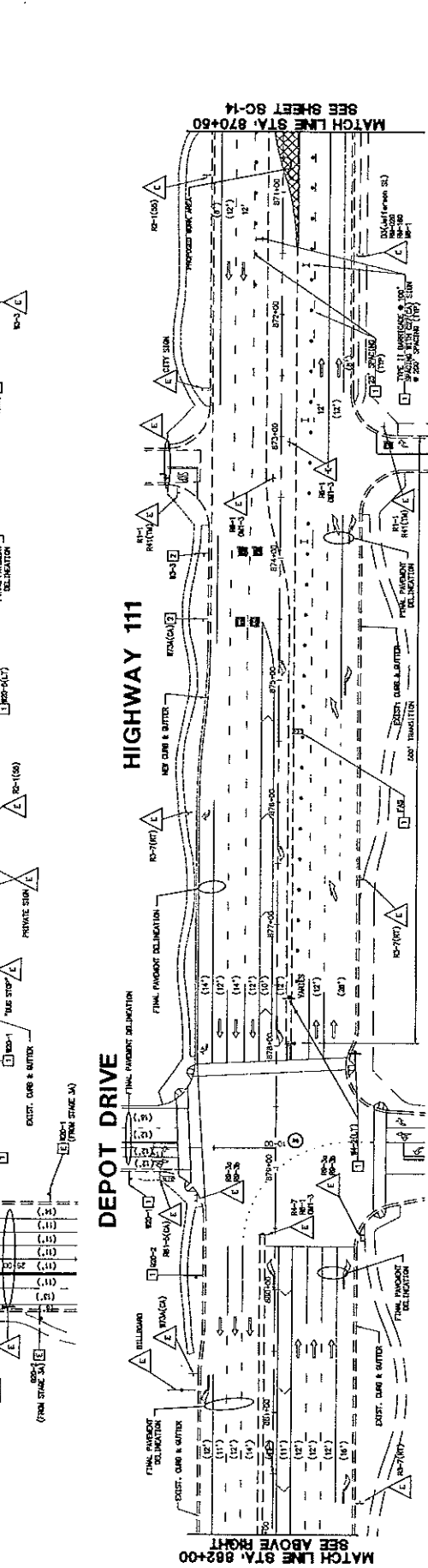
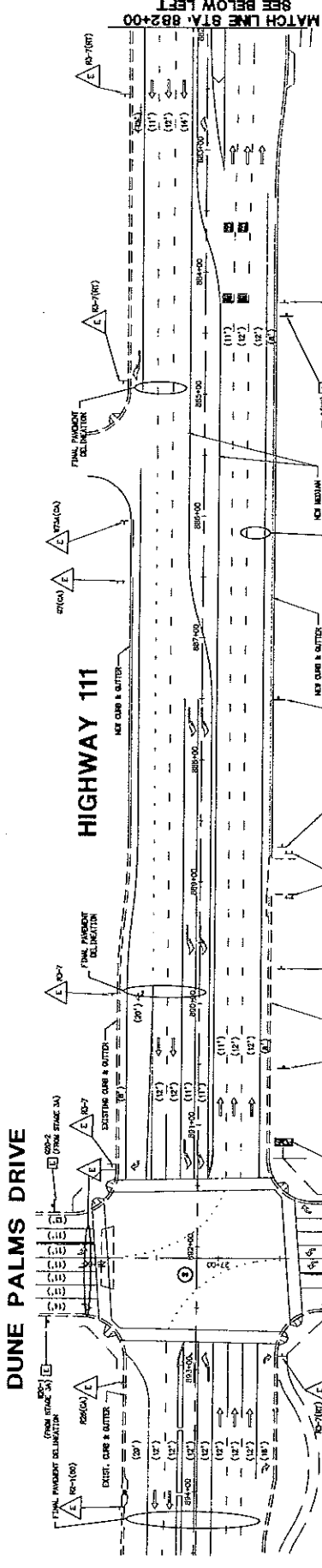
CITY OF LA QUINTA  
 Plan Set No.  
**08033**

**STAGE 3A**



SC-12

<b>DIGALERT</b> DIAL TOLL FREE 1-800-227-5800 BEFORE YOU DIG UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA	BENCHMARK: BM PD-2-1 ASSUMPTION: 1/4" = 1" WITH PROPOSED CORNER OF DUNE PALMS DRIVE AT THE INTERSECTION OF DUNE PALMS AND JEFFERSON STREET. ELEV. = 4512.4	BASIS OF BEARINGS: THE BEARINGS SHOWN HEREON ARE BASED UPON: XX THE INTERSECTION OF DUNE PALMS DRIVE AND JEFFERSON STREET. XX N 89° 48' 37" W. XX	REVISIONS NO. DATE BY 1 03/02/08 JAC		
			RBF REGISTERED PROFESSIONAL ENGINEER CIVIL ENGINEERING 1500 S. GARDEN AVENUE, SUITE 200 ANAHEIM, CALIFORNIA 92805 (714) 933-8888 www.rbf-engineers.com		APPROVAL BY: DATE: 3/13/08 DATE: 3/13/08
CITY OF LA QUINTA HIGHWAY 111 STREET IMPROVEMENTS STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS DUNE PALMS DR. - STA. 22+50 TO 26+50 HIGHWAY 111 - STA. 87+00 TO 92+00 PROJECT NO. 2001-07A		SHEET <b>23</b> OF 23 SHEETS DRAWN BY: JAC CHECKED BY: JAC DATE: 3/13/08		CITY OF LA QUINTA PROJECT NO. 2001-07A DATE: 3/13/08 DRAWN BY: JAC CHECKED BY: JAC DATE: 3/13/08	



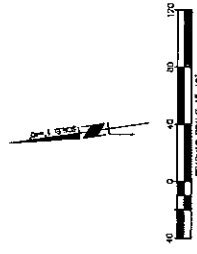
CITY OF LA QUINCY  
Plan Sheet  
**08033**

**STAGE 3B**

**NOTE:**  
ONLY ONE STAGE MAY BE DONE AT A TIME.  
CHECK DATE ONE STAGE BEFORE STARTING  
THE NEXT.

**STAGE CONSTRUCTION GENERAL NOTES:**  
1. FOR STAGE CONSTRUCTION GENERAL NOTES, LEGEND AND CONSTRUCTION NOTES SEE SHEET 3B-01.

WORK HOURS: \_\_\_\_\_ TO \_\_\_\_\_  
WORK DATES: \_\_\_\_\_ TO \_\_\_\_\_



<b>DIGALERT</b> DUAL TOLL FREE 1-800-227-2600 AT LEAST TWO DAYS BEFORE THE START OF CONSTRUCTION	BENCHMARK: BM PD-2-1 COORDINATE: LOCATION: 1 1/4" L.P. WITH IRON ROD AT THE INTERSECTION OF RILES ROAD AND JEFFERSON STREET. ELEV. = 48124	BASIS OF BEARINGS: RE BEARINGS SHOWN HEREIN ARE BASED UPON: XX N 89° 48' 37" W XX N 89° 48' 37" E	DATE: _____ BY: _____ CHECKED BY: _____ APPROVED BY: _____
			REVISIONS: _____ DATE: _____ BY: _____ CHECKED BY: _____ APPROVED BY: _____
APPROVAL BY: _____ TITLE: _____ DATE: _____		CITY OF LA QUINCY HIGHWAY 111 STREET IMPROVEMENTS STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS STA 884+50 TO 870+50	
PROJECT NO. 2001-07A		SHEET <b>24</b> OF 30 SHEETS DATE: 03/11/98 FILE NO. 837722.DWG	



**RBF**  
 ENGINEERING, INC.  
 15525  
 STATE OF CALIFORNIA  
 LICENSE NO. 15525  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 15525  
 STATE OF CALIFORNIA  
 LICENSE NO. 15525  
 PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING

PLANNING & DESIGN & CONSTRUCTION  
 3133 S. GARDEN STREET  
 SUITE 200  
 ANAHEIM, CA 92805  
 TEL: 714/940-1234  
 FAX: 714/940-1235  
 WWW: WWW.RBF-ENG.COM

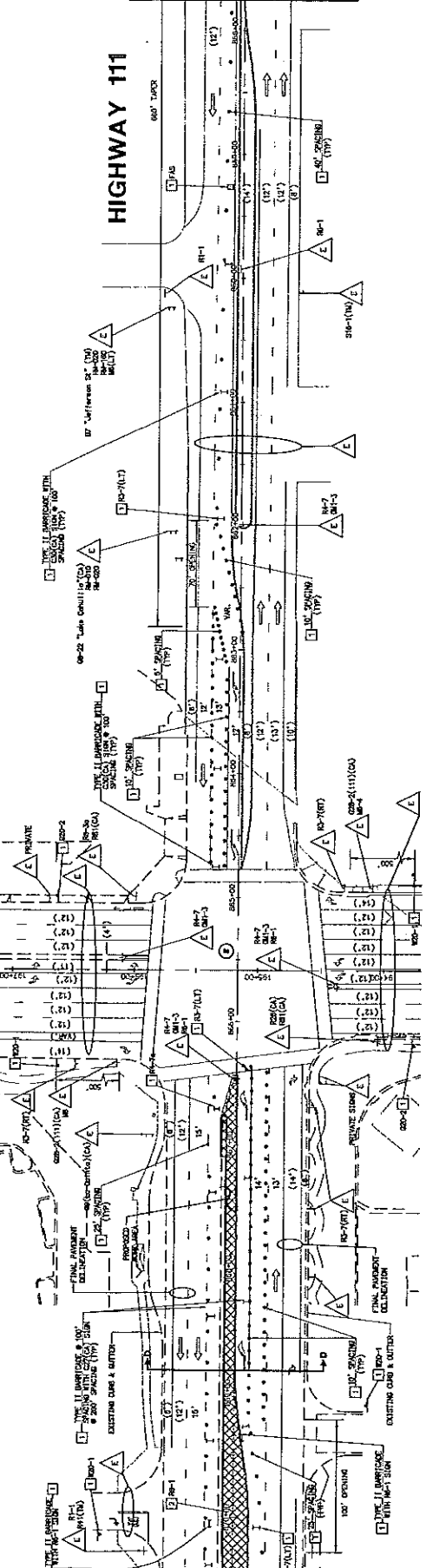
CITY OF LA QUINCY  
 HIGHWAY 111 STREET IMPROVEMENTS  
 STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS  
 STA 884+50 TO 870+50  
 PROJECT NO. 2001-07A

JEFFERSON STREET

HIGHWAY 111

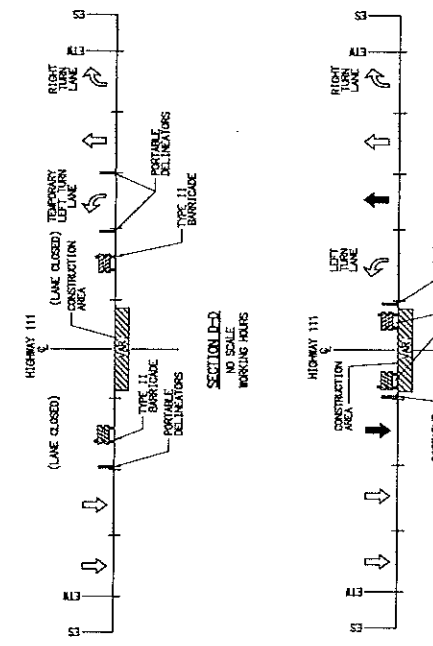
MATCH LINE STA. 870+00  
SEE SHEET 8C-19

MATCH LINE STA. 867+75  
SEE BELOW LEFT



HIGHWAY 111

MATCH LINE STA. 867+75  
SEE ABOVE RIGHT



NOTE:  
ONLY ONE STAGE MAY BE DONE AT A TIME.  
COMPLETE ONE STAGE BEFORE STARTING  
THE NEXT.

STAGE CONSTRUCTION GENERAL NOTES:

1. FOR STAGE CONSTRUCTION GENERAL NOTES, LEGENDS AND CONSTRUCTION NOTES SEE SHEET 8C-01.

CITY OF LA GUINIA  
Plan 551 No.  
08033

STAGE 3B



WORK HOURS: \_\_\_\_\_ TO \_\_\_\_\_  
WORK DATES: \_\_\_\_\_ TO \_\_\_\_\_

<p>DIGALBERTI DIAL TOLL FREE 1-800-227-2600 AT LEAST TWO DAYS BEFORE YOU CAN MOORING SPEC. USE OF DESIGN DRAWING</p>	<p>BENCHMARK: BM PD-24 DESCRIPTION: 1 1/4" I.P. WITH REFERENCE CORNER TO CORNER OF BLDG FOOT ALL CORNERS TO BE SET BY THIS METHOD. NO UTILITY STRUCT.</p> <p>ELEV. = 48.124</p>	<p>BASIS OF BEARINGS: THE BEARINGS FROM CORNER ARE BASED UPON: N S W E</p>	<p>DATE BY: _____ CHECKED BY: _____ APPROVED BY: _____</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHKD</th> <th>APPD</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION	BY	CHKD	APPD						
	NO.	DATE	DESCRIPTION	BY	CHKD	APPD										
<p>PROJECT NO. 2001-07A</p>	<p>STATION: STA. 870+50 TO 854+00</p>	<p>PROJECT: HIGHWAY 111 STREET IMPROVEMENTS STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS</p>	<p>CITY OF LA GUINIA DATE: 03/13/08</p>	<p>PROJECT NO. 2001-07A</p>												

SC-14

8 SHEET  
25 SHEETS  
08033

**SIGNING AND STRIPING GENERAL NOTES:**

- A. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CALIFORNIA STANDARD SPECIFICATIONS, MAY 2003 EDITION, REVISIONS COUNTY STANDARD, PLATEST EDITION, REFERRED TO AS "THE STANDARD SPECIFICATIONS AND STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
- B. SIGNING AND STRIPING SHALL CONFORM TO THE 2006 CALIFORNIA MANUAL ON TRAFFIC CONTROL DEVICES, MAY 2006 EDITION, REVISIONS COUNTY STANDARD, PLATEST EDITION, REFERRED TO AS "THE STANDARD SPECIFICATIONS AND STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
- C. SIGNING AND STRIPING SHALL CONFORM TO THE 2006 CALIFORNIA MANUAL ON TRAFFIC CONTROL DEVICES, MAY 2006 EDITION, REVISIONS COUNTY STANDARD, PLATEST EDITION, REFERRED TO AS "THE STANDARD SPECIFICATIONS AND STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
- D. THESE PLANS AND THE SPECIAL PROVISIONS, SEE CALTRANS STD. PLANS (A0-A10) & (A2-A3) STRIPING DETAILS, INCLUDING INSTALLATION OF PAISED PAVEMENT MARKERS, RAISED PAVEMENT MARKERS, AND ALL OTHER EQUIPMENT AND MATERIALS, SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. PAIDMENT LEGENDS SHALL MATCH CITY STANDARD LEGENDS.
- E. PAIDMENT MARKERS SHALL CONFORM TO THE PROVISIONS IN SECTION 05 OF THE STATE STANDARD SPECIFICATIONS, ENTITLED "PAIDMENT MARKERS" WHICH ARE THE MARKERS SHALL CONFORM TO THE PROVISIONS IN SECTION 05-204 OF THE STANDARD SPECIFICATIONS, ENTITLED "PAIDMENT MARKERS".
- F. BEFORE FINAL SIGNING, OPERATIONS SHALL BE CONFINED TO THE WORK AREA AND THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT THE ADJACENT PROPERTY AND THE PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES, POWER, VACUUM, SEWER, AND TELEPHONE LINES, AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING PAIDMENT MARKERS, RAISED PAVEMENT MARKERS, AND ALL OTHER EQUIPMENT AND MATERIALS OF THE STANDARD SPECIFICATIONS. THESE SHALL NOT BE STUCK PLUNGED OR CONSTRUCTION MATERIALS WITHIN THE CITY RIGHT-OF-WAY WITHOUT THE PERMISSION OF THE INSPECTOR.
- G. ALL SIGNING MATERIALS FROM WORK ARE REMOVED. LEGENDS REMOVAL SHALL BE FULLY COVERED WITH AN ASPHALTIC PAINTED SURFACE OF REGULAR SIZE WITH COMPLETELY OBLITERATES THE OLD LEGEND FORM.
- H. ALL NEW STRIPING SHALL BE CAT TRACKED AND APPROVED BY THE CITY ENGINEER PRIOR TO PAINTING.
- I. PRIOR TO FINAL ACCEPTANCE OF STREET IMPROVEMENTS, ALL STREET STRIPING AND STRIPING WITHIN THE PERIMETER OF THE CONSTRUCTION AREA WILL BE RESTORED TO LIKE NEW CONDITION, IN A MANNER MEETING THE APPROVAL OF THE CITY.
- J. CONFLICTING TRAFFIC STRIPING AND PAIDMENT MARKERS SHALL BE REMOVED BY THE CONTRACTOR OR GENERAL CONTRACTOR SHALL REMOVE COMPLETING PAIDMENT MARKERS WITHIN SEVEN (7) WORKING DAYS OF THE CITY OF LA QUINIA MAINTENANCE YARD AS DIRECTED BY THE INSPECTOR.
- K. ALL TRAFFIC STRIPES 8" WIDE, 12" WIDE, ARROWS AND PAIDMENT LEGENDS SHALL BE THERMOPLASTIC.
- L. ALL TRAFFIC STRIPES 8" OR LESS IN WIDTH SHALL BE INSTALLED WITH TWO (2) COATS AFTER THE FIRST COAT OF PAINT SHALL BE APPLIED BETWEEN 7 AND 14 DAYS DOUBLE YELLOW STRIPES SHALL HAVE A 3 INCH PAINTED BLACK LINE SEPARATING YELLOW LINES.
- M. RAISED PAVEMENT MARKERS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. ALL RAISED PAVEMENT MARKERS SHALL BE CAT TRACKED AND APPROVED BY THE CITY ENGINEER PRIOR TO PAINTING.
- N. THE CONTRACTOR SHALL INSTALL BLUE RAISED PAVEMENT MARKERS ADJACENT TO ALL THE PROVISIONS WITHIN THE PROJECT LIMITS.
- O. ALL WARNING AND REGULATORY SIGNS SHALL BE HIGH INTENSITY GRADE REFLECTIVE. ALL SIGNS SHALL BE INSTALLED WITHIN SEVEN (7) WORKING DAYS OF ROADWAY STRIPING AS DIRECTED BY THE RESIDENT ENGINEER.
- P. THE CONTRACTOR SHALL INSTALL BLUE RAISED PAVEMENT MARKERS ADJACENT TO ALL THE PROVISIONS WITHIN THE PROJECT LIMITS.
- Q. ALL SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE NOTED ON PLANS. WITHIN THE CITY OF LA QUINIA MAINTENANCE YARD, ALL SIGNS SHALL BE 4' X 4' WOOD POSTS WITH ANCHORS UNLESS OTHERWISE NOTED ON THE PLANS.
- R. SEE CALTRANS STANDARD PLANS ES-1A AND ES-10 FOR SYMBOL AND ABBREVIATION LEGENDS.
- S. THERMOPLASTIC CROSSWALKS SHALL HAVE 10 FEET BETWEEN 12 INCH WHITE STRIPES UNLESS OTHERWISE NOTED ON THE PLANS UNLESS OTHERWISE SPECIFIED BY THE CITY ENGINEER.

CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES, POWER, VACUUM, SEWER, AND TELEPHONE LINES, AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING PAIDMENT MARKERS, RAISED PAVEMENT MARKERS, AND ALL OTHER EQUIPMENT AND MATERIALS OF THE STANDARD SPECIFICATIONS. THESE SHALL NOT BE STUCK PLUNGED OR CONSTRUCTION MATERIALS WITHIN THE CITY RIGHT-OF-WAY WITHOUT THE PERMISSION OF THE INSPECTOR.

UNAUTHORIZED CHANGES: The engineer preparing these plans will not be held liable for unauthorized changes to or omissions from these plans. All changes to these plans must be in writing & back as approved by the engineer of these plans.

**ESTIMATE OF QUANTITIES**

ALL THERMOPLASTIC MARKING/SANDBLASTING, PAINTING AND SIGN INSTALLATION SHALL BE DONE BY CONTRACTOR.

INSTALL STRIPING/MARKING	5'	EA.	QTY	UNIT
12" WHITE LINE			5283	LF
4" WHITE LINE			1250	LF
DETAIL 12			16843	LF
DETAIL 20			207	LF
DETAIL 22			514	LF
DETAIL 23			144	LF
DETAIL 37B			1880	LF
DETAIL 38			7033	LF
DETAIL 40A			2373	LF
TYPE III ARROW	42	34	2248	SF
TYPE IV ARROW	15	39	365	SF
TYPE VI ARROW	27	1	27	SF

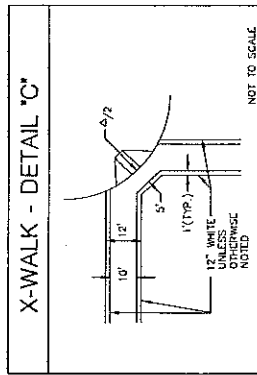
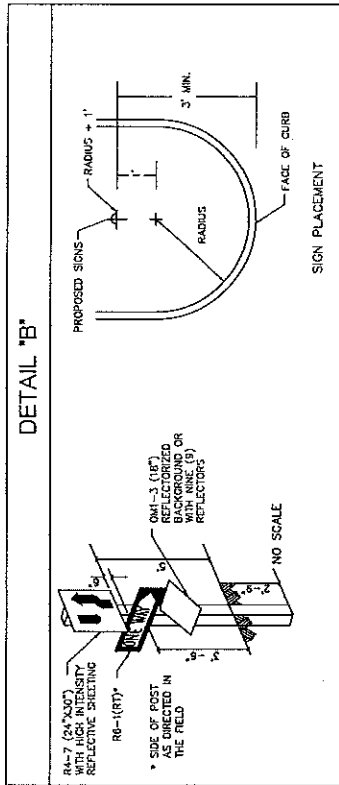
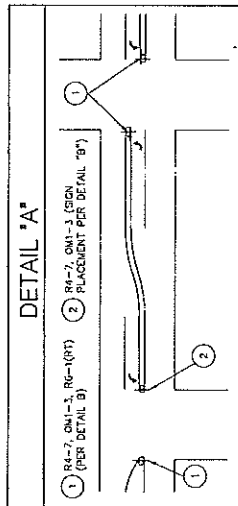
REMOVE STRIPING/MARKING	5'	EA.	QTY	UNIT
12" WHITE LINE			5283	LF
4" WHITE LINE			1250	LF
DETAIL 12			16843	LF
DETAIL 20			207	LF
DETAIL 22			514	LF
DETAIL 23			144	LF
DETAIL 37B			1880	LF
DETAIL 38			7033	LF
DETAIL 40A			2373	LF
TYPE III ARROW	42	34	2248	SF
TYPE IV ARROW	15	39	365	SF
TYPE VI ARROW	27	1	27	SF

**LEGEND AND CONSTRUCTION NOTES:**

- (E) EXISTING TO REMAIN.
- (R) REMOVE AND SALVAGE SIGN AND POST (IF APPLICABLE) TO CITY OF LA QUINIA MAINTENANCE YARD.
- (I) FURNISH AND INSTALL SIGN(S) AND POST (IF APPLICABLE).
- (R) RELOCATE EXISTING SIGN(S) TO NEW POST (IF APPLICABLE) AS NOTED, INCLUDING RAISED PAVEMENT MARKERS.
- (P) INSTALL CALTRANS STRIPING DETAIL PER NUMBER NOTED, INCLUDING INSTALLATION OF RAISED PAVEMENT MARKERS.
- (M) INSTALL PAVEMENT MARKING OR ARROW AS NOTED.
- (L) LEGENDS SHALL HAVE 50" SPACING TO NEXT LEGEND UNLESS NOTED OTHERWISE.

- F EXISTING SIGN (ONE POST)
- F EXISTING SIGN (TWO POST)
- P SIGN (ONE POST)
- P SIGN (TWO POST)
- A ANGLE POINT
- XX EXISTING LANE DIMENSION
- XX PROPOSED LANE DIMENSION
- (W) EXISTING SIGNS INSTALLED PER CALTRANS TRAFFIC SIGN CODE (1000)
- (C) CONTRACTOR SHALL CONTACT SHULINE TRANSPORT AGENCY (760-343-3465) FIVE (5) DAYS IN ADVANCE OF ANY WORK AFFECTING A BUS STOP.

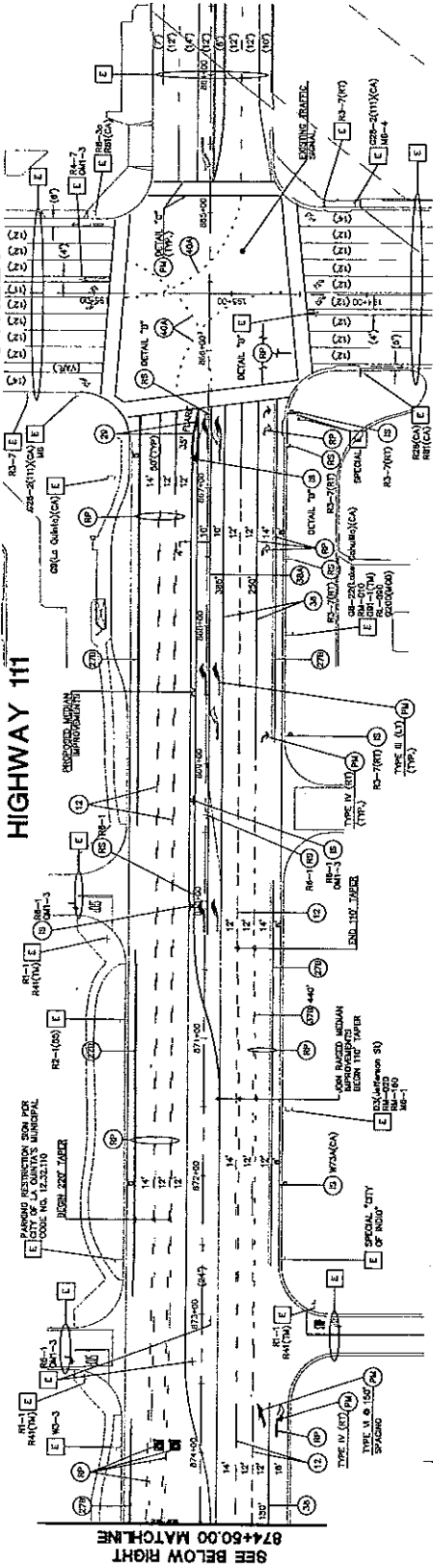
SIGNS	QTY	UNIT
INSTALL POST & SIGN	20	EA
REMOVE POST & SIGN	15	EA
REMOVE SIGN	7	EA
RELOCATE DUAL POST(S) & SIGN	4	EA
RELOCATE SINGLE POST & SIGN	0	EA



<p><b>DIGALBERT</b>                  1-800-227-2600                  REMEMBER YOU CAN                  MAKE US YOURS</p>		<p><b>BENCHMARK</b> BM PD-21                  LOCATION: 1/4" = 4' HORIZONTAL SCALE                  1/8" = 4' VERTICAL SCALE                  AND ADJUSTION SHEET</p>		<p><b>BASIS OF BEARINGS:</b></p>	
<p><b>APPROVAL BY:</b>                  [Signature]                  PROJECT ENGINEER</p>		<p><b>APPROVAL BY:</b>                  [Signature]                  PROJECT ENGINEER</p>		<p><b>ELEV. = 482.04</b></p>	
<p><b>DATE:</b> 08/03/06</p>		<p><b>DATE:</b> 08/03/06</p>		<p><b>DATE:</b> 08/03/06</p>	
<p><b>SCALE:</b> AS SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED BY THE CITY ENGINEER</p>		<p><b>SCALE:</b> AS SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED BY THE CITY ENGINEER</p>		<p><b>SCALE:</b> AS SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED BY THE CITY ENGINEER</p>	
<p><b>PROJECT NO. 2004-07A</b></p>		<p><b>PROJECT NO. 2004-07A</b></p>		<p><b>PROJECT NO. 2004-07A</b></p>	
<p><b>CITY OF LA QUINIA, CALIFORNIA</b></p>		<p><b>CITY OF LA QUINIA, CALIFORNIA</b></p>		<p><b>CITY OF LA QUINIA, CALIFORNIA</b></p>	
<p><b>HIGHWAY CORRIDOR IMPROVEMENTS</b></p>		<p><b>HIGHWAY CORRIDOR IMPROVEMENTS</b></p>		<p><b>HIGHWAY CORRIDOR IMPROVEMENTS</b></p>	
<p><b>SIGNING AND STRIPING PLAN</b></p>		<p><b>SIGNING AND STRIPING PLAN</b></p>		<p><b>SIGNING AND STRIPING PLAN</b></p>	
<p><b>STATE HIGHWAY 111</b></p>		<p><b>STATE HIGHWAY 111</b></p>		<p><b>STATE HIGHWAY 111</b></p>	
<p><b>STA 98+46.5 TO 92+00.00</b></p>		<p><b>STA 98+46.5 TO 92+00.00</b></p>		<p><b>STA 98+46.5 TO 92+00.00</b></p>	
<p><b>DATE: 08/03/06</b></p>		<p><b>DATE: 08/03/06</b></p>		<p><b>DATE: 08/03/06</b></p>	

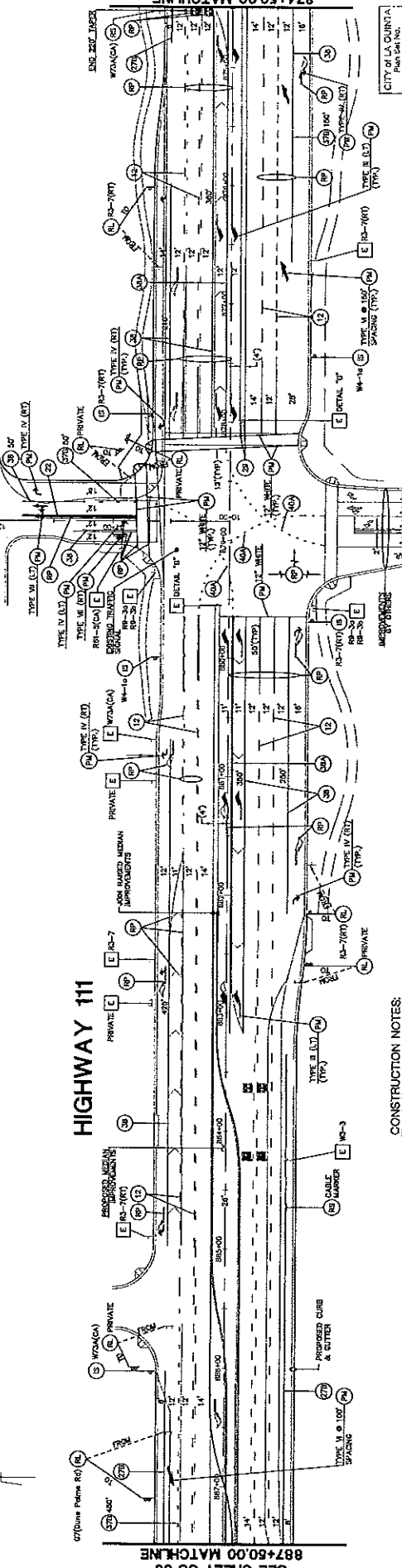
**JEFFERSON STREET**

**HIGHWAY 111**



**DEPOT DRIVE**

**HIGHWAY 111**



**CONSTRUCTION NOTES:**

- 1 FOR GENERAL NOTES, CONSTRUCTION NOTES, LEGEND AND DETAILS SEE SHEET SS-1.
- 2 SEE TRAFFIC SIGNAL PLAN FOR ADDITIONAL SIGNING.

**DIG-ALERT**  
DIAL TOLL FREE  
1-800-277-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT OF SUBURBAN CALIFORNIA

**BENCHMARK** BM PD-2-1  
LOCATION: 1/4", 1/4" IS WAS SUBURBAN COUNTY THE CORNER OF W. HAWKINS RD. & THE INTERSECTION OF WILES AVENUE AND STATION STREET

ELEVATION = 482.24

NO.	DATE	BY	REVISIONS

**BASIS OF BEARINGS:**

**PLANNING & DESIGN & CONSTRUCTION:**

**RBF CONSULTING**  
INCORPORATED UNDER THE  
PROFESSIONAL ENGINEERING ACT OF 1927  
REGISTERED IN THE STATE OF CALIFORNIA

*[Signature]*  
DATE: 3/21/08  
SCALE: AS SHOWN

**APPROVALS:**

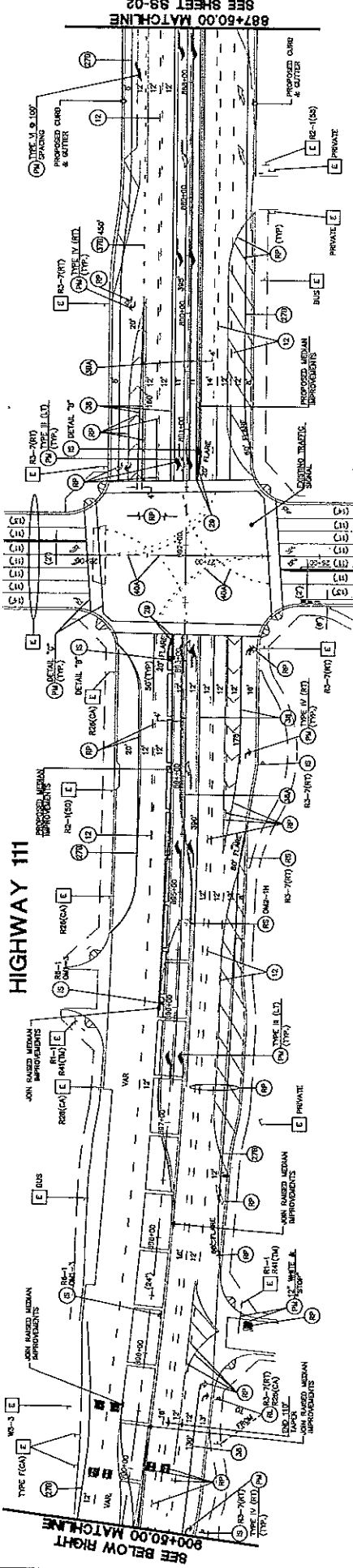
*[Signature]* PROJECT ENGINEER  
*[Signature]* CITY OF LA. SANITARY ENGINEER  
*[Signature]* CITY OF LA. SANITARY ENGINEER

88-2  
SHEET 27  
CITY OF LA. QUINTA  
HIGHWAY CORRIDOR IMPROVEMENTS  
SIGNING AND STRIPING PLAN  
STATE HIGHWAY 111  
STA. 881+46S TO 887+50  
PROJECT NO. 2001-07A



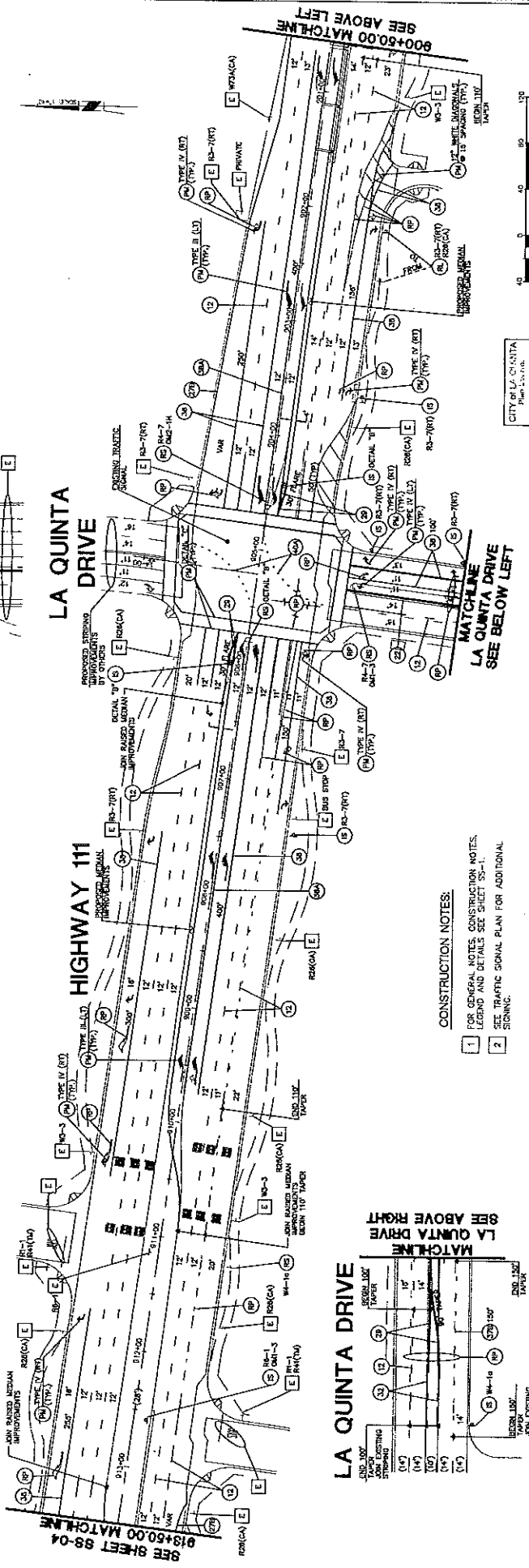
**DUNE PALMS DRIVE**

**HIGHWAY 111**

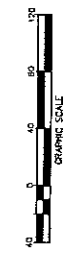


**LA QUINTA DRIVE**

**HIGHWAY 111**



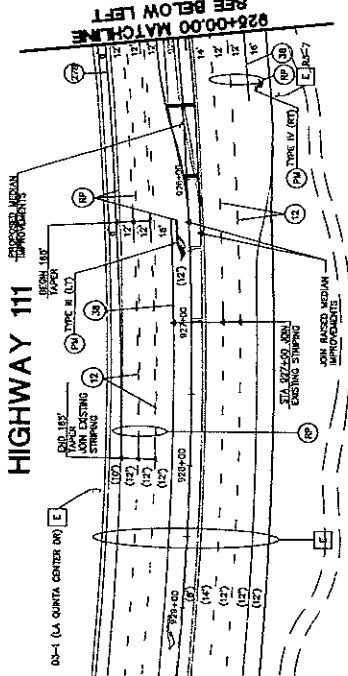
- CONSTRUCTION NOTES:**
- 1 FOR GENERAL SITES CONSTRUCTION NOTES, LEGEND AND DETAILS SEE SHEET 28-1.
  - 2 SEE TRAFFIC SIGNAL PLAN FOR ADDITIONAL SIGNALING.



CITY OF LA QUINTA  
08033

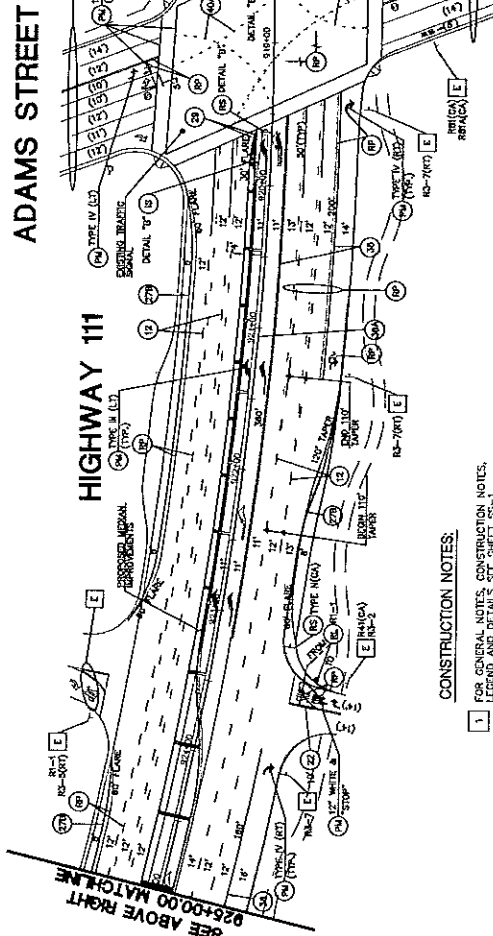
<p><b>DIGI-ART</b> DIGITAL TOLL FREE 800-277-7600 AT LEAST TWO DAYS BEFORE YOU ORDER</p>	<p>BENCH-MARK: BM PD-2-1 LOCATION: 1/4-1/4 SW QUAD COUNT THE DRIVE IN IN W/RIGHT W/LL AT THE INTERSECTION OF W/LS MEDIAN AT APPROX STREET. ELEV. = 48.24</p>	<p>REVISIONS</p> <table border="1"> <tr><th>DATE</th><th>BY</th><th>DESCRIPTION</th><th>APP'D</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>	DATE	BY	DESCRIPTION	APP'D	DATE																<p><b>RBF</b> CONSULTING REGISTERED PROFESSIONAL ENGINEER NO. 42724 STATE OF CALIFORNIA 1000 W. LA QUINTA DRIVE LA QUINTA, CA 92045 TEL: (619) 443-1234 FAX: (619) 443-1235</p>	<p>PLANNING &amp; DESIGN &amp; CONSTRUCTION</p>	<p>APPROVAL BY: <i>[Signature]</i> CITY ENGINEER</p>	<p>DATE: 2/10/06</p>	<p>CITY OF LA QUINTA HIGHWAY CORRIDOR IMPROVEMENTS SIGNING AND STRIPING PLAN STATE HIGHWAY 111 STA. 887+50 TO 913+00 PROJECT NO. 2004-07A</p>	<p>SHEET <b>28</b> OF 30 SHEETS DATE: 2/10/06 DRAWN BY: [Name] CHECKED BY: [Name] SCALE: AS SHOWN SHEET NO.: 08033</p>	<p>CITY OF LA QUINTA, CALIFORNIA PROJECT NO. 2004-07A</p>
			DATE	BY	DESCRIPTION	APP'D	DATE																						
<p>DESIGNED BY: [Name] CHECKED BY: [Name] SCALE: AS SHOWN</p>																													

**HIGHWAY 111**



SEE BELOW LEFT  
926+00.00 MATCHLINE

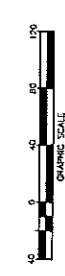
**ADAMS STREET**



SEE ABOVE RIGHT  
926+00.00 MATCHLINE

**CONSTRUCTION NOTES:**

- 1 FOR GENERAL NOTES, CONSTRUCTION NOTES, LEGEND AND DETAILS SEE SHEET 85-1.
- 2 SEE TRAFFIC SIGNAL PLAN FOR ADDITIONAL SIGNING.



CITY OF LA QUINTA  
Plan No. 08033

**DIG-A-ART**  
DIGITAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU USE  
UNLESS BIDDING FOR SOUTHERN CALIFORNIA

**BENCHMARK:** BM PD-24  
LOCATION: 1/4" 1" WITH BUBBLE  
COUNTY AND BORN IF IS REMOVED CALL  
1-800-227-2600 TO REPORT  
AND RETURN STREET.  
**ELEV. = 4124**

DATE	BY	REVISIONS	APP'D	AUT

**BENEFIT CONSULTING**  
7400 HOLLYHURST  
SANTA ANA, CALIFORNIA 92705  
714-944-8844  
FAX 714-944-8845  
SINCE 1982

**PLANNING • DESIGN • CONSTRUCTION**  
7400 HOLLYHURST  
SANTA ANA, CALIFORNIA 92705  
714-944-8844  
FAX 714-944-8845  
SINCE 1982

NO.	DATE	DESCRIPTION	BY	CHKD	DATE

**APPROVALS:**  
CITY OF LA QUINTA  
PLANNING & DESIGN  
CONSTRUCTION

**APPROVALS:**  
CITY OF LA QUINTA  
PLANNING & DESIGN  
CONSTRUCTION

**CITY OF LA QUINTA**  
Highway Corridor Improvements  
Signaling and Striping Plan  
State Highway 111  
Sta. 926+00 to 933+00  
Project No. 2009-07A

**85-4 SHEET 29**  
OF 32 SHEETS  
DATE: 12/10/08  
DRAWN: J. B. [Signature]  
CHECKED: J. B. [Signature]  
SCALE: AS SHOWN

**UNDERGROUND STRUCTURES**

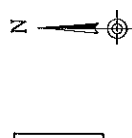
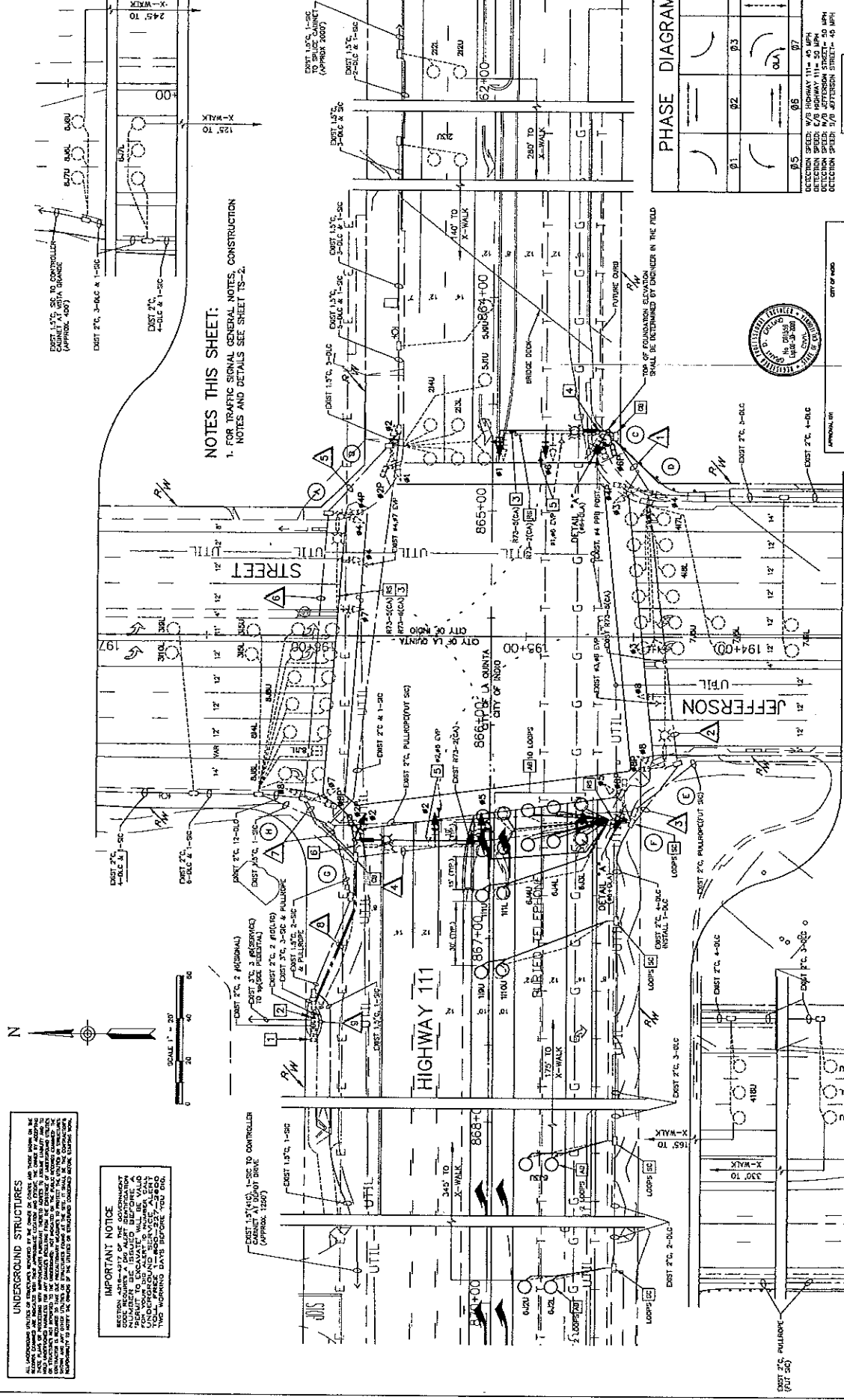
ALL LOCATIONS UNLESS OTHERWISE NOTED ARE TO BE CONSIDERED AS APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LA QUINTA AND THE CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC). THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL PERSONNEL AND THE PUBLIC DURING CONSTRUCTION.

**IMPORTANT NOTICE**

BEFORE ANY WORK IS DONE BY THE CONTRACTOR, THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LA QUINTA AND THE CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC). THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL PERSONNEL AND THE PUBLIC DURING CONSTRUCTION.

**NOTES THIS SHEET:**

1. FOR TRAFFIC SIGNAL GENERAL NOTES, CONSTRUCTION NOTES AND DETAILS SEE SHEET TS-2.



**PHASE DIAGRAM**

01	02	03	04
05	06	07	08

DETECTION SPEED: 30 MPH  
 DETECTION SPEED: 30 MPH  
 DETECTION SPEED: 30 MPH  
 DETECTION SPEED: 30 MPH

CITY OF LA QUINTA  
 PROJECT NO. 2004-07A

**APPROVALS**

CITY OF LA QUINTA  
 CITY ENGINEER: [Signature]  
 DATE: 3/12/08

CITY OF LA QUINTA  
 CITY ENGINEER: [Signature]  
 DATE: 3/12/08

**THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY**

PLANNING • DESIGN • CONSTRUCTION  
**RBF CONSULTING**  
 CONSULTING ENGINEERS  
 1000 W. MAIN ST., SUITE 100  
 LA QUINTA, CA 92571  
 (951) 797-1000

DATE: [ ] BY: [ ]  
 REVISIONS: [ ]

**DIGALERT**

DIAL TOLL FREE  
 1-800-227-2600  
 AT LEAST TWO DAYS BEFORE YOU DIG

**BENCHMARK: BM PD-24**

LOCATION: [ ]  
 ELEVATION: 4812.4

UNDERGROUND SERVICE BUREAU OF CALIFORNIA

**79-1**

**30 SHEETS**

CITY OF LA QUINTA, CALIFORNIA  
**HIGHWAY CORRIDOR IMPROVEMENTS**  
**TRAFFIC SIGNAL MODIFICATION PLAN**  
 STATE HIGHWAY 111  
 AT JEFFERSON STREET

PROJECT NO. 2004-07A

DATE: [ ] BY: [ ]

REVISIONS: [ ]



NOTES THIS SHEET:  
1. FOR TRAFFIC SIGNAL GENERAL NOTES, CONSTRUCTION NOTES AND DETAILS SEE SHEET TS-4.

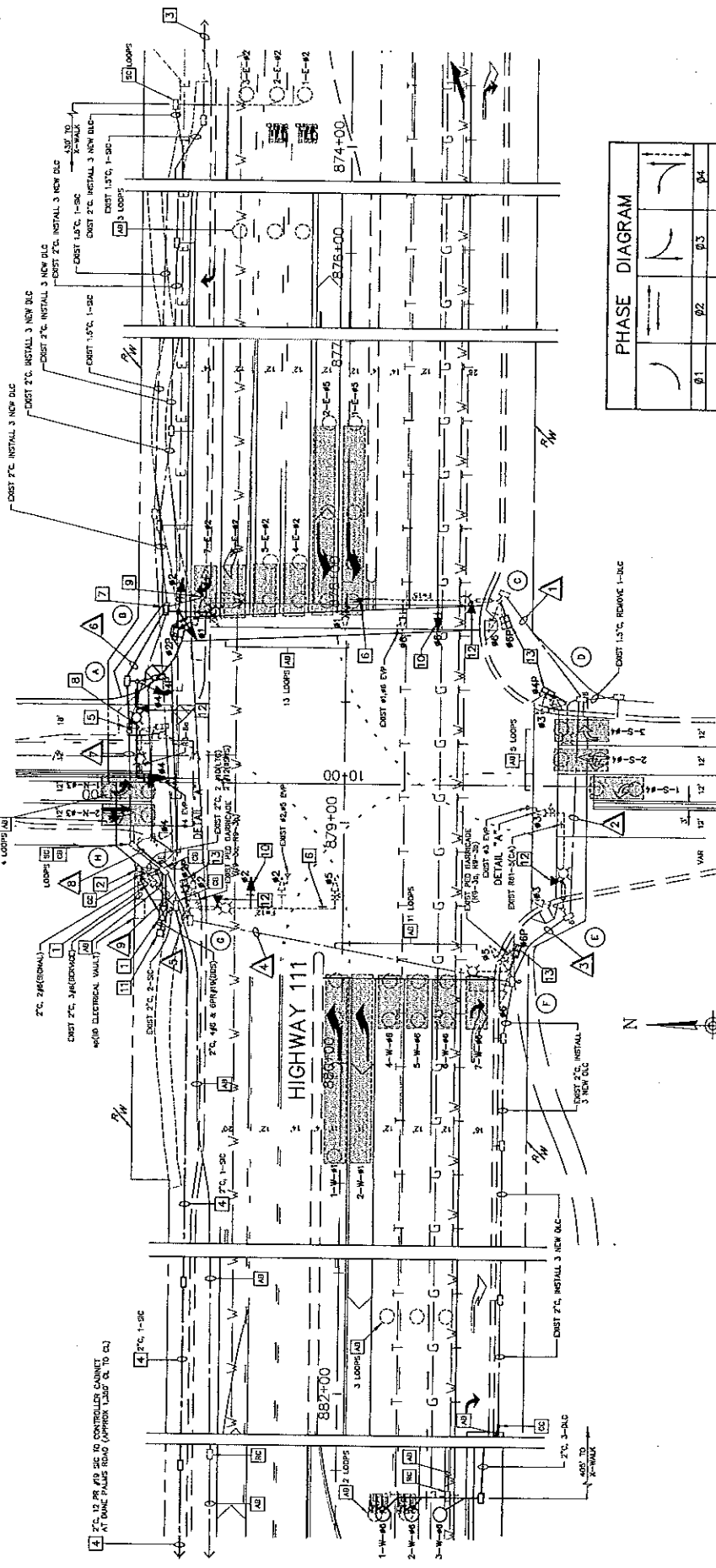
DEPOT DRIVE

**LEGEND**

	VIDEO DETECTION ZONE
	VIDEO DETECTION CAMERA

**UNDERGROUND STRUCTURES**

ALL UNDERGROUND UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. ANY UNEXPECTED UTILITIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.



**PHASE DIAGRAM**

	Ø1	Ø2	Ø3	Ø4
	Ø5	Ø6	Ø7	Ø8
		NOT USED		NOT USED

DETECTION DESIGN SPEED: HIGHWAY 111 = 55 MPH

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY



**IMPORTANT NOTICE**

THESE PLANS AND SPECIFICATIONS ARE PREPARED BY THE ENGINEER AND CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL FIELD DATA AND FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION.

**DIG-ALERT**  
DUAL TOLL FREE  
800-277-2600  
AT LEAST TWO DAYS BEFORE YOU DIG  
UNDERGROUND SERVICE BUREAU OF SOUTHERN CALIFORNIA

**REVISIONS**

DATE	BY	DESCRIPTION	APP'D	DATE

**BENCHMARK: BM PD-24**  
LOCATION: 1/4" 1/4" 4th & 5th STS  
COUNTY: THE DISTRICT OF COLOSIMA WELLS  
NAD 83  
ELEV. = 48.24

**APPROVALS:**

PROJECT NO. 2001-07A	DATE: 2/18/05	SCALE: AS SHOWN
CITY OF LA QUINTA	PROJECT NO. 08033	DETECTION DESIGN SPEED: HIGHWAY 111 = 55 MPH

**PHASE DIAGRAM**

	Ø1	Ø2	Ø3	Ø4
	Ø5	Ø6	Ø7	Ø8
		NOT USED		NOT USED

**DETECTION DESIGN SPEED: HIGHWAY 111 = 55 MPH**

**REVISIONS**

DATE	BY	DESCRIPTION	APP'D	DATE

**REVISIONS**

DATE	BY	DESCRIPTION	APP'D	DATE

**REVISIONS**

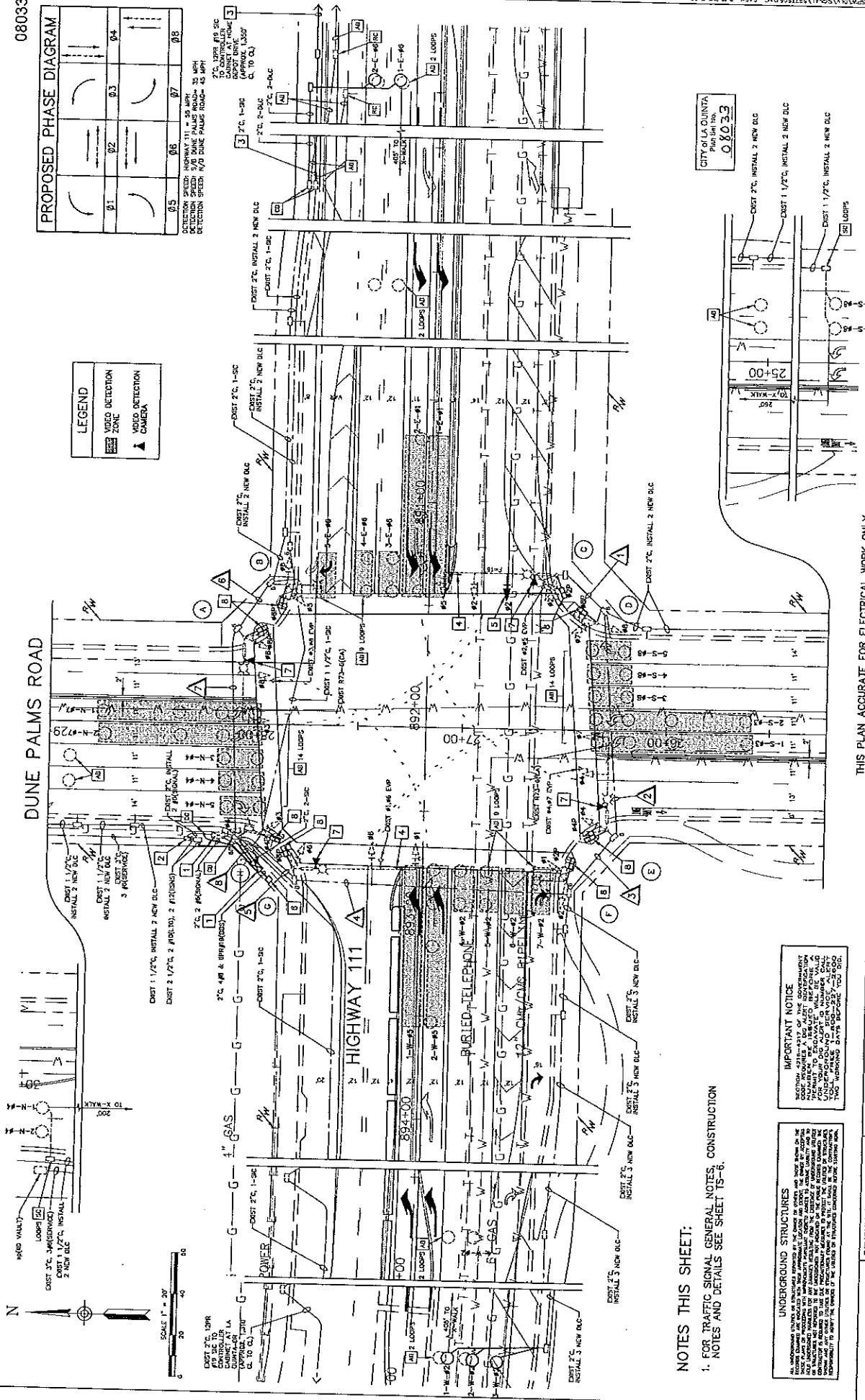
DATE	BY	DESCRIPTION	APP'D	DATE



PROPOSED PHASE DIAGRAM			
	01	02	03
	04	05	06
	07	08	09

DETECTION SPEED: HIGHWAY 111 = 35 MPH  
 DETECTION SPEED: 3/8 DUNE PALMS ROAD = 35 MPH  
 DETECTION SPEED: 1/2 DUNE PALMS ROAD = 45 MPH

LEGEND	
	VIDEO DETECTION ZONE
	VIDEO DETECTION CAMERA



**NOTES THIS SHEET:**

- FOR TRAFFIC SIGNAL GENERAL NOTES, CONSTRUCTION NOTES AND DETAILS SEE SHEET 15-6.

**IMPORTANT NOTICE**  
 SECTION 221A-417 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, CALIFORNIA EDITION 2003, IS INCORPORATED BY REFERENCE INTO THESE PLANS. THE USER OF THESE PLANS SHALL BE RESPONSIBLE FOR OBTAINING AND REVIEWING THE LATEST EDITION OF THE SPECIFICATIONS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING AND REVIEWING THE LATEST EDITION OF THE SPECIFICATIONS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING AND REVIEWING THE LATEST EDITION OF THE SPECIFICATIONS.

**UNDERGROUND STRUCTURES**  
 ALL UNDERGROUND STRUCTURES SHALL BE LOCATED AS SHOWN ON THE PLANS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING AND REVIEWING THE LATEST EDITION OF THE SPECIFICATIONS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING AND REVIEWING THE LATEST EDITION OF THE SPECIFICATIONS.

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY



APPROVAL BY: *John R. Peterson*  
 DATE: 04/21/09  
 PROJECT NO. 08033  
 SHEET NO. 34

CITY OF LA QUINTA  
 HIGHWAY CORRIDOR IMPROVEMENTS  
 TRAFFIC SIGNAL MODIFICATION PLAN  
 STATE HIGHWAY 111  
 AT DUNE PALMS ROAD  
 PROJECT NO. 2008-007A

**DIG-A-BERT**  
 DIAL-A-TOLL FREE  
 1-800-257-2600  
 AT LEAST TWO DAYS BEFORE START OF WORK

NO.	DATE	BY	DESCRIPTION

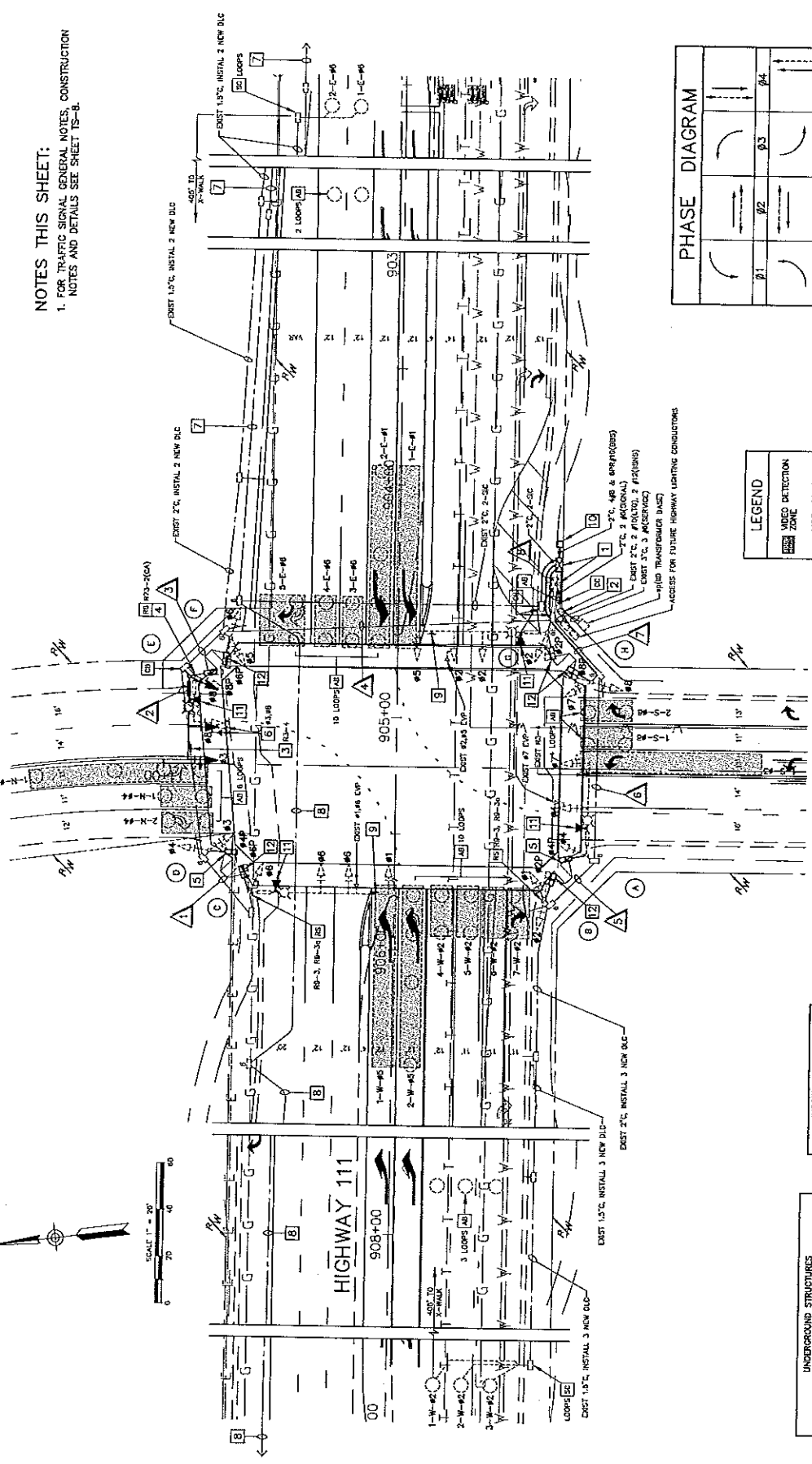
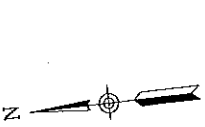
BENCHMARK: BM PD-24  
 LOCATION: 1 1/4" L.P. WITH REFERENCE POINT TO THE CENTER OF THE SIGNAL MOUNT AND A JUNCTION STREET.  
 ELEV. = 48124





NOTES THIS SHEET:  
 1. FOR TRAFFIC SIGNAL GENERAL NOTES, CONSTRUCTION NOTES AND DETAILS SEE SHEET TS-8.

LA QUINTA DRIVE



PHASE DIAGRAM

Phase 1	Phase 2	Phase 3	Phase 4
Diagram 1	Diagram 2	Diagram 3	Diagram 4
91	92	93	94
Diagram 5	Diagram 6	Diagram 7	Diagram 8
95	96	97	98

LEGEND

[Symbol]	VIDEO DETECTION ZONE
[Symbol]	VIDEO DETECTION CAMERA

**IMPORTANT NOTICE**  
 THE CITY ENGINEER HAS REVIEWED THIS PLAN FOR CONFORMANCE WITH THE CITY ENGINEERING DEPARTMENT'S STANDARDS AND SPECIFICATIONS. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED OR THE SUITABILITY OF THE PLAN FOR THE PURPOSES INTENDED.

**UNDERGROUND STRUCTURES**  
 ALL UNDERGROUND STRUCTURES SHALL BE DEPTH MARKED AND IDENTIFIED. THE LOCATION OF ALL UNDERGROUND STRUCTURES SHALL BE SHOWN ON THIS PLAN. THE DEPTH OF ALL UNDERGROUND STRUCTURES SHALL BE INDICATED BY THE FOLLOWING NOTATION: [Symbol] [DEPTH].

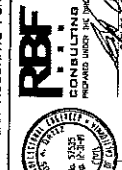
**BENCHMARK** BM PD-241  
 OCCUPATION: [Symbol] 1/4" x 1/4" PIN IN BRIDGE  
 LOCATION: [Symbol] IN MOUNTAIN HILL FIELD HOUSE  
 NO. [Symbol] 48294  
 ELEV. = 48.24

**DUAL TOLL FREE**  
 AT LEAST TWO DAYS BEFORE THE DATE OF BIDDING  
 1-800-227-5600

**DIGALBRI**  
 UNDERGROUND STRUCTURE LIST OF BIDDING CONDITIONS

BASIS OF BEARING

DATE	BY	DESCRIPTION



**RBF CONSULTING, INC.**  
 REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEER  
 LICENSE NO. 48294  
 EXPIRES 12/31/2024

**APPROVAL:** [Signature]  
 CITY ENGINEER  
 DATE: 2/18/23

CITY OF LA QUINTA, CALIFORNIA  
 HIGHWAY CORRIDOR IMPROVEMENTS  
 TRAFFIC SIGNAL MODIFICATION PLAN  
 STATE HIGHWAY 111  
 AT LA QUINTA DRIVE  
 PROJECT NO. 2009-07A

TS-7  
 8 SHEETS  
**36**  
 OF 39 SHEETS  
 DATE: 2/18/23  
 FILE NO.

08033-37

TRAFFIC SIGNAL GENERAL NOTES (SHEET TS-1):

1. ALL WORKS TO BE FURNISHED AND ALL WORK TO BE DONE SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS (DATED 11/01/88) AND THE CITY OF LA QUINTA TRAFFIC CONTROL DEVICES(MUTED). THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE CITY REPRESENTATIVE.
2. UTILITIES SHOWN ON THESE PLANS ARE CORRECT AND ACCURATE TO THE EXTENT OF AVAILABLE RECORDS. THE CONTRACTOR IS REQUIRED TO TAKE STEPS TO ASCERTAIN THE EXACT LOCATION OF ALL UTILITIES TO BE MAINTAINED AND TO TAKE NECESSARY PRECAUTIONS TO AVOID DAMAGE TO SUCH UTILITIES (UNDERGROUND SERVICE ALERT # 1 (800) 257-2800).
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND NOTIFY ALL AFFECTED AGENCIES AND UTILITIES COMPANIES AT LEAST 10 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
4. WHERE DAMAGE IS CAUSED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL AT HIS EXPENSE REPAIR OR REPLACE DAMAGED FACILITIES PROMPTLY IN ACCORDANCE WITH STATE SPECIFICATIONS.
5. UNLESS SHOWN OTHERWISE, INDUCTIVE LOOPS SHALL BE 6" DIA. WITH 10" SPACING IN THE DIRECTION OF TRAVEL. NECESSARY STRIPING SHALL BE LOCATED PRIOR TO POSITIONING DETECTORS.
6. NEW VEHICLE HEADS SHALL BE 1" WITH BACKPLATES, THE HOUSING BACKPLATES AND VESSES SHALL BE METAL. ALL LENSES SHALL BE LED GLASS, PLASTIC VEHICLE HEADS AND LENSES ARE NOT PERMITTED.
7. PEDESTRIAN INDICATORS SHALL BE COUNTERDOWN TYPE WITH LED INDICATORS.
8. CONDUIT BETWEEN ADJOINING PULL BOXES SHALL BE TYPE 3 SCHEDULE 80 PVC, 2" UNLESS SHOWN OTHERWISE.
9. UNGROUNDING SIGNAL CONDUCTORS SHALL NOT BE SPICED. SIGNAL SERVICE CONDUCTORS SHALL NOT BE INSTALLED IN THE SAME CONDUIT AS THE SIGNAL CONDUCTORS.
10. PULL BOXES SHALL BE NO. 5, UNLESS OTHERWISE NOTED ON THE PLAN. PULL BOXES SHALL NOT BE LOCATED IN OR WITHIN 12' OF ANY CURB ACCESS RAMP OR DRIVEWAY.
11. MAINT ARM MOUNTED SIGNS SHALL BE FABRICATED WITH HIGH INTENSITY REFLECTIVE SHEETING.
12. THE CONTRACTOR SHALL VERIFY WITH THE ENGINEER THE PRECISE FIELD LOCATIONS OF ALL TRAFFIC SIGNAL EQUIPMENT PRIOR TO INSTALLATION.
13. ALL LANDSCAPING WHICH IS DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE CITY AND THE PROPERTY OWNER.
14. CONTRACTOR SHALL FURNISH AND INSTALL NO. 8 BARE GROUNDING IN EACH CONDUIT (NO. 10 IF IT CONTAINS NO POWER CONDUCTORS).
15. CONTRACTOR SHALL ARRANGE TO HAVE A SIGNAL TECHNICIAN, QUALIFIED TO WORK ON THE E.V.P. UNIT AND EQUIPMENT, PRESENT AT ALL TIMES. THE EQUIPMENT IS TO BE MAINTAINED PRESENT AT THE TIME THE EQUIPMENT IS TURNED ON. THE E.V.P. UNIT SHALL BE MAINTAINED PRESENT AT THE TIME THE EQUIPMENT OR MATERIALS SHALL BE STORED IN THE RIGHT-OF-WAY.
16. NO EQUIPMENT OR MATERIALS SHALL BE STORED IN THE RIGHT-OF-WAY.
17. ALL DISTURBED AREAS IN THE RIGHT-OF-WAY MUST BE TREATED FOR DRIBBON CONTROL (HYDRO SEEDING) AND MULCHING PRIOR TO THE COMPLETION OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF CLEANING AND/OR SIFT AS A RESULT OF, OR CAUSED BY, THE CONSTRUCTION PROJECT, COUNTERS WITH DEBRIS AND/OR SILT AS A RESULT OF, OR CAUSED BY, THE CONSTRUCTION PROJECT.
18. WHERE SURVEY MONUMENTS EXIST, SUCH MONUMENTS SHALL BE PROTECTED OR SHALL BE RECOVERED AND RESET PURGANT TO BUSINESS AND PROFESSIONAL LEVEL. SECTION 6700 TO 8000 (LAND SURVEYOR'S ACT).
19. WHERE REQUIRED, THE PAVEMENT MUST BE SAW-CUT AT LAKE LINE OR AT A MINIMUM 2" FROM THE EXISTING EDGE OF PAVEMENT. THE SAW-CUTS MUST BE PERPENDICULAR TO, PARALLEL, OR CONCORDANT WITH THE STATE HIGHWAY CENTRALLINE.
20. ALL AFFECTED SIGNS, ROADSIDE MARKERS, ELECTROMETERS, ETC., SHALL BE PROTECTED AND/OR REPLACE AT NO COST TO THE CITY, IN ACCORDANCE WITH THE CURRENT STATE STANDARD PLANS AND THE 2000 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES(MUTED).
21. NO LAMES OR 3R-111 MAY BE CLOSED OR OBTSTRUCTED AT ANY TIME UNLESS SPECIFICALLY ALLOWED FOR BY THE ENCUMBRANCE PERMIT AND/OR AS DIRECTED BY THE CITY REPRESENTATIVE.
22. PEDESTRIAN PUSH BUTTONS SHALL BE TYPE B AND COMPLY WITH ADA GUIDELINES.
23. SIGNAL INTERCONNECT CABLE SHALL BE INSTALLED WITHOUT SPICES BETWEEN CONTROLLER CABINETS AND SHALL BE CONNECTED TO TERMINAL BLOCKS USING THE BENCH MOUNTED POWER CONDUITERS. ALL SC CONDUCTORS SHALL BE BUNDLE INSIDE THE CONTROLLER CABINETS. INSTALL 6-2 CONDUCTORS.
24. ALL SALVAGED EQUIPMENT SHALL REMAIN PROPERTY OF THE CITY OF LA QUINTA.
25. SIGNAL SHUTDOWN SHALL BE LIMITED TO THE HOURS BETWEEN 6:00 AM AND 3:00 PM MONDAY THROUGH THURSDAY EXCEPT HOLIDAYS. SIGNAL SHALL REMAIN OPERATIONAL DURING CONSTRUCTION OF THIS PROJECT.
26. WHERE NEW CONDUCTORS ARE TO BE INSTALLED IN EXISTING CONDUITS WITH EXISTING CONDUCTORS, THE EXISTING CONDUCTORS SHALL BE REMOVED, CLEANED AND REINSTALLED ALONG WITH NEW CONDUCTORS.

POLE SCHEDULE

POLE DATA	SIGNAL	HA	MA	WHTD	VA	WB	SIGNAL MOUNTING	PHASE	POLE DIA	A	B	UTILITIES MESSAGE
2 3-4-100	30"	40"	15"	200	10"	15"	2-3-4-5	2	4.5"	EXIST	EXIST	—
3 4-5-125	30"	40"	15"	200	10"	15"	3-4-5-6	4	4.5"	EXIST	EXIST	—
4 5-6-150	30"	40"	15"	200	10"	15"	4-5-6-7	4	4.5"	EXIST	EXIST	—
5 6-7-175	30"	40"	15"	200	10"	15"	5-6-7-8	4	4.5"	EXIST	EXIST	—
6 7-8-200	30"	40"	15"	200	10"	15"	6-7-8-9	4	4.5"	EXIST	EXIST	—
7 8-9-225	30"	40"	15"	200	10"	15"	7-8-9-0	4	4.5"	EXIST	EXIST	—
8 9-0-250	30"	40"	15"	200	10"	15"	8-9-0-1	4	4.5"	EXIST	EXIST	—
9 0-1-275	30"	40"	15"	200	10"	15"	9-0-1-2	4	4.5"	EXIST	EXIST	—
0 1-2-300	30"	40"	15"	200	10"	15"	0-1-2-3	4	4.5"	EXIST	EXIST	—
1 2-3-325	30"	40"	15"	200	10"	15"	1-2-3-4	4	4.5"	EXIST	EXIST	—
2 3-4-350	30"	40"	15"	200	10"	15"	2-3-4-5	4	4.5"	EXIST	EXIST	—

\* SEE CALTRANS STD. PLAN ES-4E

■ ALL EQUIPMENT ORIENTED UNLESS NOTED. (C) = NEW. (X) = RELOCATED.  
 PERHOLE MUST ARIE POLE LOCATIONS PRIOR TO ORDERING POLES.

CONSTRUCTION NOTES SHEET TS-3:

1. REMOVE AND SALVAGE EXISTING MODEL TYPE CONTROLLER ASSEMBLY AND TYPE 332 CABINET. REMOVE FOUNDATION. RELOCATE CONTROLLER ASSEMBLY AND EQUIP. CONTROLLER ASSEMBLY TO EXISTING FOUNDATION. THE CONTRACTOR SHALL REPAIR THE INTERSECTION AS NECESSARY TO PROVIDE A COMPLETE SYSTEM. RELATIVE TO EXISTING VEHICLE PRELUPTION TO NEW CABINET. CONSTRUCT NEW FOUNDATION. SEE SPECIAL PROVISIONS.
2. EXISTING TYPE II-OF 120/240V SERVICE EQUIPMENT ENCLOSURE WITH 2 TYPE V PEC.
3. INSTALL SIGN AS SHOWN.
4. REMOVE AND SALVAGE EXISTING POLE. MAINT ARM AND PEDESTRIAN INDICATION. REMOVE FOUNDATION. RELOCATE ALL OTHER EQUIPMENT TO NEW POLE UNLESS NOTED OTHERWISE.
5. FURNISH AND INSTALL NEW COUNTERDOWN TYPE PEDESTRIAN INDICATION.
6. RELOCATE EXISTING 3M OPTIMUM EMERGENCY PRE-EMPTION SENSOR UNIT (MODEL 711) ON SIGNAL HEAD TO NEW LOCATION AS SHOWN PER CALTRANS STANDARD PLAN ES-4E.
7. EXISTING 2" CONDUIT WITH 12 PR #19 SC TO CONTROLLER CABINET AT JUNE PALMS ROAD (APPROX. 1.310' CL TO CL).
8. REPLACE EXISTING 672-2(CA) SIGN WITH NEW 672-8(CA) SIGN.
9. FURNISH AND INSTALL METERS BBS SYSTEM WITH EXTERNAL UPS/BATTERY CABINET. SEE SPECIAL PROVISIONS.
10. FURNISH AND INSTALL AUTODIAPY VIDEO CAMERA ON LUMINAIRE WITH CABLE FROM VIDEO DETECTION MOUNTING HARDWARE AS REQUIRED TO PROVIDE VIEWING ANGLE.
11. REMOVE AND SALVAGE EXISTING PEDESTRIAN INDICATION. FURNISH AND INSTALL PEDESTRIAN COUNTERDOWN INDICATION. SEE SPECIAL PROVISIONS.

CONDUCTOR SCHEDULE

AWG	CIRCUIT	1	2	3	4	5	6	7	8	9	10	11	12
CSC													
12	CSC(44.97.4AP)												
12	CSC(41.92.8AP)												
12	CSC(41.92.8AP)												
12	CSC(43.44.6AP)												
12	CSC(43.44.6AP)												
12	CSC(45.85.6AP)												
12	CSC(45.85.6AP)												
12	CSC(45.85.6AP)												
12	CSC(45.85.6AP)												
12	CSC(47.74.8AP)												
3	CSC(42.9PE)												
3	CSC(44.9PE)												
3	CSC(44.9PE)												
3	CSC(46.9PE)												
3	CSC(42.9PE)												
3	CSC(46.9PE)												
3	CSC(48.9PE)												
3	CSC(48.9PE)												
#12	ISNS	2	2	2	2	2	2	2	2	2	2	2	2
#10	SIGNAL COMMON	1	1	1	1	1	1	1	1	1	1	1	1
	LUMINAIRE	2	2	2	2	2	2	2	2	2	2	2	2
	TOTAL	3	3	3	3	3	3	3	3	3	3	3	3
DET.	LOOP												
CABLE	TYPE												
	#6												
B													
TOTAL													
VIDEO DETECTION CABLE		1	1	1	1	1	1	1	1	1	1	1	1
VIDEO DETECTION POWER CABLE		1	1	1	1	1	1	1	1	1	1	1	1
EVP CABLE (6077)		1	1	1	1	1	1	1	1	1	1	1	1
PERCENT FILL		26	26	33	30	21	26	21	20	21	20	21	20
CONDUIT SIZE		2"	3"	3"	4"	3"	3"	3"	3"	3"	3"	3"	3"

■ REMOVE AND SALVAGE EXISTING PEDESTRIAN INDICATION. FURNISH AND INSTALL PEDESTRIAN COUNTERDOWN INDICATION.  
 ■ INSTALL NEW CONDUCTORS PER SPECIAL PROVISIONS.

CSC = CONDUCTOR SIGNAL CABLE

APPROVED BY: *[Signature]* DATE: 2/10/88

CITY OF LA QUINTA  
 PLANNING & DESIGN & CONSTRUCTION  
 14000 CALIFORNIA AVENUE  
 SUITE 200  
 LA QUINTA, CALIFORNIA 92551  
 (951) 509-1776

SCALE: AS SHOWN


DATE: 2/10/88

PROJECT NO. 2001-07A

BY: [Signature]

CONTRACTOR: [Signature]

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY



CONTRACTOR: [Signature]

DATE: 2/10/88

PROJECT NO. 2001-07A

CITY OF LA QUINTA, CALIFORNIA  
 HIGHWAY CORRIDOR IMPROVEMENTS  
 TRAFFIC SIGNAL MODIFICATION PLAN  
 STATE HIGHWAY 111  
 AT LA QUINTA DRIVE

CONTRACTOR: [Signature]

DATE: 2/10/88

PROJECT NO. 2001-07A

CONTRACTOR: [Signature]

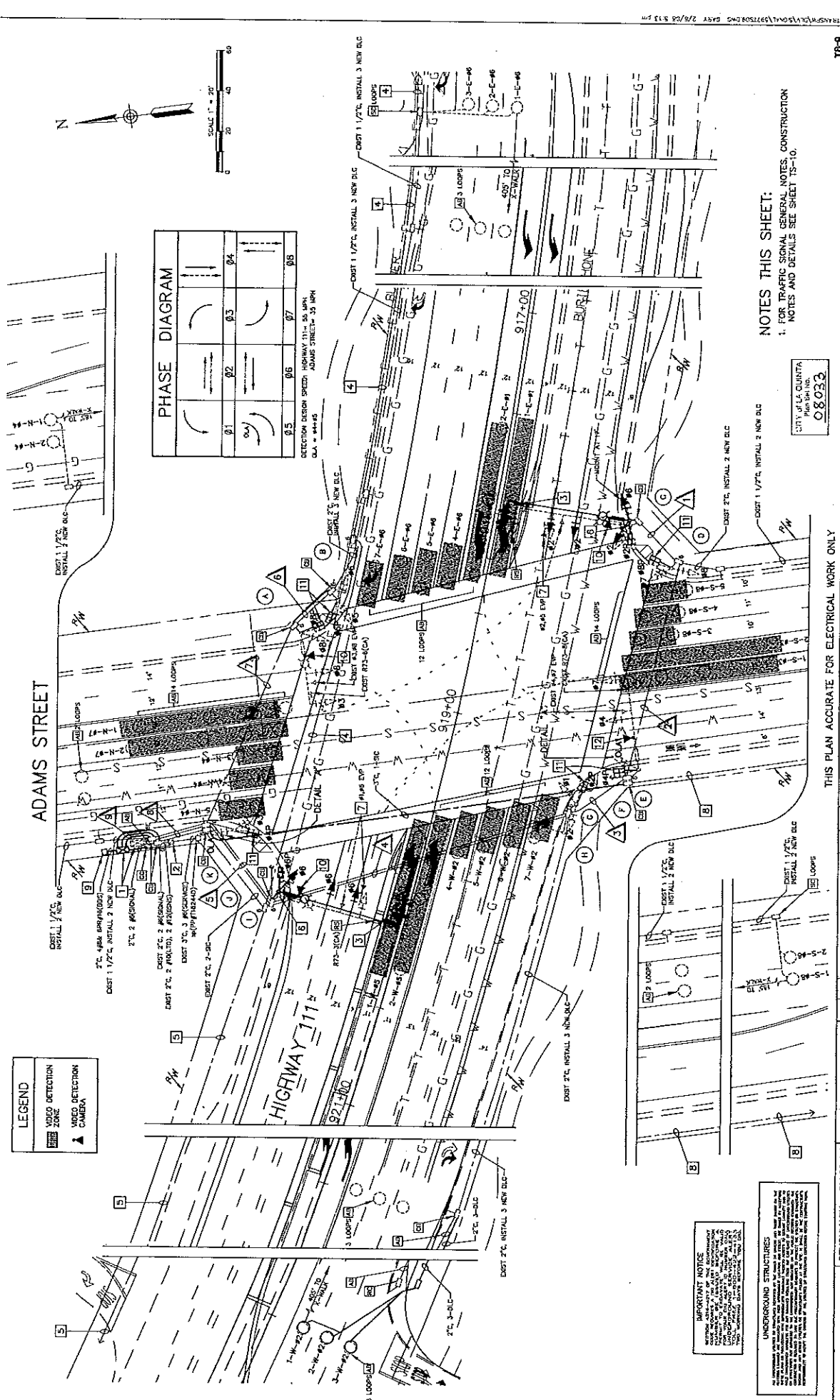
DATE: 2/10/88

PROJECT NO. 2001-07A

CONTRACTOR: [Signature]

DATE: 2/10/88

PROJECT NO. 2001-07A



PHASE DIAGRAM	
	Ø1
	Ø2
	Ø3
	Ø4
	Ø5
	Ø6
	Ø7
	Ø8

DETECTION DESIGN SPEED: HIGHWAY 111 = 55 MPH  
O.A. = 44-45

**NOTES THIS SHEET:**  
1. FOR TRAFFIC SIGNAL GENERAL NOTES, CONSTRUCTION NOTES AND DETAILS SEE SHEET TS-10.

CITY OF LA QUANTA  
PLAN SHEET NO.  
**08033**

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

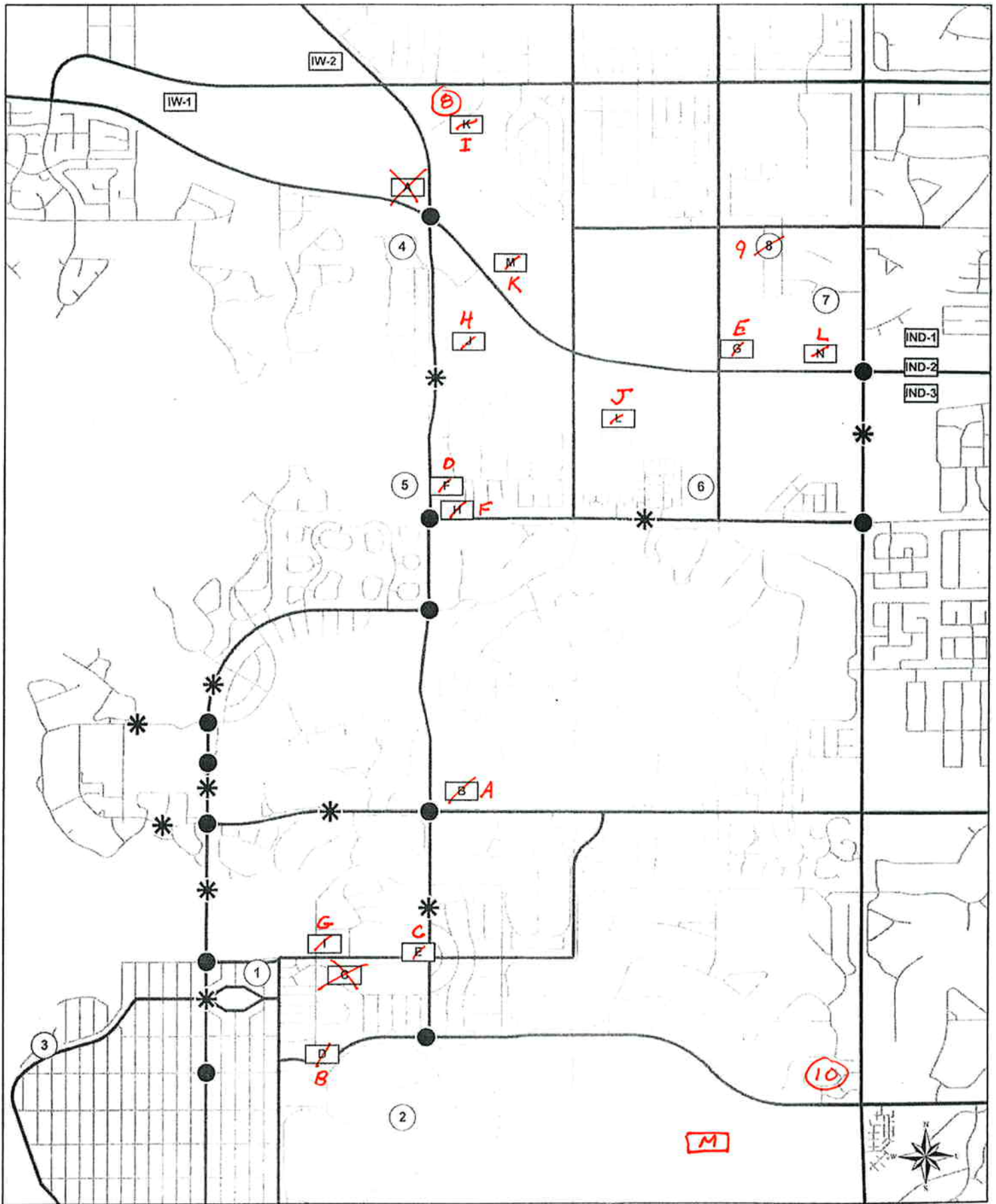
 DIGALBERT TRAFFIC TOLL FREE 1-800-237-5600 AT LEAST TWO DAYS BEFORE YOU CAN UNDERGROUND SERVICE UNIT OF SIGNAL CONTROL	BENCHMARK: BM PD-24 LOCATION: 1 1/2' I.P. WITH SURVEY COUNTY TO CORNER OF WILSON HILL AND JEFFERSON STREET ELEV. = 48.24	REVISIONS DATE BY DESCRIPTION _____ _____ _____	 CHARLES A. ORTIZ REGISTERED PROFESSIONAL ENGINEER No. 48943 State of California	APPROVAL BY: _____ CITY OF LA QUANTA PLAN SHEET NO. 08033 DATE: 2/18/09	CITY OF LA QUANTA HIGHWAY CORRIDOR IMPROVEMENTS TRAFFIC SIGNAL MODIFICATION PLAN STATE HIGHWAY 111 AT ADAMS STREET PROJECT NO. 2008-07A
				PLANNED & CHECKED & SUBMITTED PREPARED UNDER THE SUPERVISION OF CONSULTING ENGINEER REGISTERED PROFESSIONAL ENGINEER No. 48943 State of California CHARLES A. ORTIZ	SHEET <b>38</b> OF 39 SHEETS DATE: 2/18/09 FILE NO. 48943 PROJECT NO. 2008-07A



## **APPENDIX F**

### CUMULATIVE PROJECT INFORMATION

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**City of La Quinta**  
**La Quinta Resort Specific Plan**

- Intersection Analysis Location
- \* Count Location
- Residential
- Commercial

## LQ Resort Expansion– Cumulative Project List

### CUMULATIVE PROJECT SUMMARY– AS OF 1/1/09 PROJECTS APPROVED/UNDER CONSTRUCTION/PENDING W/IN 2.0 MILES OF PROJECT PERIMETER

#### RESIDENTIAL PROJECTS

Project	Lots/Units Approved	Permits Issued	Lot/Unit Balance	Round Acres
1. TT 34038 – Casa LQ – APPROVED - CONDO S/side Calle Tampico between Navarro and Villa Complete as of 1/1/09: 0 Complete by 2012: 0 Complete by 2015: 20	20	0	20	1.25
2. Tradition Club - CONSTRUCTION Ave 52/Bermudas – SFD Complete as of 1/1/09: 201 Complete by 2012: 230 Complete by 2015: 255 Complete by 2018: 292	292	201	91	746
3. TR 28409 - Flores de Montañas - CONSTR NW'ly of Montezuma, NW edge of LQ Cove – SFD Complete as of 1/1/09: 8 Complete by 2012: 10 Complete by 2015: 14 Complete by 2018: 19	19	8	11	9
4. TR 31348 - Estates at Point Happy – CONSTRUCT West side Washington St at Simon Dr. – SFD Complete as of 1/1/09: 41 Complete by 2012: 44 Complete by 2015: 64 Complete by 2018: 72	72	41	31	38
5. TT 32397 - Laing Homes – APPROVED West side Washington, north of Ave 48 – SFD Complete as of 1/1/09: 0 Complete by 2012: 10 Complete by 2015: 40 Complete by 2018: 74	74	0	74	28
6. Wolff Waters – City RDA – CONSTRUCTION W/side Dune Palms Rd, so of Hwy 111 – MFD APT'S Complete as of 1/1/09: 0 Complete by 2012: 218	218	218	0	15
7. TT 34185 – Sienna – APPROVED - SFD Along S/side of Whitewater Channel, E of Jefferson Complete as of 1/1/09: 0 Complete by 2012: 2 Complete by 2015: 11	11	0	11	9



8.	SP 01-055 - Centerpointe – APPROVED SWC Miles/Washington - SFD/CONDO Complete as of 1/1/09: 44 condo Complete by 2012: 44 condo Complete by 2015: 80 condo; 25 SFD Complete by 2018: 180 condo; 60 SFD	224	44	180	28
9.	TR 31816 - Westward Shadows - CONSTRUCTION SEC Roadrunner Lane and Ave 46 - SFD Complete as of 1/1/09: 18 Complete by 2012: 26	26	18	8	8
10.	SP 2003-069 - Watermark Villas – CONSTRUCT NWC Ave 52 and Jefferson Street – CONDO Complete as of 1/1/09: 0 condos Complete by 2012: 32 condos Complete by 2015: 120 condos Complete by 2018: 250 condos	250	8	242	21

Completed as of 1/1/09: 268 SFD, 44 condo  
 Completed by 2012: 322 SFD, 76 condo, 218 MF  
 Completed by 2015: 435 SFD, 200 condo, 218 MFD  
 Completed by 2018: 528 SFD, 450 condo, 218 MFD  
 Completed by 2021: 528 SFD, 450 condo, 218 MFD

### COMMERCIAL PROJECTS

#### UNAPPROVED / IN PROCESS:

~~A. Shovlin (SDP 07-884) – proposed 9,781 square foot, 2-story, office building on last pad within the Point Happy Commercial Center – NWC Washington/Hwy 111.~~

~~Completed as of 1/1/09: 0%  
 Completed by 2012: 0%  
 Completed by 2015: 100%~~

#### APPROVED / NOT YET PERMITTED:

A. La Paloma Assisted Living care facility – Specific Plan approved for 236 assisted and independent living units, and 38 dementia and nursing care beds, at north and southeast corners of Ave 50 and Washington.

Completed as of 1/1/09: 0%  
 Completed by 2012: 50%  
 Completed by 2015: 100%

~~B. VUP 05-032 – Sun Vista Plaza – 18,500 s.f. office building, plus a 935 s.f. coffee bar, at Main Street and La Fonda, directly west of the La Quinta Library~~

~~Completed as of 1/1/09: 0%~~  
~~Completed by 2012: 0%~~  
~~Completed by 2015: 100%~~

- B. VUP 07-039 – David Chapman – 14,100 s.f. office space on Palmers restaurant site at NEC Desert Club/Ave 52

Completed as of 1/1/09: 0%  
Completed by 2012: 0%  
Completed by 2015: 100%

- C. Foundation Group – Develop 6,700 s.f. office pad in existing La Quinta Village Center (Ralph's) at NWC Tampico/Washington.

Completed as of 1/1/09: 0%  
Completed by 2012: 0%  
Completed by 2015: 100%

- D. Talbert Dev't – Shoppes at La Quinta (SDP 08-903) - 50,019 s.f. retail project on 3.9 acres, east side Washington Street, 500 feet north of Avenue 48.

Completed as of 1/1/09: 0%  
Completed by 2012: 50%  
Completed by 2015: 100%

- E. Brad Sobel – Madison Square – 92 KSF retail center on 9.5 ac, NEC Dune Palms/Hwy 111.

Completed as of 1/1/09: 0%  
Completed by 2012: 100%

APPROVED & UNDER CONSTRUCTION:

- F. Caleo Bay Park – 27,595 s.f. office complex, with 10 KSF completed to date. Located at NWC of Ave 48/Caleo Bay

Completed as of 1/1/09: 35%  
Completed by 2012: 80%  
Completed by 2015: 100%

- G. VUP 06-035 – Daniel Cline – 31,500 s.f. retail project, at NEC Desert Club/Tampico. The 31.5 KSF under construction includes 14 KSF Fresh N' Easy market.

Completed as of 1/1/09: 0%

Completed by 2012: 100%

- H. Washington Park – Approved for up to 731 KSF retail/office/restaurant. 80% complete (140 KSF retail and 16 KSF restaurant remain per SP). Between Adams Street, Avenue 47, Washington Street, Simon Drive and Highway 111. Includes Lowe’s, Target, Circuit City, Steinmart, Trader Joe’s, Office Depot. Most existing spaces occupied.

Completed as of 1/1/09: 80%  
Completed by 2012: 90%  
Completed by 2015: 100%

- I. Centerpointe – Commercial only - Approved for a 130-room hotel and 196.5 KSF of medical office space. 84 KSF PH 1 of 196.5 KSF medical office space underway. 5,900 s.f. Applebee restaurant completed as part of 12 KSF of approved restaurant space (also see under Residential Projects). 130-room Homewood Suites completed in 2007.

Completed (commercial only) as of 1/1/09: 0% of office, 50% of restaurant, 100% hotel  
Completed (commercial only) by 2012: 60% of office, 100% of restaurant  
Completed (commercial only) by 2015: 75% of office, 100% of restaurant  
Completed (commercial only) by 2018: 100% of office, 100% of restaurant

- J. Centre at La Quinta – Approved for up to 839 KSF; 539 KSF completed. About 65% complete. South side of Highway 111, between Dune Palms Road and Adams Street. 105 KSF JC Penney’s west of Adams and Ave 47, is approved but on hold indefinitely.

Completed as of 1/1/09: 65%  
Completed by 2012: 75%  
Completed by 2015: 85%  
Completed by 2018: 100%

- K. 111 La Quinta Centre – Approved for up to 618 KSF; about 80% completed. Located north side Hwy 111 between Washington and Adams.

Completed as of 1/1/09: 80%  
Completed by 2012: 85%  
Completed by 2015: 95%  
Completed by 2018: 100%

- L. Jefferson Plaza – 218 KSF Specific Plan, with retail/restaurant uses, including Home Depot and 99¢ Store. Located at NWC of Hwy 111/Jefferson Street. One 8 KSF pad remains (restaurant).

Completed as of 1/1/09: 95%  
Completed by 2012: 95%  
Completed by 2015: 100%

M. SilverRock Resort - Two 18-hole golf courses (1 existing) with support services, to include a 23,121 s.f golf clubhouse with 18,623 s.f. cart/storage; 8 KSF spa; a cultural/special events facility to include restaurant and up to 10 KSF of conference space and/or up to 80 guest units; a maximum 225-room boutique hotel (260 keys), and two additional resort hotel phases, to include hotel and resort casitas of up to 855 units (1,020 keys), and a resort retail village of up to 160 KSF. There will also be a 35-acre public use site. The SilverRock project site lies south of Avenue 52, west of Jefferson and north of Avenue 54, along the base of the Coral Reef Mtns. One course operational; boutique hotel entitlements and golf clubhouse building and site plans approved

Completed as of 1/1/09: 50% GC  
 Completed by 2012: 50% GC; 100% Clubhouse  
 Completed by 2015: 100% Clubhouse; 100% GC; 30% Hotel/Support/Retail  
 Completed by 2018: 100% Clubhouse; 100% GC; 50% Hotel/Support/Retail  
 Completed by 2021: 100% Clubhouse; 100% GC; 80% Hotel/Support/Retail

**OTHER MAJOR PROJECTS NEAR LA QUINTA**

**INDIO** - (Contact City directly for more specific project info/updates. There may be other significant projects not identified here as well)

IND-1: Polo Square - Proposes the following land uses - 350,000 s.f. of Retail; 200,000 s.f. of office; 250 room service hotel; 572 residential condo units; 35,000 s.f. of commercial uses. North side Highway 111 between Madison & Jefferson

APPROVED

Completed as of 1/1/09: 0%  
 Completed by 2012: 20%  
 Completed by 2015: 100%  
 Completed by 2018: 100%

IND-2: Jefferson Park Center – 8.1 acre mixed use project of office, retail and restaurants. South side of Hwy 111, east of Jefferson

APPROVED

Completed as of 1/1/09: 0%  
 Completed by 2012: 50%  
 Completed by 2015: 100%  
 Completed by 2018: 100%

IND-3: Indio Heritage Market Place – 178,450 square foot mixed-use center on 31 acres. The site will include a "fresh" market, food court, large and small retail tenants, and a combination of one and two-story office spaces. Located at SWC Madison Street and Hwy 111.

APPROVED

Completed as of 1/1/09:	0%
Completed by 2012:	30%
Completed by 2015:	60%
Completed by 2018:	100%

**INDIAN WELLS** – (Contact City directly for specific project info. There may be other significant projects not identified here as well))

IW-1: Indian Wells Crossing – 18 acre mixed-use project, anchored by 160 KSF retail/restaurant and Fairmont Residences 129 condo-hotel units. North side of Highway 111 at Miles Ave.

APPROVED, NO CONSTRUCTION

Completed as of 1/1/09:	0%
Completed by 2012:	40%
Completed by 2015:	80%
Completed by 2018:	100%

IW-2: Indian Wells Tennis Garden Town Center – Up to 400 KSF retail/restaurant/office space in a lifestyle center with 14-screen Cineplex, west side of Washington Street at Miles Ave. A 267-unit Remington Hotel will also be part of the project.

APPROVED, NO CONSTRUCTION

Completed as of 1/1/09:	0%
Completed by 2012:	40%
Completed by 2015:	80%
Completed by 2018:	100%

TABLE 1 (1 of 2)

OTHER DEVELOPMENT TRIP GENERATION RATES<sup>1</sup>

LAND USE	ITE CODE	QUANTITY	UNITS <sup>2</sup>	PEAK HOUR TRIP RATES						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Detached Residential	210G <sup>3</sup>	2	DU	1.79	5.09	6.88	1.09	0.62	1.71	14.22
Single Family Detached Residential	210G <sup>3</sup>	3	DU	1.25	3.57	4.82	1.04	0.59	1.63	13.76
Single Family Detached Residential	210G <sup>3</sup>	8	DU	0.58	1.66	2.24	0.93	0.52	1.45	12.73
Single Family Detached Residential	210G <sup>3</sup>	10	DU	0.50	1.43	1.93	0.90	0.51	1.41	12.50
Single Family Detached Residential	210G <sup>3</sup>	11	DU	0.47	1.35	1.82	0.89	0.5	1.39	12.41
Single Family Detached Residential	210G <sup>3</sup>	29	DU	0.29	0.83	1.12	0.79	0.45	1.24	11.48
Single Family Detached Residential	210G <sup>3</sup>	31	DU	0.29	0.81	1.1	0.79	0.44	1.23	11.42
Single Family Detached Residential	210G <sup>3</sup>	60	DU	0.24	0.67	0.91	0.73	0.41	1.14	10.83
Single Family Detached Residential	210G <sup>3</sup>	74	DU	0.23	0.64	0.87	0.71	0.4	1.11	10.65
Single Family Detached Residential	210G <sup>3</sup>	91	DU	0.22	0.62	0.84	0.69	0.39	1.08	10.48
Residential Condo/Townhouse	230G <sup>3</sup>	20	DU	0.13	0.55	0.68	1.37	0.77	2.14	7.93
Residential Condo/Townhouse	230G <sup>3</sup>	32	DU	0.12	0.5	0.62	0.94	0.53	1.47	7.46
Residential Condo/Townhouse	230G <sup>3</sup>	52	DU	0.11	0.46	0.57	0.66	0.37	1.03	7.00
Residential Condo/Townhouse	230G <sup>3</sup>	114	DU	0.09	0.4	0.49	0.42	0.24	0.66	6.32
Residential Condo/Townhouse	230G <sup>3</sup>	129	DU	0.09	0.39	0.48	0.40	0.22	0.62	6.22
Residential Condo/Townhouse	230G <sup>3</sup>	136	DU	0.09	0.39	0.48	0.39	0.22	0.61	6.18
Residential Condo/Townhouse	230G <sup>3</sup>	218	DU	0.08	0.36	0.44	0.32	0.18	0.5	5.81
Residential Condo/Townhouse	230G <sup>3</sup>	250	DU	0.08	0.35	0.43	0.31	0.17	0.48	5.71
Residential Condo/Townhouse	230G <sup>3</sup>	572	DU	0.07	0.3	0.37	0.26	0.14	0.4	5.13
Congregate Care	253G <sup>4</sup>	118	CUPIED	0.08	0.075	0.15	0.13	0.084	0.21	2.15
Congregate Care	253G <sup>4</sup>	236	CUPIED	0.08	0.075	0.15	0.13	0.084	0.21	2.15
Assisted Living	254	19	CUPIED B	0.12	0.05	0.17	0.15	0.14	0.29	2.74
Assisted Living	254	38	CUPIED B	0.12	0.05	0.17	0.15	0.14	0.29	2.74
Hotel	310 <sup>3</sup>	50	RM	0.34	0.28	0.62	0.32	0.24	0.56	1.49
Hotel	310 <sup>3</sup>	107	RM	0.31	0.25	0.56	0.32	0.24	0.56	5.46
Hotel	310 <sup>3</sup>	250	RM	0.27	0.22	0.49	0.32	0.24	0.56	7.46
Hotel	310 <sup>3</sup>	267	RM	0.27	0.22	0.49	0.32	0.24	0.56	7.55
Resort Hotel	330 <sup>4</sup>	928	RM	0.26	0.15	0.41	0.245	0.245	0.49	8.00
Golf Course	430 <sup>5</sup>	18	HOLES	1.41	1.6	3.01	1.53	2.03	3.56	35.74
Movie Theater w/Matinee	444	6	THEATRE SCREENS	N/A	N/A	N/A	8.09	12.13	20.22	153.33
Movie Theater w/Matinee	444	14	THEATRE SCREENS	N/A	N/A	N/A	8.09	12.13	20.22	153.33
Conference Center	495	8	TSF	1.43	1.2643	2.69	0.96	1.434	2.39	22.88
General Office Building	710 <sup>6</sup>	7	TSF	2.83	0.39	3.22	2.19	10.69	12.88	24.84
General Office Building	710 <sup>6</sup>	12	TSF	2.51	0.34	2.85	1.27	6.2	7.47	21.56
General Office Building	710 <sup>6</sup>	14	TSF	2.45	0.33	2.78	1.15	5.6	6.75	20.97
General Office Building	710 <sup>6</sup>	14.1	TSF	2.44	0.33	2.77	1.14	5.57	6.71	20.93
General Office Building	710 <sup>6</sup>	17	TSF	2.37	0.32	2.69	1.00	4.89	5.89	20.19
General Office Building	710 <sup>6</sup>	17.6	TSF	2.34	0.32	2.66	0.95	4.65	5.6	19.89
General Office Building	710 <sup>6</sup>	28.03	TSF	2.13	0.29	2.42	0.67	3.26	3.93	17.87
General Office Building	710 <sup>6</sup>	40.00	TSF	1.98	0.27	2.25	0.53	2.56	3.09	16.47
General Office Building	710 <sup>6</sup>	56	TSF	1.85	0.25	2.1	0.43	2.1	2.53	15.25
General Office Building	710 <sup>6</sup>	200.0	TSF	1.44	0.2	1.64	0.26	1.26	1.52	11.37
Medical-Dental Office Building	720G	117.9	TSF	2.33	1.2	3.53	1.77	2.66	4.43	39.80
Medical-Dental Office Building	720G	196.5	TSF	2.32	1.2	3.52	1.77	2.66	4.43	39.80
Shopping Center	820 <sup>7</sup>	25.0	TSF	1.66	1.06	2.72	4.93	5.13	10.06	110.32
Shopping Center	820 <sup>7</sup>	30.90	TSF	1.52	0.97	2.49	4.59	4.78	9.37	102.44
Shopping Center	820 <sup>7</sup>	31.50	TSF	1.51	0.96	2.47	4.56	4.75	9.31	101.75
Shopping Center	820 <sup>7</sup>	43	TSF	1.33	0.85	2.18	4.13	4.3	8.43	91.62
Shopping Center	820 <sup>7</sup>	50.0	TSF	1.25	0.8	2.05	3.92	4.08	8	86.54

TABLE 1 (2 of 2)

OTHER DEVELOPMENT TRIP GENERATION RATES<sup>1</sup>

LAND USE	ITE CODE	QUANTITY	UNITS <sup>2</sup>	PEAK HOUR TRIP RATES						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Shopping Center	820 <sup>7</sup>	64	TSF	1.13	0.72	1.85	3.61	3.76	7.37	79.39
Shopping Center	820 <sup>7</sup>	70.0	TSF	1.09	0.7	1.79	3.51	3.65	7.16	76.94
Shopping Center	820 <sup>7</sup>	77.00	TSF	1.05	0.67	1.72	3.40	3.54	6.94	74.42
Shopping Center	820 <sup>7</sup>	84.8	TSF	1.01	0.64	1.65	3.29	3.43	6.72	71.95
Shopping Center	820 <sup>7</sup>	90	TSF	0.98	0.63	1.61	3.22	3.36	6.58	70.39
Shopping Center	820 <sup>7</sup>	92.0	TSF	0.97	0.62	1.59	3.20	3.33	6.53	69.92
Shopping Center	820 <sup>7</sup>	105.2	TSF	0.92	0.59	1.51	3.07	3.19	6.26	66.73
Shopping Center	820 <sup>7</sup>	123.6	TSF	0.86	0.55	1.41	2.91	3.03	5.94	63.06
Shopping Center	820 <sup>7</sup>	128	TSF	0.85	0.54	1.39	2.87	2.99	5.86	62.29
Shopping Center	820 <sup>7</sup>	140.00	TSF	0.82	0.52	1.34	2.79	2.9	5.69	60.37
Shopping Center	820 <sup>7</sup>	160.0	TSF	0.77	0.5	1.27	2.67	2.78	5.45	57.61
Shopping Center	820 <sup>7</sup>	300	TSF	0.60	0.38	0.98	2.17	2.26	4.43	46.23
Shopping Center	820 <sup>7</sup>	385	TSF	0.54	0.35	0.89	2.00	2.08	4.08	42.37
Shopping Center	820 <sup>6</sup>	400	TSF	0.53	0.34	0.87	1.97	2.05	4.02	41.80
Drive-in Bank	912G <sup>5</sup>	2	TSF	9.52	7.7895	17.31	13.61	13.078	26.69	148.15
Drive-in Bank	912G <sup>5</sup>	5.10	TSF	9.52	7.7895	17.31	13.61	13.078	26.69	148.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	5.65	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	6	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	8.0	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	10	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	11.31	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	16.0	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15
High-Turnover (Sit Down) Resturant	932G <sup>5</sup>	34	TSF	7.04	6.49	13.53	9.98	8.51	18.49	127.15

<sup>1</sup> Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 8th Edition.

Rates based on the Average Rate plus 1 standard deviation. The "Peak Hour of the Generator" rates are used based on the City's Engineering Bulletin #06-13.

<sup>2</sup> DU = Dwelling Units

TSF = Thousand Square Feet

<sup>3</sup> In accordance with the City of La Quinta's Engineering Bulletin #06-13, trip generation rates with a good regression curve fit to the data points ( $R^2 > 0.7$ ) will utilize the equation rather than the Peak hour of the Generator Average Rates.

<sup>4</sup> Since ITE does not have a daily rate for a resort hotel, SANDAG daily rate is utilized. SANDAG does not have an  $R^2$  for resort hotel

<sup>5</sup> Since the  $R^2$  for this land use is not provided is not provided in the ITE Trip Generation Manual, the Peak hour of the Generator Average Rate is utilized.

<sup>6</sup> The trip generation for the AM and PM peak hours of the generator typically coincided with the peak hours of the adjacent street traffic; therefore, only one AM peak hour and PM peak hour, which represent both the peak hour o the generator and the peak hour of the adjacent street traffic are shown for General Office Buildings.

<sup>7</sup> The ITE Manual does not provide Peak Hour of the Generator trip rates for a shopping center (820TSF) during a typical weekday. Hence, the Peak Hour of the Adjacent Street Traffic fitted curve equation is utilized to calculate the trip generation.

TABLE 2 (1 of 2)

## OTHER DEVELOPMENT (2012) PHASE 1 LAND USE AND TRIP GENERATION

TAZ	PROJECT				PEAK HOUR						
					AM			PM			DAILY
					IN	OUT	TOTAL	IN	OUT	TOTAL	
#	NAME	LAND USE <sup>1</sup>	QUANTITY <sup>2</sup>	UNITS							
1	TT 34038 <sup>3</sup>	Residential Condo/Townhouse	N/A <sup>3</sup>	DU	--	--	--	--	--	--	--
2	Tradition Club <sup>4</sup>	SFDR	29	DU	8	24	32	23	13	36	333
3	TR 28409 <sup>5</sup>	SFDR	2	DU	4	10	14	2	1	3	28
4	TT 31348 <sup>6</sup>	SFDR	3	DU	4	11	15	3	2	5	41
5	TT 32397	SFDR	10	DU	5	14	19	9	5	14	125
6	Wolff Waters- City RDA	Residential Condo/Townhouse	218	DU	17	78	95	70	39	109	1,267
7	TT 34185	SFDR	2	DU	4	10	14	2	1	3	28
8	SP 01-055 <sup>3</sup>	Residential Condo/Townhouse	N/A <sup>3</sup>	DU	--	--	--	--	--	--	--
9	TT 31816 <sup>7</sup>	SFDR	8	DU	5	13	18	7	4	11	102
11	La Paloma	Congregate Care	118	DU	9	9	18	15	10	25	254
		Assisted Living	19	BEDS	2	1	3	3	3	6	52
Total La Paloma					11	10	21	18	13	31	306
12	VUP 07-039 <sup>3</sup>	General Office Building	N/A <sup>3</sup>	TSF	--	--	--	--	--	--	--
13	Foundation Group <sup>3</sup>	General Office Building	N/A <sup>3</sup>	TSF	--	--	--	--	--	--	--
14	Shoppes at La Quinta <sup>8</sup>	Shopping Center	25	TSF	42	27	69	123	128	251	2,758
		Pass-By -34% <sup>9</sup>			-14	-9	-23	-42	-44	-85	-938
Total Shoppes at La Quinta <sup>8</sup>					28	18	46	81	84	166	1,820
15	Madison Square	Shopping Center	92	TSF	89	57	146	294	306	600	6,433
		Pass-By -15% (Shopping Center Only) <sup>9</sup>			-	-	-	-44	-46	-90	-965
Total Madison Square					89	57	146	250	260	510	5,468
16	Caleo Bay Park <sup>10</sup>	General Office Building	12.4	TSF	31	4	35	16	77	93	267
17	VUP 06-035	Shopping Center	31.5	TSF	48	30	78	144	150	294	3,205
18	Washington Park <sup>11</sup>	High-Turnover (Sit Down) Restaurant	8	TSF	56	52	108	80	68	148	1,017
		Retail/Commercial	70	TSF	76	49	125	246	256	502	5,386
		Pass-By -15% (Shopping Center Only) <sup>9</sup>			--	--	--	-37	-38	-75	-808
		Subtotal			132	101	233	289	286	575	5,595
Total Washington Park <sup>11</sup>					132	101	233	289	286	575	5,595
19	Centerpointe (Commercial Only)	Medical-Dental Office Building	117.9	TSF	275	141	416	209	314	523	4,606
		High-Turnover (Sit Down) Restaurant <sup>12</sup>	6.1	TSF	43	40	83	61	52	113	776
		Pass-By -10% (Restaurant Only) <sup>9</sup>			-	-	-	-6	-5	-11	-78
		Total Centerpointe			318	181	499	264	361	625	5,304
20	Centre at La Quinta <sup>13</sup>	Shopping Center	90.25	TSF	88	57	145	291	303	594	6,353
		Pass-By (25%) <sup>9</sup>			-22	-14	-36	-73	-76	-149	-1,588
Total Centre at La Quinta <sup>13</sup>					66	43	109	218	227	446	4,765
21	111 La Quinta Centre <sup>14</sup>	Shopping Center	30.9	TSF	47	30	77	142	148	290	3,165
		Pass-By -15% (Shopping Center) <sup>9</sup>			-	-	-	-21	-22	-44	-475
Total 111 La Quinta Center <sup>14</sup>					47	30	77	121	126	247	2,690
22	Jefferson Plaza <sup>3</sup>	Restaurant	N/A <sup>3</sup>	TSF	--	--	--	--	--	--	--
23	Polo Square <sup>15</sup>	Retail/Commercial	77	TSF	81	52	133	262	273	535	5,730
		General Office Building	40	TSF	79	11	90	21	102	123	659
		Hotel	50	RM	17	14	31	16	12	28	75
		Condo	114	DU	10	46	56	48	27	75	720
Total Polo Square <sup>15</sup>					187	123	310	347	414	761	7,184



TABLE 2 (2 of 2)

OTHER DEVELOPMENT (2012) PHASE 1 LAND USE AND TRIP GENERATION

TAZ	PROJECT				PEAK HOUR						DAILY
					AM			PM			
#	NAME	LAND USE <sup>1</sup>	QUANTITY <sup>2</sup>	UNITS	IN	OUT	TOTAL	IN	OUT	TOTAL	
24	Jefferson Park Center <sup>16</sup>	High-Turnover (Sit Down) Restaurant	5.65	TSF	40	37	77	56	48	104	718
		Shopping Center	42.50	TSF	57	36	93	176	183	359	3,894
		General Office Building	14	TSF	34	5	39	16	78	94	294
		Subtotal			131	78	209	248	309	557	4,906
		Pass-By (Shopping Center Only) <sup>9</sup>			--	--	--	-58	-77	-135	--
Total Jefferson Park Center <sup>16</sup>					131	78	209	190	233	423	4,906
25	Indio Heritage Market Place	Shopping Center	31.50	TSF	48	30	78	144	150	294	3,205
		General Office Building	16.50	TSF	39	5	44	17	81	98	333
		High-Turnover (Sit Down) Restaurant	10.10	TSF	71	66	137	101	86	187	1,284
		Drive-in Bank	1.53	TSF	15	12	27	21	20	41	227
		Pass-By -15% (Shopping Center and Restaurant) <sup>9</sup>			--	--	--	-37	-35	-72	-673
Total Indio Heritage Market Place					173	113	286	246	302	548	4,376
26	Indian Wells Crossing	Shopping Center	64	TSF	72	46	118	231	241	472	5,081
		Condo/Townhouse	52	DU	6	24	30	34	19	53	364
		Pass-By -15% (Shopping Center) <sup>9</sup>			--	--	--	-35	-36	-71	-762
Total Indian Wells Crossing					78	70	148	230	224	454	4,683
27	Indian Wells Tennis Garden Town Center <sup>17</sup>	Hotel	107	RM	33	27	60	34	26	60	584
		Theatre	6	SCREEN	N/A	N/A	N/A	49	73	122	920
		Shopping Center	160	TSF	123	80	203	427	445	872	9,218
		Pass-By -34% (Shopping Center) <sup>9</sup>			--	--	--	-145	-151	-296	-3,134
Total Garden of Champions Tennis Center and Indian Wells Town Center <sup>17</sup>					156	107	263	365	393	758	7,588
28	Silver Rock <sup>3</sup>	Resort Hotel	N/A <sup>3</sup>	RM	--	--	--	--	--	--	--
		Shopping Center	N/A <sup>3</sup>	TSF	--	--	--	--	--	--	--
		Conf. Center	N/A <sup>3</sup>	TSF	--	--	--	--	--	--	--
		Golf Course	N/A <sup>3</sup>	HOLES	--	--	--	--	--	--	--
Total Silver Rock <sup>3</sup>					--	--	--	--	--	--	--
<b>TOTAL</b>					<b>1,546</b>	<b>1,141</b>	<b>2,687</b>	<b>2,925</b>	<b>3,233</b>	<b>6,158</b>	<b>60,320</b>

<sup>1</sup> SFDR = Single Family Detached Residential

<sup>2</sup> DU = Dwelling Units  
TSF = Thousand Square Feet  
RM = Room

<sup>3</sup> Per City of La Quinta, this project is not anticipated to be completed by 2012

<sup>4</sup> Per City of La Quinta, this project is approximately 70% complete. Trip generation reflects 10% of the total projected traffic.

<sup>5</sup> Per City of La Quinta, this project is approximately 40% complete. Trip generation reflects 10% of the total projected traffic.

<sup>6</sup> Per City of La Quinta, this project is approximately 55% complete. Trip generation reflects 5% of the total projected traffic.

<sup>7</sup> Per City of La Quinta, this project is approximately 70% complete. Trip generation reflects 30% of the total projected traffic.

<sup>8</sup> Trip Generation from the *Shoppes at La Quinta Traffic Impact Analysis*, September 2008.

<sup>9</sup> "Pass-By" reduction rates have been used to account for traffic that will access the site as an intermediate stop on the way to a primary destination.

<sup>10</sup> Per City of La Quinta, this project is approximately 35% complete. Trip generation reflects 45% of the total projected traffic.

<sup>11</sup> Per City of La Quinta, this project is approximately 80% complete. Trip generation reflects 10% of the total projected traffic.

<sup>12</sup> Per City of La Quinta, the project's restaurant is approximately 50% complete. Trip generation reflects 50% of the restaurant's total projected traffic.

<sup>13</sup> Trip Generation from *The Centre at La Quinta Access Evaluation*, Urban Crossroads, Inc., March 2005.

<sup>14</sup> Per City of La Quinta, this project is approximately 65% complete. Trip generation reflects 10% of the total projected traffic.

<sup>15</sup> Per City of La Quinta, this project is approximately 80% complete. Trip generation reflects 5% of the total projected traffic.

<sup>16</sup> Trip Generation from the *Polo Square Traffic Study*, City of Indio, LSA, October 2006.

<sup>17</sup> Trip Generation from the *Jefferson Park Centre Traffic Impact Analysis*, City of Indio, Kunzman Associates, October 2007 (Revised).

<sup>17</sup> Trip Generation from the *Indian Wells Garden of Champions Tournament Center and the Indian Wells Town Center Project EIR*, City of Indian Wells, EPS, Inc, February 2008 (Revised).

TABLE 3 (1 of 2)

OTHER DEVELOPMENT (2021) LAND USE AND TRIP GENERATION

TAZ	PROJECT				PEAK HOUR						DAILY
					AM			PM			
#	NAME	LAND USE <sup>1</sup>	QUANTITY <sup>2</sup>	UNITS	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	TT 34038	Residential Condo/Townhouse	20	DU	3	11	14	27	15	42	159
2	Tradition Club <sup>3</sup>	SFDR	91	DU	20	56	76	63	35	98	954
3	TR 28409 <sup>4</sup>	SFDR	11	DU	5	15	20	10	6	16	137
4	TT 31348 <sup>5</sup>	SFDR	31	DU	9	25	34	24	14	38	354
5	TT 32397	SFDR	74	DU	17	47	64	53	30	83	788
6	Wolff Waters- City RDA	Residential Condo/Townhouse	218	DU	17	78	95	70	39	109	1,267
7	TT 34185	SFDR	11	DU	5	15	20	10	6	16	137
8	SP 01-055	Condo/Townhouse <sup>6</sup>	136	DU	12	53	65	53	30	83	840
		SFDR	60	DU	14	40	55	44	25	68	650
Total SP 01-055					26	93	120	97	55	151	1,490
9	TT 31816 <sup>3</sup>	SFDR	8	DU	5	13	18	7	4	11	102
10	SP 2003-069	Condo/Townhouse	250	DU	20	88	108	78	43	120	1,428
11	La Paloma	Congregate Care	236	DU	18	18	36	30	20	50	507
		Assisted Living	38	BEDS	5	2	7	6	5	11	104
Total La Paloma					23	20	43	36	25	61	611
12	VUP 07-039	General Office Building	14.1	TSF	34	5	39	16	79	95	295
13	Foundation Group	General Office Building	6.7	TSF	19	3	22	15	72	87	166
14	Shoppes at La Quinta <sup>7</sup>	Shopping Center	50.019	TSF	63	40	103	196	204	400	4,329
		Pass-By -34% <sup>8</sup>			-21	-14	-35	-67	-69	-136	-1,472
Total Shoppes at La Quinta <sup>7</sup>					42	26	68	129	135	264	2,857
15	Madison Square	Shopping Center	92	TSF	89	57	146	294	306	600	6,433
		Pass-By -15% (Shopping Center Only) <sup>8</sup>			--	--	--	-44	-46	-90	-965
Total Madison Square					89	57	146	250	260	510	5,468
16	Caleo Bay Park <sup>9</sup>	General Office Building	17.595	TSF	41	6	47	17	82	99	350
17	VUP 06-035	Shopping Center	31.5	TSF	48	30	78	144	150	294	3,205
18	Washington Park <sup>10</sup>	High-Turnover (Sit Down) Restaurant	16	TSF	113	104	217	160	136	296	2,034
		Retail/Commercial	140	TSF	115	73	188	391	406	797	8,452
		Pass-By -15% (Shopping Center Only) <sup>8</sup>			-	-	-	-59	-61	-120	-1,268
		Subtotal			228	177	405	492	481	973	9,218
Total Washington Park <sup>10</sup>					228	177	405	492	481	973	9,218
19	Centerpointe (Commercial Only)	Medical-Dental Office Building	196.50	TSF	456	236	692	348	523	871	7,821
		High-Turnover (Sit Down) Restaurant <sup>11</sup>	6.10	TSF	43	40	83	61	52	113	776
		Pass-By -10% (Restaurant Only) <sup>8</sup>			--	--	--	-6	-5	-11	-78
		Subtotal			499	276	775	403	570	973	8,519
Total Centerpointe					499	276	775	403	570	973	8,519
20	Centre at La Quinta <sup>12</sup>	Shopping Center	300	TSF	180	114	294	651	678	1,329	13,869
		Pass-By (25%) <sup>8</sup>			-45	-29	-74	-163	-170	-332	-3,467
Total Centre at La Quinta <sup>12</sup>					135	86	221	488	509	997	10,402
21	111 La Quinta Centre <sup>13</sup>	Shopping Center	123.6	TSF	125	79	204	407	424	831	8,893
		Pass-By -15% (Shopping Center) <sup>8</sup>			--	--	--	-61	-64	-125	-1,334
		Subtotal			125	79	204	346	360	706	7,559
Total 111 La Quinta Center <sup>13</sup>					125	79	204	346	360	706	7,559
22	Jefferson Plaza	Restaurant	8	TSF	56	52	108	80	68	148	1,017
23	Polo Square <sup>15</sup>	Retail/Commercial	385	TSF	208	135	343	770	801	1,571	16,312
		General Office Building	200	TSF	288	40	328	52	252	304	2,274
		Hotel	250	RM	68	55	123	80	60	140	1,865
		Condo	572	DU	40	172	212	149	80	229	2,934
Total Polo Square <sup>15</sup>					604	402	1,006	1,051	1,193	2,244	23,385

TABLE 3 (2 of 2)

## OTHER DEVELOPMENT (2021) LAND USE AND TRIP GENERATION

TAZ #	PROJECT				PEAK HOUR						DAILY
					AM			PM			
	NAME	LAND USE <sup>1</sup>	QUANTITY <sup>2</sup>	UNITS	IN	OUT	TOTAL	IN	OUT	TOTAL	
24	Jefferson Park Center <sup>16</sup>	High-Turnover (Sit Down) Restaurant	11.31	TSF	80	73	153	113	96	209	1,438
		Shopping Center	84.79	TSF	86	54	140	279	291	570	6,101
		General Office Building	28.025	TSF	60	8	68	19	91	110	501
		Subtotal			226	135	361	411	478	889	8,040
		Pass-By (Shopping Center Only) <sup>8</sup>			--	--	--	-116	-153	-269	--
Total Jefferson Park Center <sup>16</sup>					226	135	361	295	325	620	8,040
25	Indio Heritage Market Place	Shopping Center	105.16	TSF	97	62	159	323	335	658	7,017
		General Office Building	55.90	TSF	103	14	117	24	117	141	852
		High-Turnover (Sit Down) Restaurant	33.75	TSF	238	219	457	337	287	624	4,291
		Drive-in Bank	5.10	TSF	49	40	89	69	67	136	756
		Pass-By -15% (Shopping Center and Restaurant) <sup>8</sup>			--	--	--	-99	-93	-192	-1,696
Total Indio Heritage Market Place					487	335	822	654	713	1,367	11,220
26	Indian Wells Crossing	Shopping Center	160	TSF	123	80	203	427	445	872	9,218
		Condo/Townhouse	129	DU	12	50	62	52	28	80	802
		Pass-By -15% (Shopping Center) <sup>8</sup>			--	--	--	-64	-67	-131	-1,383
Total Indian Wells Crossing					135	130	265	415	406	821	8,637
27	Indian Wells Tennis Garden Town Center <sup>17</sup>	Hotel	267	RM	72	59	131	85	64	149	2,016
		Theatre	14	SCREEN	N/A	N/A	N/A	113	170	283	2,147
		Shopping Center	400	TSF	212	136	348	788	820	1,608	16,720
		Pass-By -15% (Shopping Center) <sup>8</sup>			--	--	--	-268	-279	-547	-5,685
Total Garden of Champions Tennis Center and Indian Wells Town Center <sup>17</sup>					284	195	479	718	775	1,493	15,198
28	Silver Rock <sup>18</sup>	Resort Hotel	928	RM	241	139	380	228	228	456	7,424
		Shopping Center	128	TSF	109	69	178	367	383	750	7,973
		Conf. Center	8	TSF	11	10	21	8	11	19	183
		Golf Course	18	HOLES	25	29	54	28	37	65	643
Total Silver Rock <sup>18</sup>					386	247	633	631	659	1,290	16,223
<b>TOTAL</b>					<b>3,588</b>	<b>2,702</b>	<b>6,290</b>	<b>6,620</b>	<b>7,108</b>	<b>13,728</b>	<b>139,187</b>

<sup>1</sup> SFDR = Single Family Detached Residential

<sup>2</sup> DU = Dwelling Units  
TSF = Thousand Square Feet  
RM = Room

<sup>3</sup> Per City of La Quinta, this project is approximately 70% complete. Trip generation reflects 30% of the total projected traffic.

<sup>4</sup> Per City of La Quinta, this project is approximately 40% complete. Trip generation reflects 60% of the total projected traffic.

<sup>5</sup> Per City of La Quinta, this project is approximately 55% complete. Trip generation reflects 45% of the total projected traffic.

<sup>6</sup> Per City of La Quinta, the project's condo/townhouse is approximately 25% complete. Trip generation reflects 75% of the condo/townhouse total projected traffic.

<sup>7</sup> Trip Generation from the *Shoppes at La Quinta Traffic Impact Analysis*, September 2008.

<sup>8</sup> "Pass-By" reduction rates have been used to account for traffic that will access the site as an intermediate stop on the way to a primary destination.

<sup>9</sup> Per City of La Quinta, this project is approximately 35% complete. Trip generation reflects 65% of the total projected traffic.

<sup>10</sup> Per City of La Quinta, this project is approximately 80% complete. Trip generation reflects 20% of the total projected traffic.

<sup>11</sup> Per City of La Quinta, this project is approximately 50% complete. Trip generation reflects 50% of the total projected traffic.

<sup>12</sup> Trip Generation from *The Centre at La Quinta Access Evaluation*, Urban Crossroads, Inc., March 2005.  
Per City of La Quinta, this project is approximately 65% complete. Trip generation reflects 35% of the total projected traffic.

<sup>13</sup> Per City of La Quinta, this project is approximately 80% complete. Trip generation reflects 20% of the total projected traffic.

<sup>14</sup> Per City of La Quinta, this project is approximately 95% complete. Trip generation reflects 5% of the total projected traffic.

<sup>15</sup> Trip Generation from the *Polo Square Traffic Study*, City of Indio, LSA, October 2006.

<sup>16</sup> Trip Generation from the *Jefferson Park Centre Traffic Impact Analysis*, City of Indio, Kunzman Associates, October 2007 (Revised).

<sup>17</sup> Trip Generation from the *Indian Wells Garden of Champions Tournament Center and the Indian Wells Town Center Project EIR*, City of Indian Wells, EPS, Inc, February 2008 (Revised).

<sup>18</sup> Per City of La Quinta, the projects golf course is approximately 50% complete. Trip generation reflects 50% of the golf course total projected traffic and 80% of the hotel/shopping center/conference center total projected traffic.

# OTHER DEVELOPMENT LOCATION MAP

**LEGEND:**

- 1 = TT 34038
- 2 = TRADITION CLUB
- 3 = TR 28409
- 4 = TT 31348
- 5 = TT 32397
- 6 = WOLFF WATERS - CITY RDA
- 7 = TT 34185
- 8 = SP 01-055
- 9 = TT 31816
- 10 = SP 2003-069
- 11 = LA PALOMA
- 12 = VUP 07-039
- 13 = FOUNDATION GROUP
- 14 = SHOPPES AT LA QUINTA
- 15 = MADISON SQUARE
- 16 = CALEO BAY PARK
- 17 = VUP 06-035
- 18 = WASHINGTON PARK
- 19 = CENTERPOINTE (COMMERCIAL ONLY)
- 20 = CENTRE AT LA QUINTA
- 21 = 111 LA QUINTA CENTRE
- 22 = JEFFERSON PLAZA
- 23 = POLO SQUARE
- 24 = JEFFERSON PARK CENTER
- 25 = INDIANO HERITAGE MARKET PLACE
- 26 = INDIAN WELLS CROSSING
- 27 = INDIAN WELLS TENNIS GARDEN TOWN CENTER
- 28 = SILVER ROCK RESORT

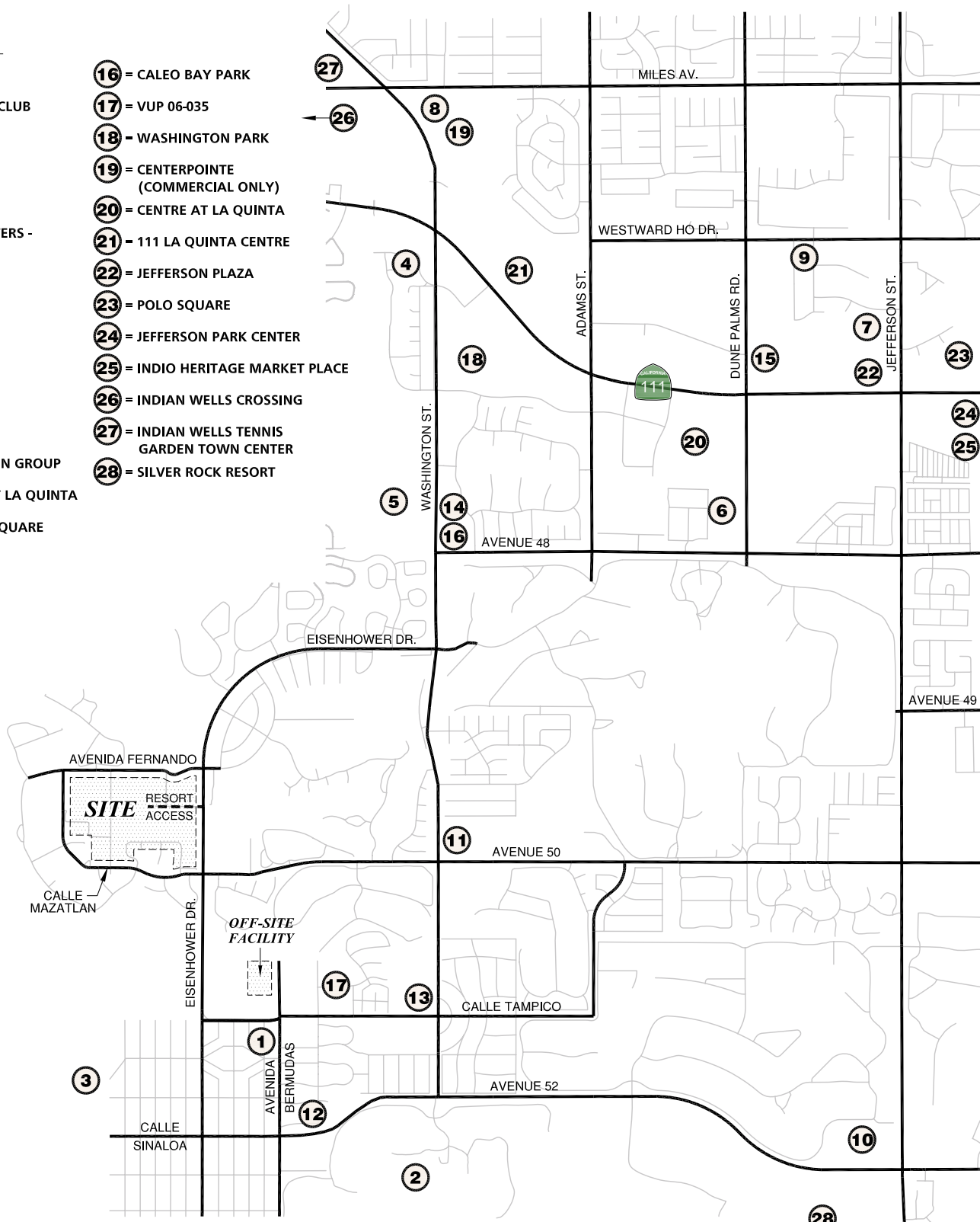
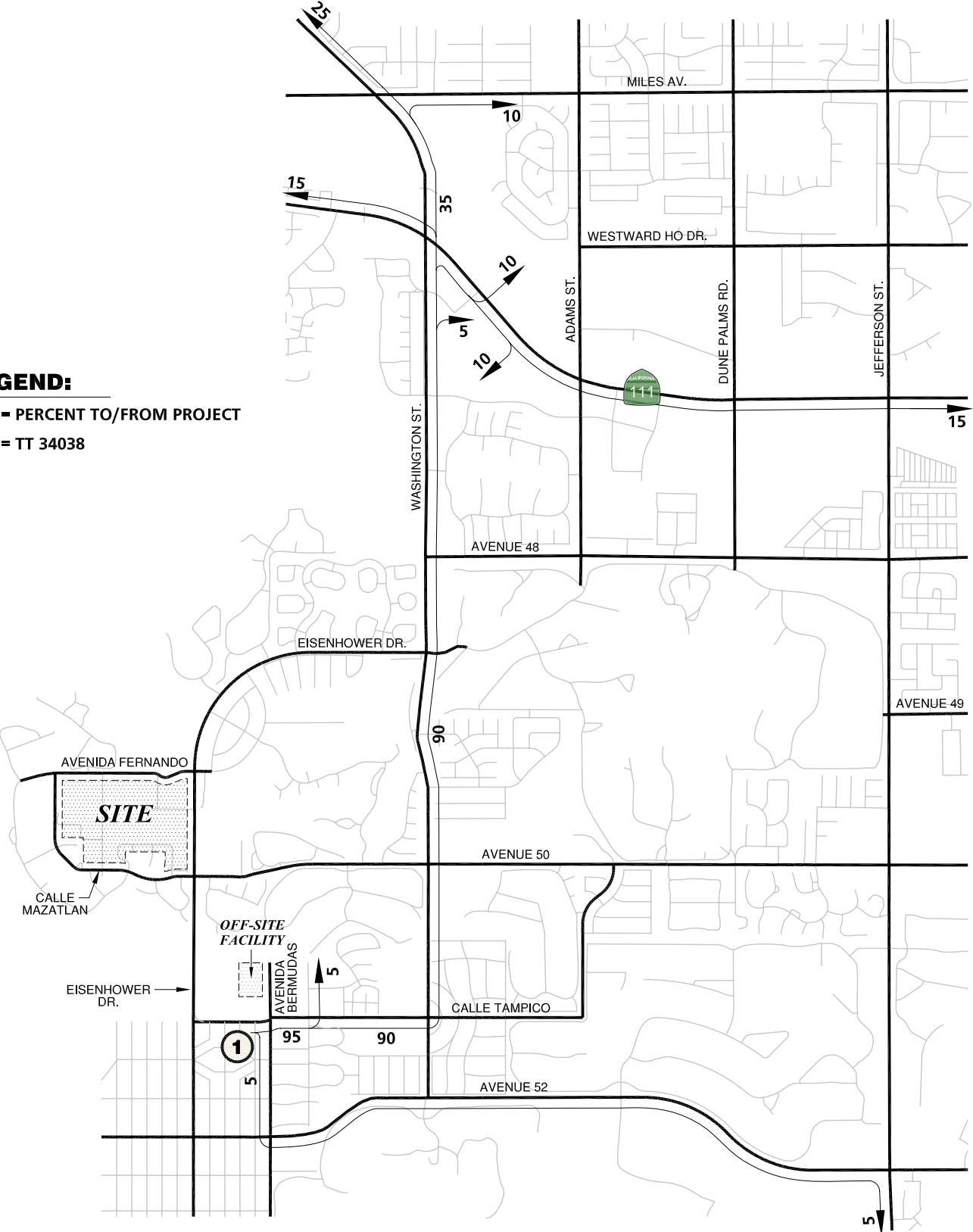


EXHIBIT F-1  
**TT 34038**  
**TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 ① = TT 34038



SOURCE: WASHINGTON STREET / AVENUE 50 APARTMENT DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC., 12/13/07)

EXHIBIT F-2  
**TRADITION CLUB  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- ② = TRADITION CLUB

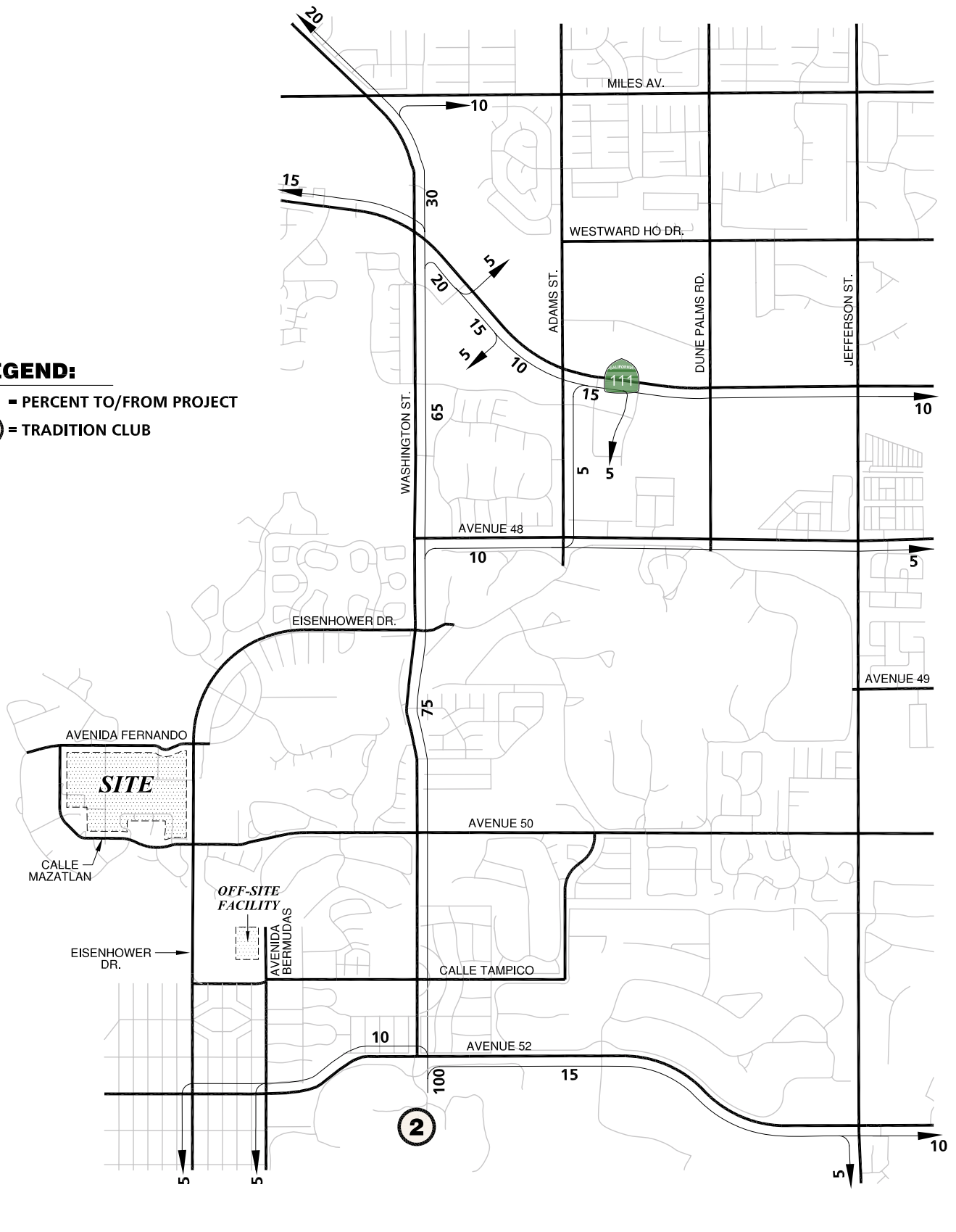
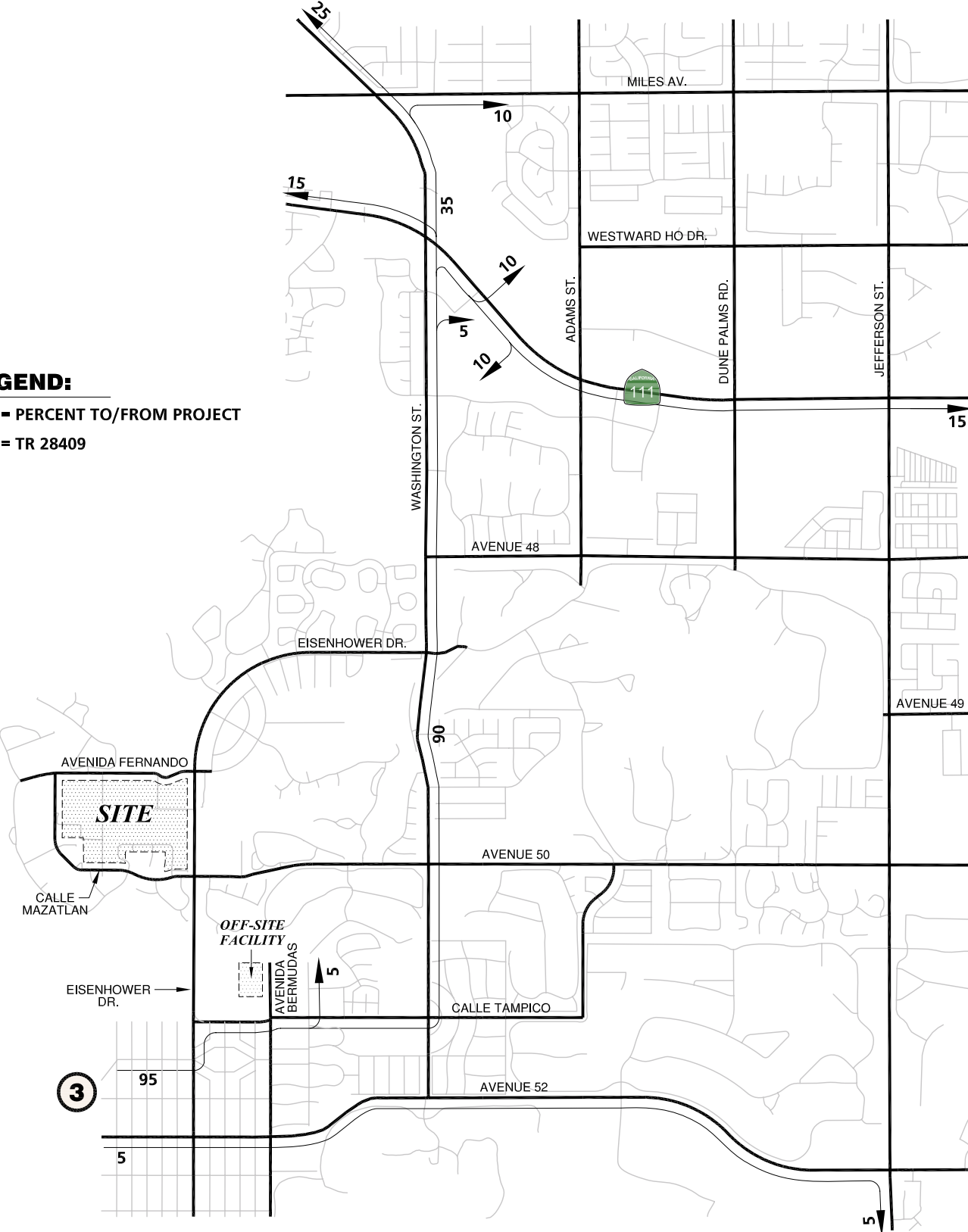


EXHIBIT F-3  
**TR 28409**  
**TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 ③ = TR 28409



SOURCE: WASHINGTON STREET / AVENUE 50 APARTMENT DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC., 12/13/07)

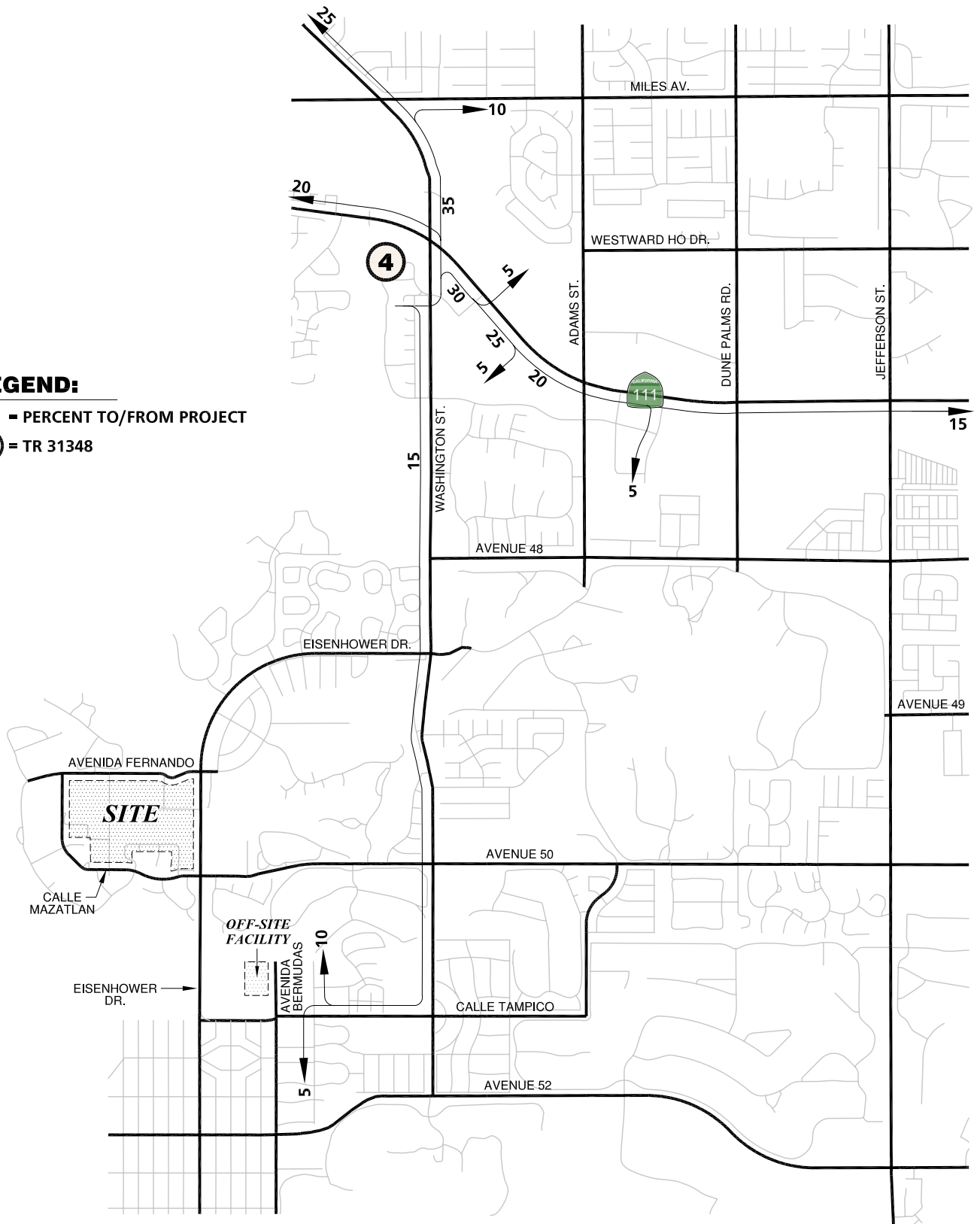


EXHIBIT F-4  
**TR 31348**  
**TRIP DISTRIBUTION**

**LEGEND:**

10 = PERCENT TO/FROM PROJECT

④ = TR 31348



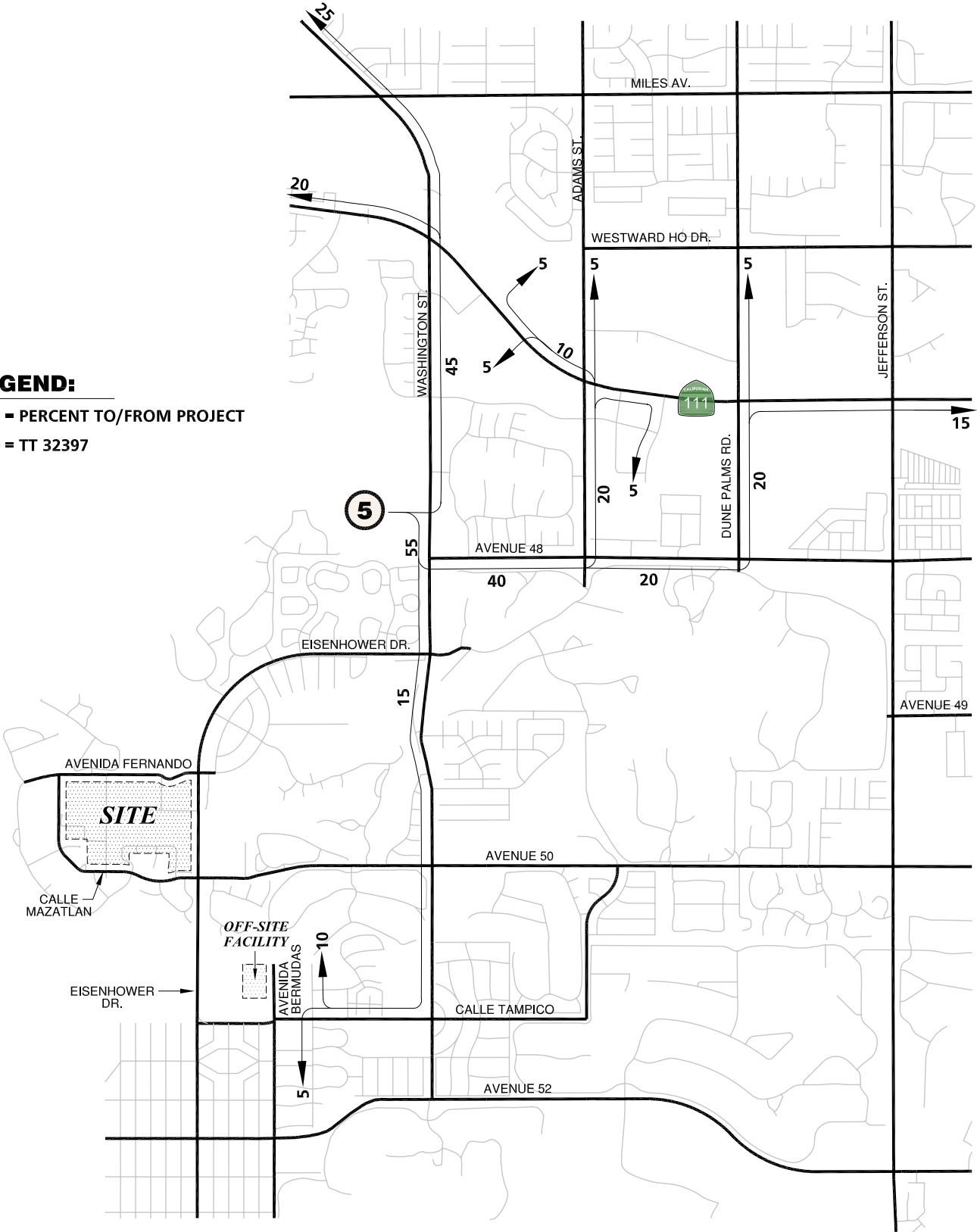
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)





EXHIBIT F-5  
**TT 32397**  
**TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 5 = TT 32397

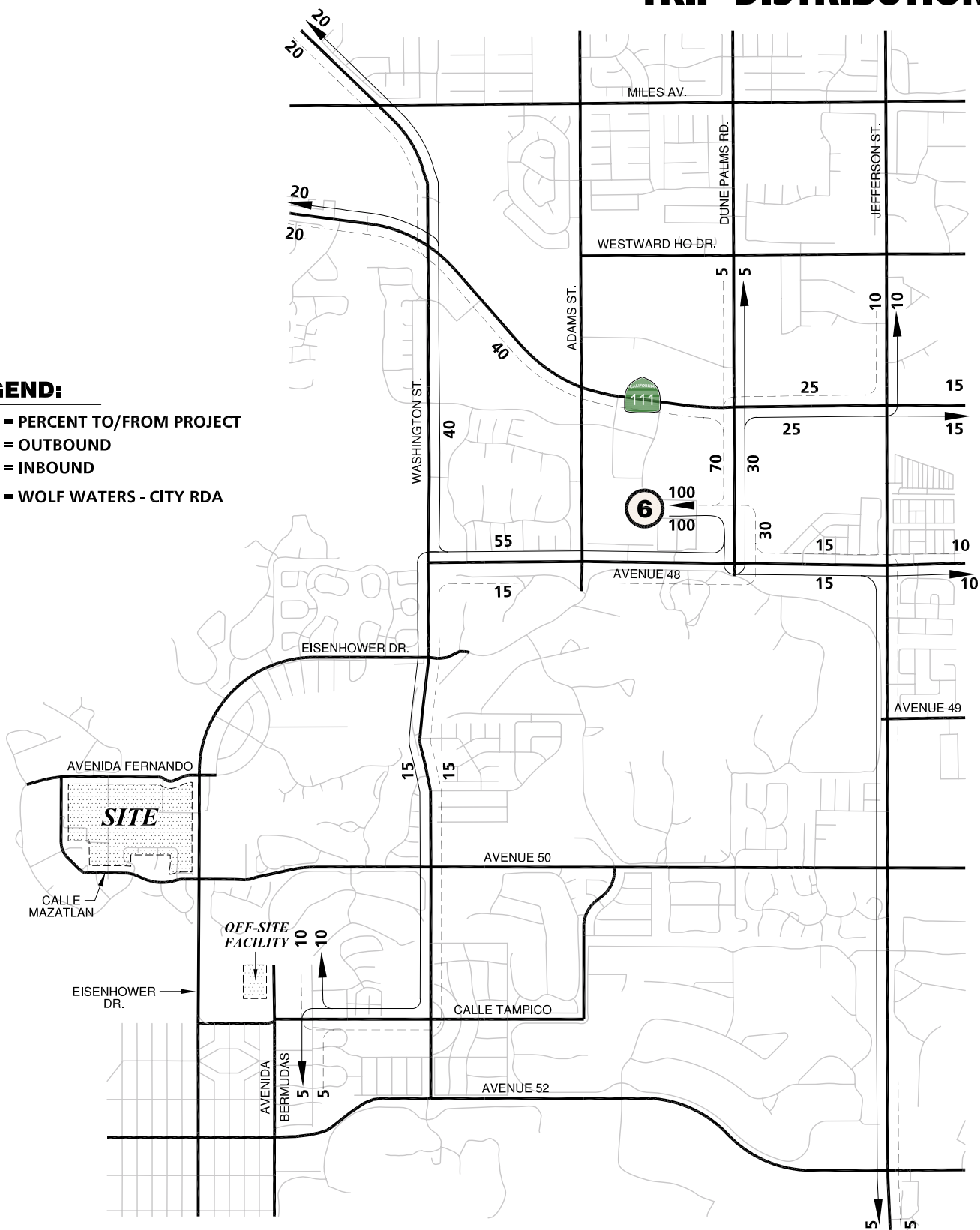


SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)

EXHIBIT F-6  
**WOLF WATERS - CITY RDA  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- = OUTBOUND
- - - = INBOUND
- ⑥ = WOLF WATERS - CITY RDA

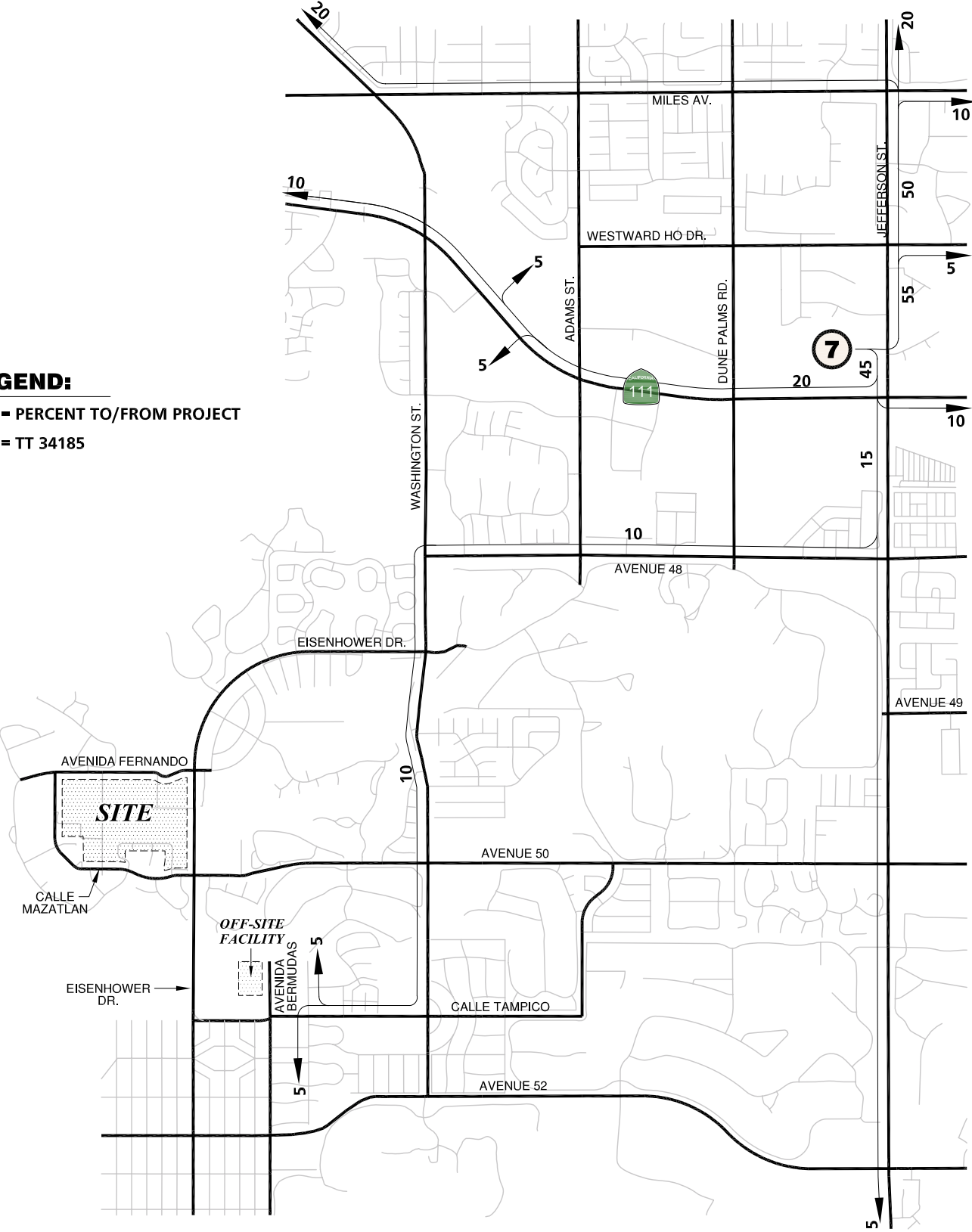


SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)



EXHIBIT F-7  
**TT 34185**  
**TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 ⑦ = TT 34185



SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)



EXHIBIT F-8  
**SP 01-055**  
**TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 8 = SP 01-055

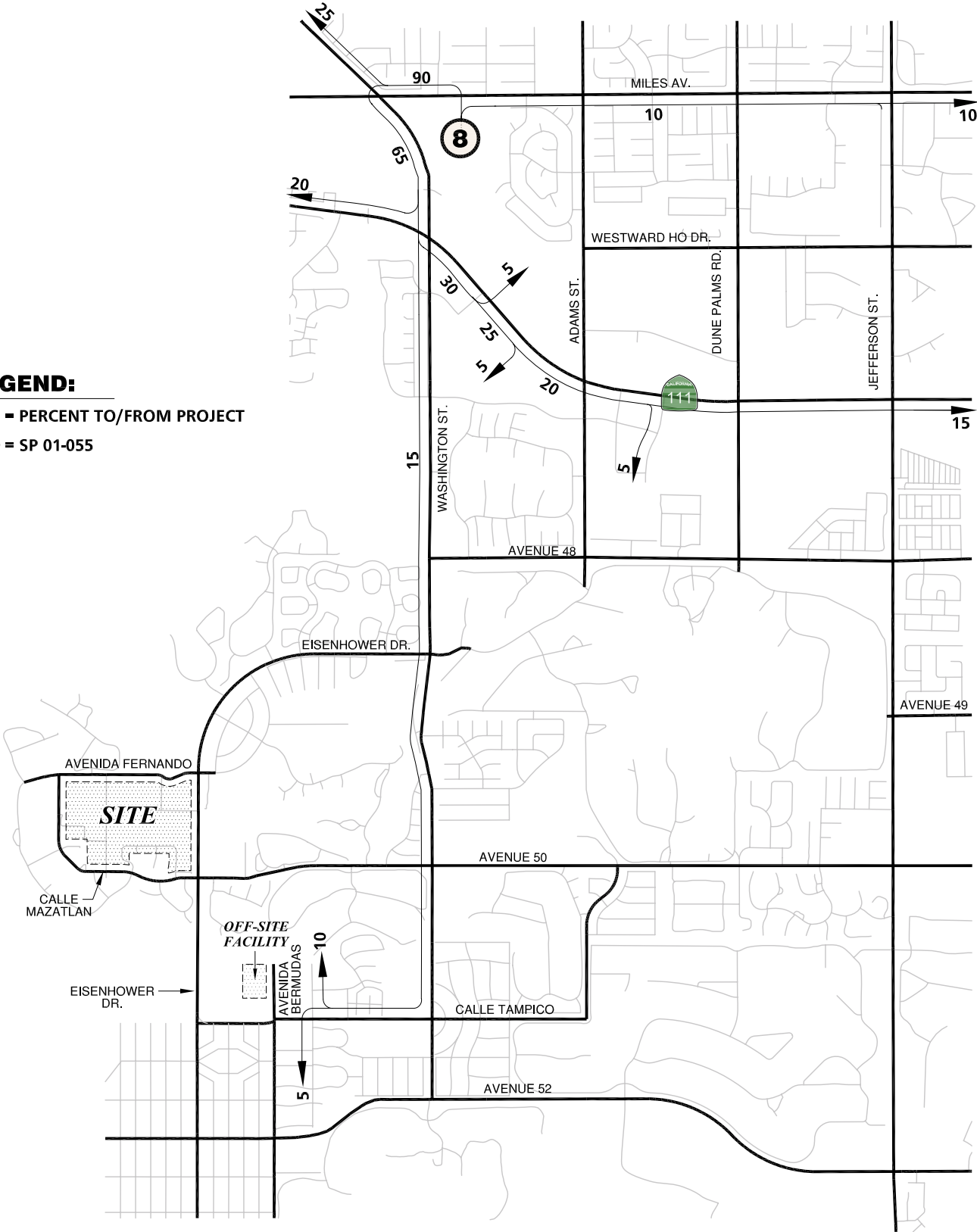
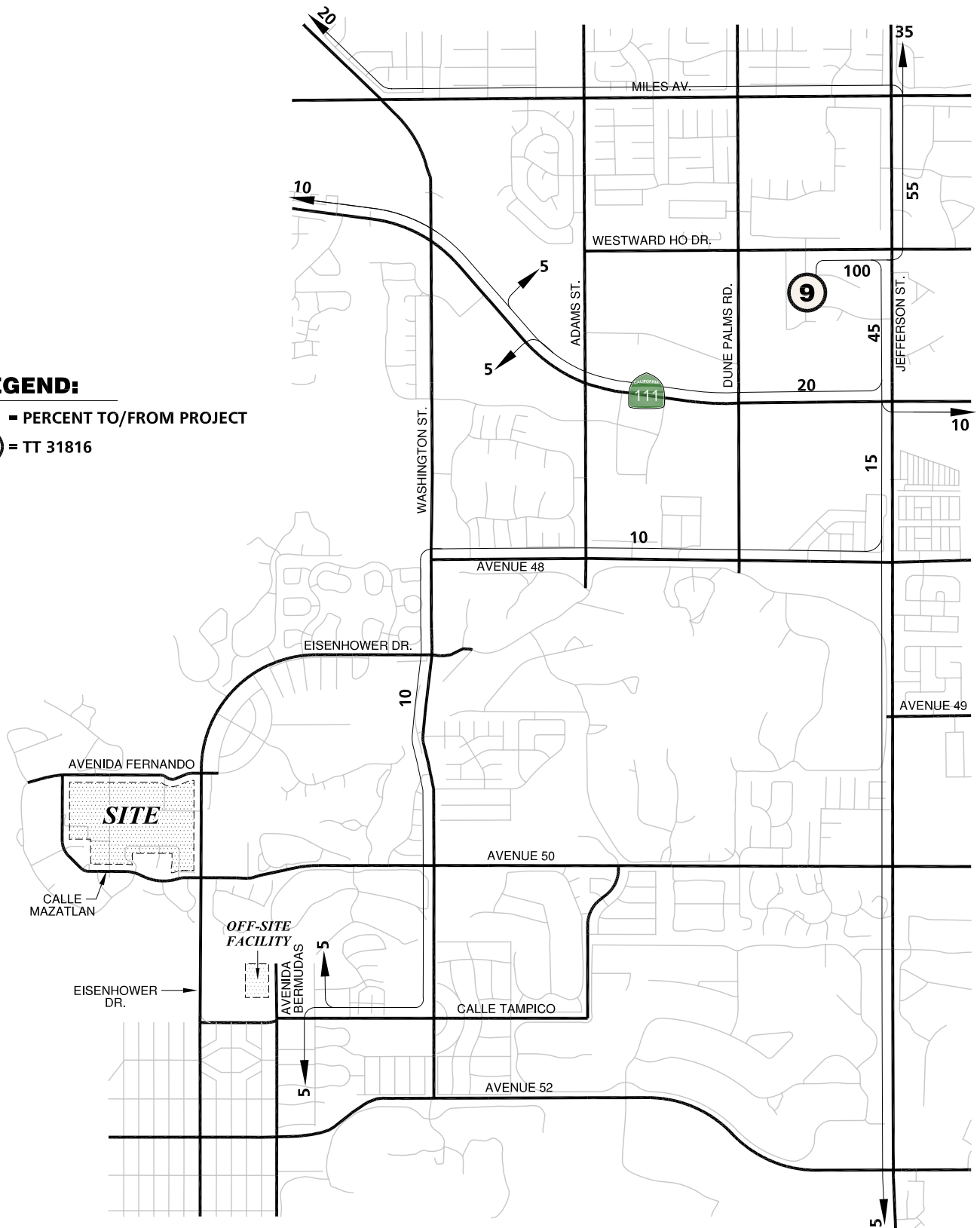


EXHIBIT F-9  
**TT 31816**  
**TRIP DISTRIBUTION**

**LEGEND:**

10 = PERCENT TO/FROM PROJECT

⑨ = TT 31816



SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)

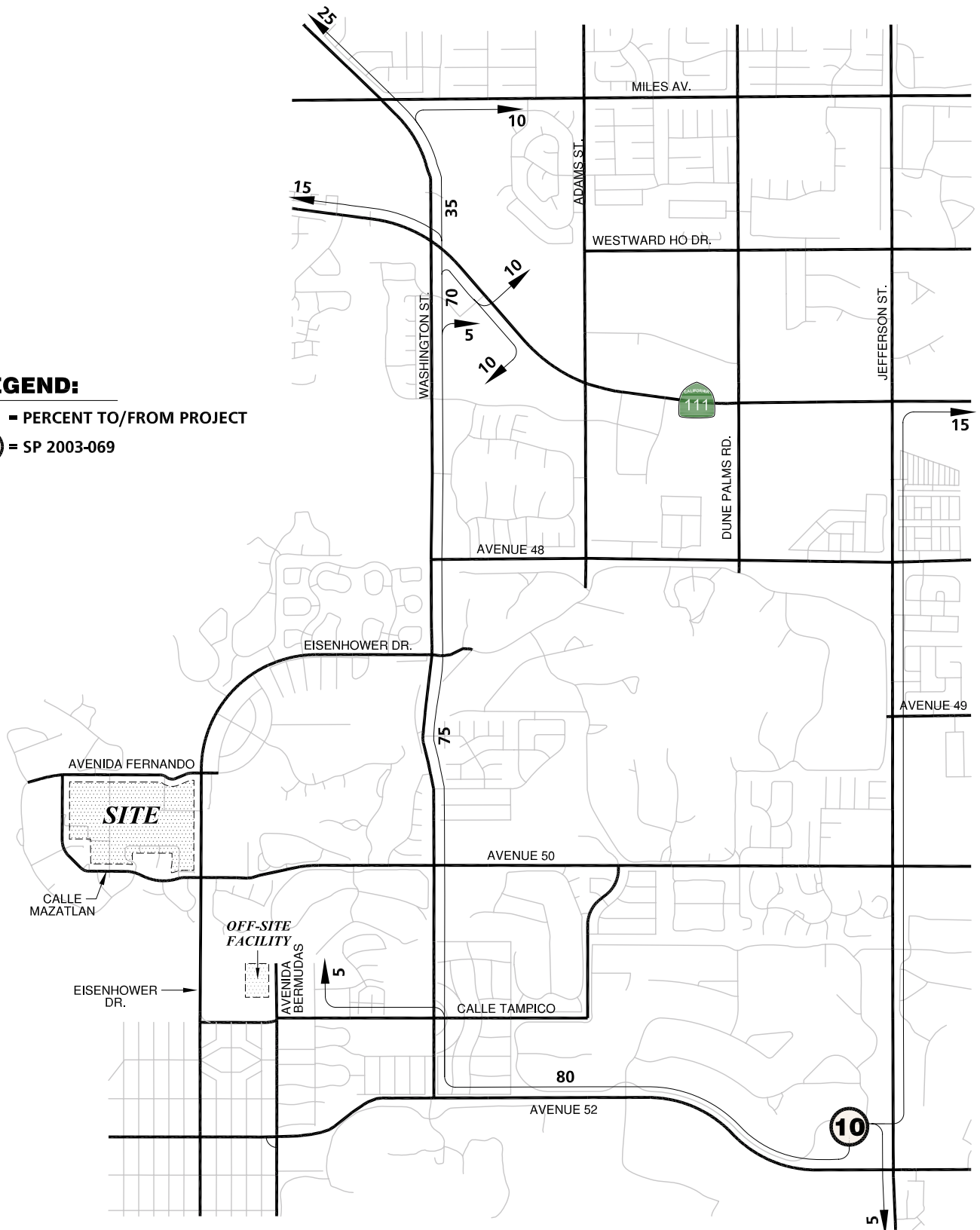


EXHIBIT F-10  
**SP 2003-069**  
**TRIP DISTRIBUTION**

**LEGEND:**

10 = PERCENT TO/FROM PROJECT

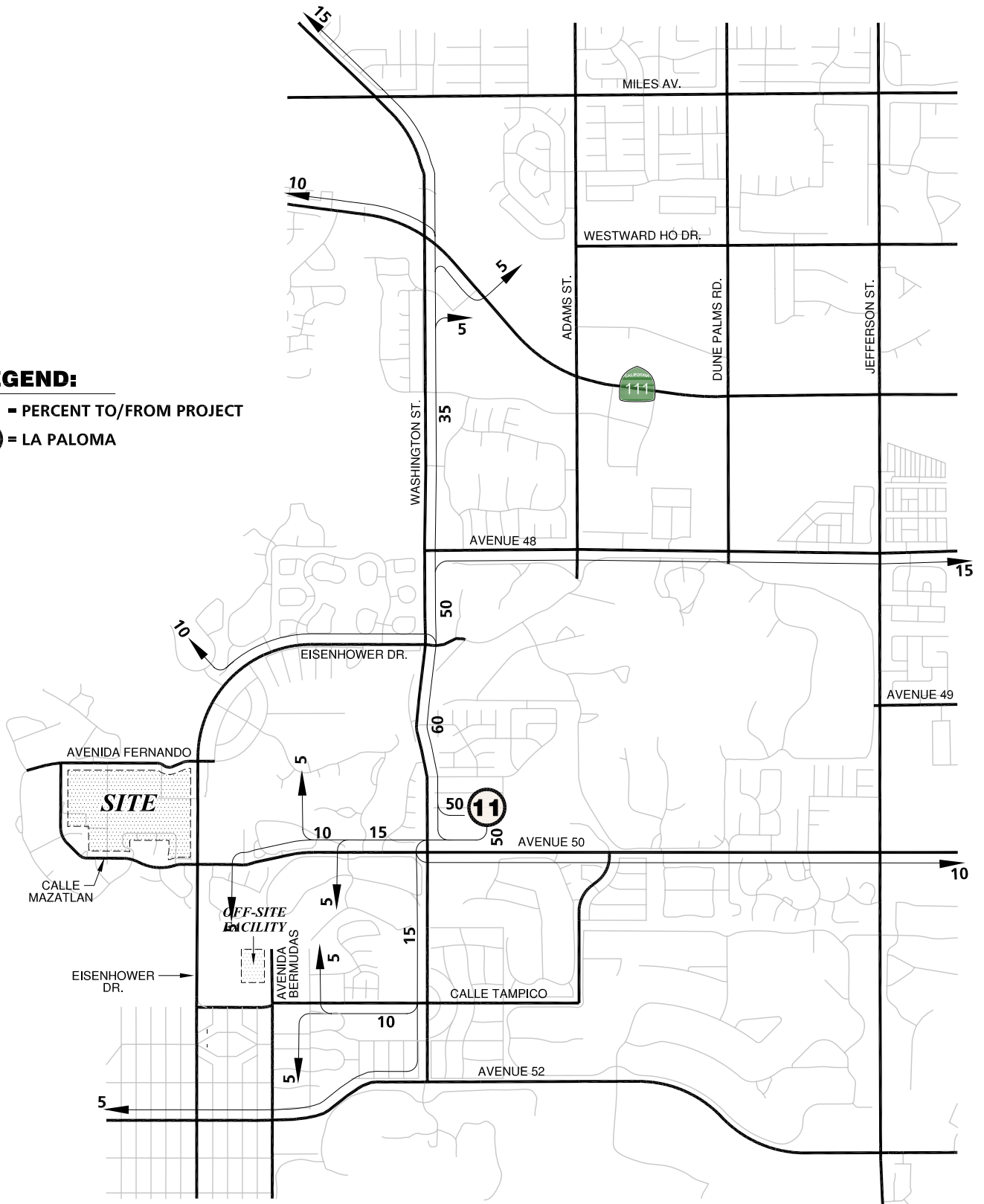
**10** = SP 2003-069



# EXHIBIT F-11 LA PALOMA TRIP DISTRIBUTION

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 11 = LA PALOMA

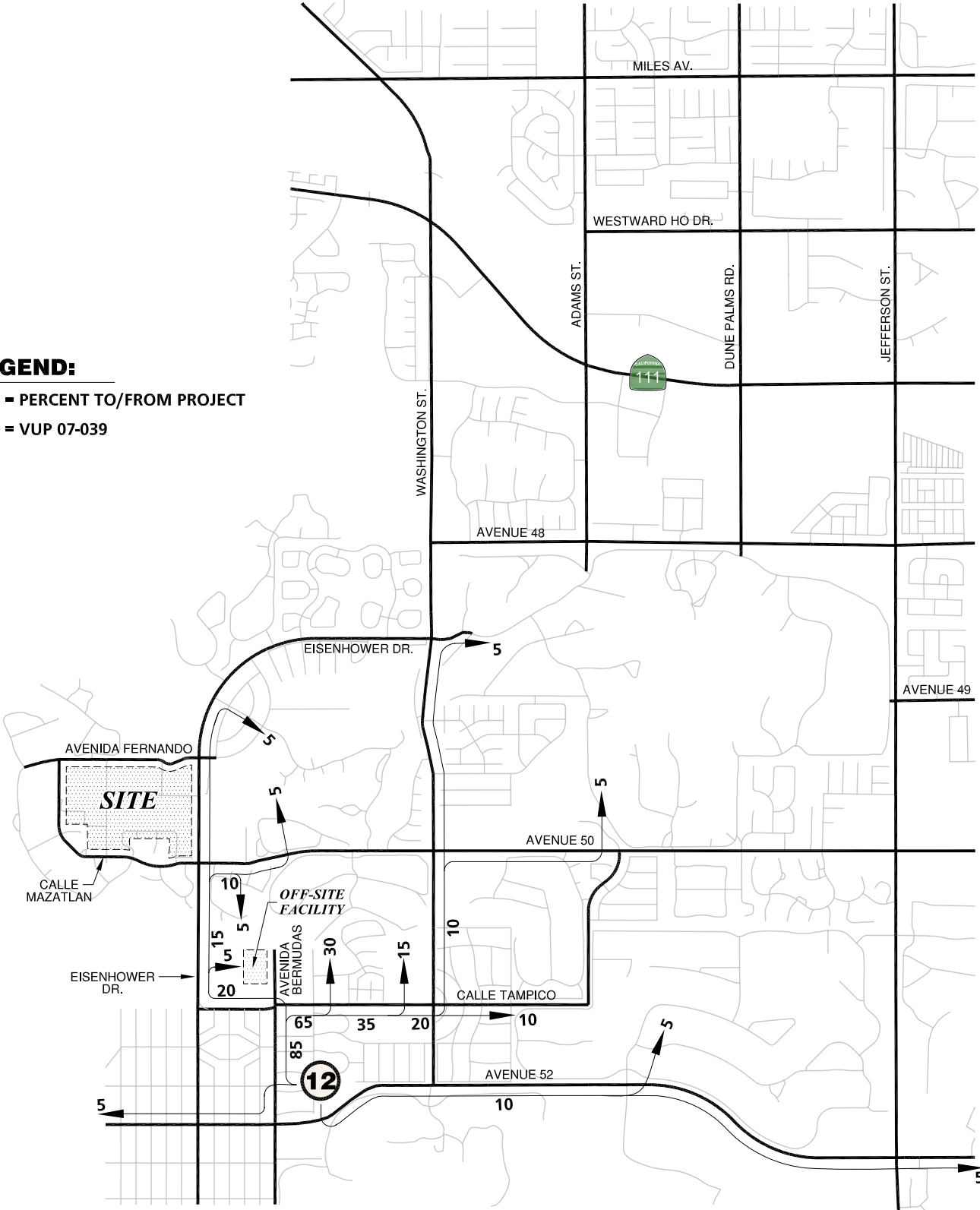


SOURCE: WASHINGTON STREET / AVENUE 50 APARTMENT DEVELOPMENT TIA  
(URBAN CROSSROADS, INC., 12/13/07)



EXHIBIT F-12  
**VUP 07-039**  
**TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 12 = VUP 07-039



SOURCE: WASHINGTON STREET / AVENUE 50 APARTMENT DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC., 12/13/07)



EXHIBIT F-13  
**FOUNDATION GROUP  
 TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 13 = FOUNDATION GROUP

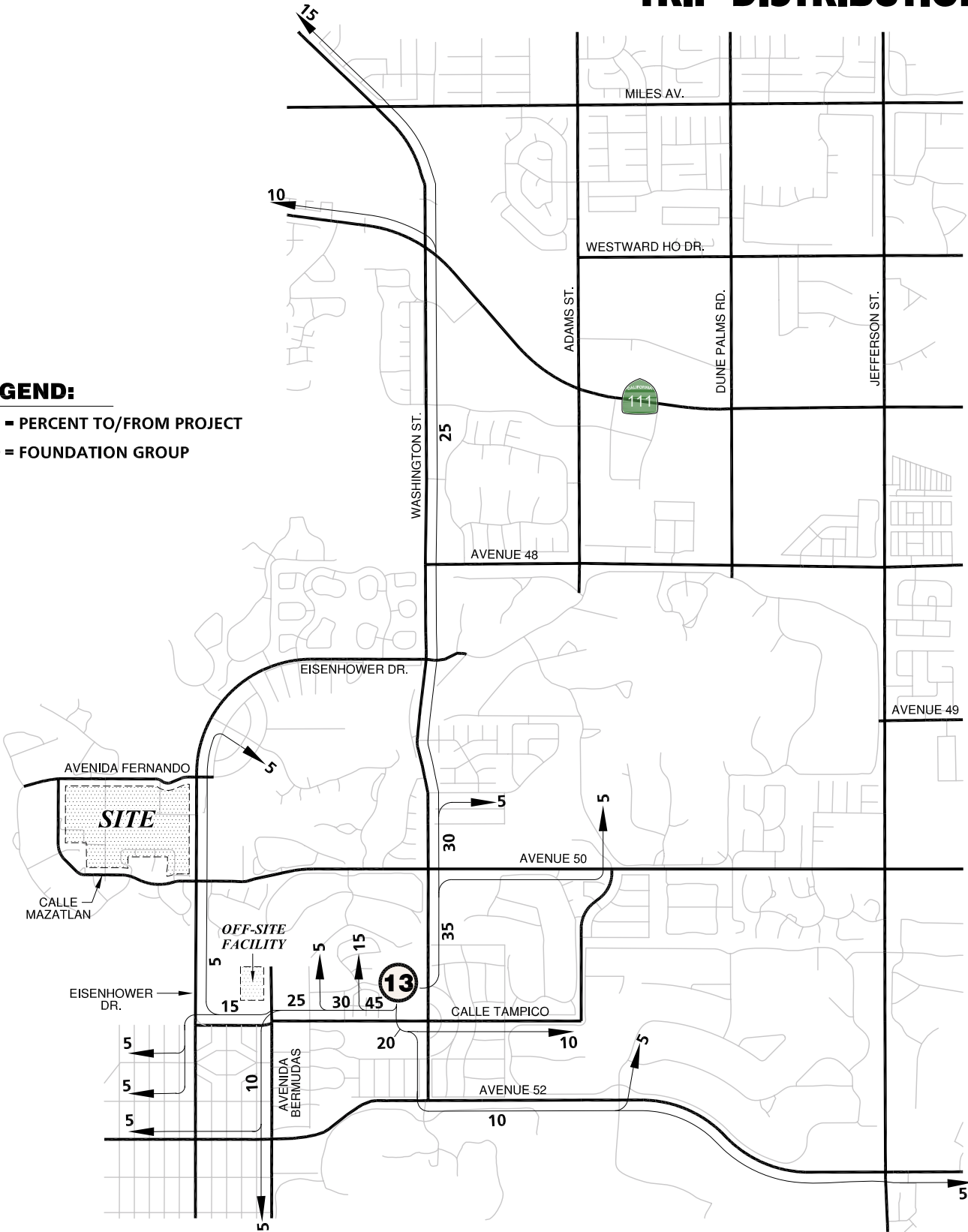
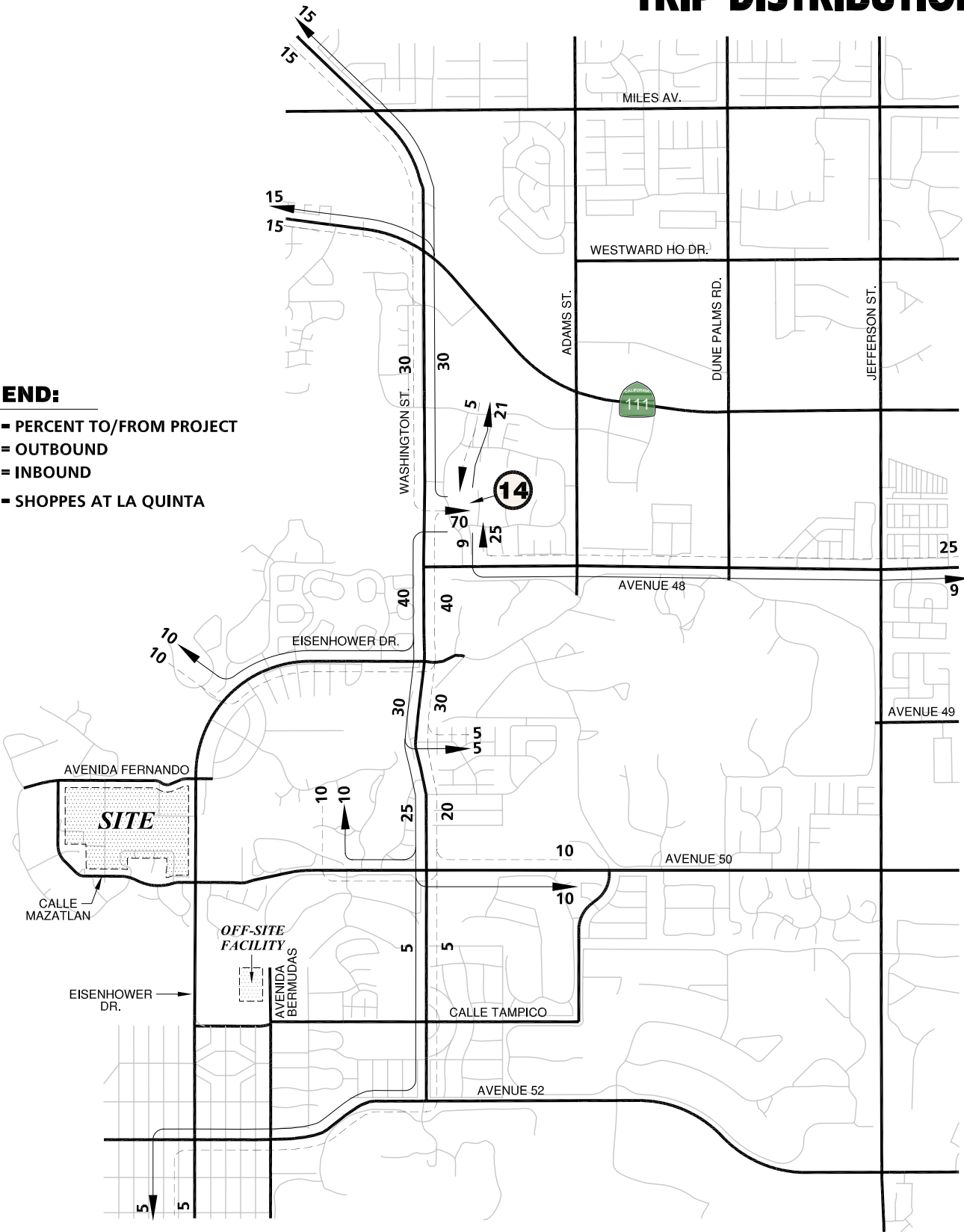


EXHIBIT F-14  
**SHOPPES AT LA QUINTA  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- = OUTBOUND
- - - = INBOUND
- 14 = SHOPPES AT LA QUINTA

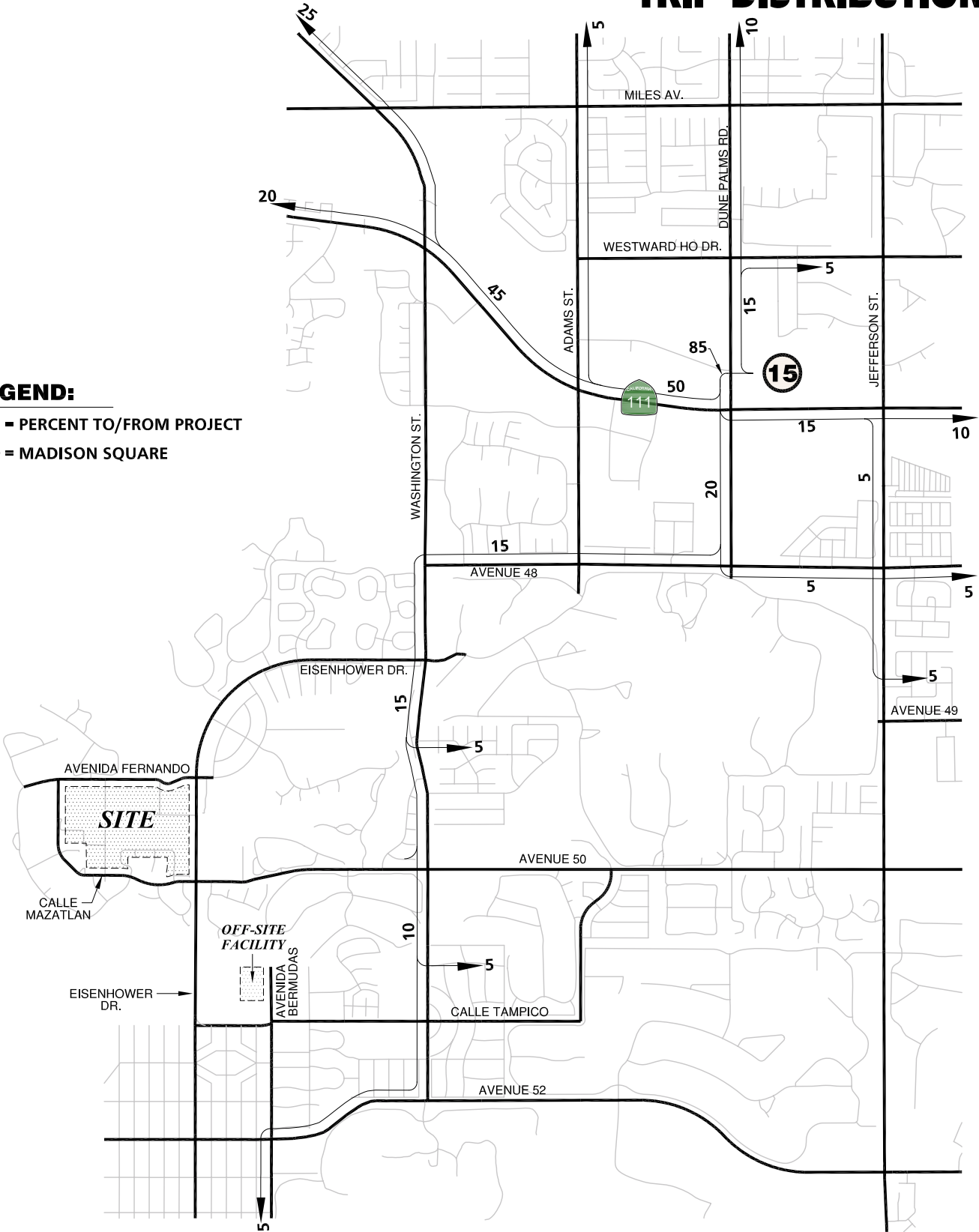


SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)



EXHIBIT F-15  
**MADISON SQUARE TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 15 = MADISON SQUARE



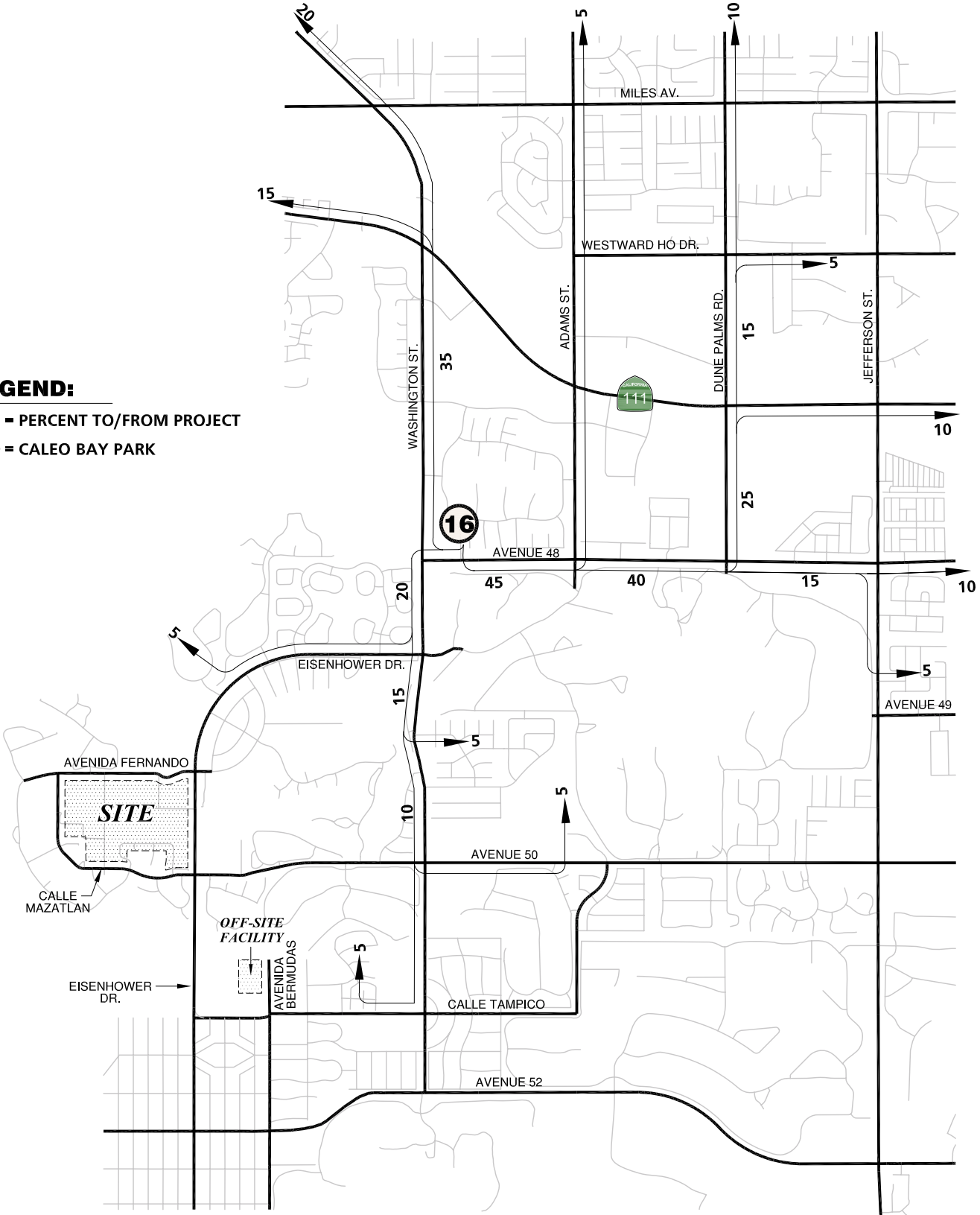
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)



EXHIBIT F-16  
**CALEO BAY PARK  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 16** = CALEO BAY PARK



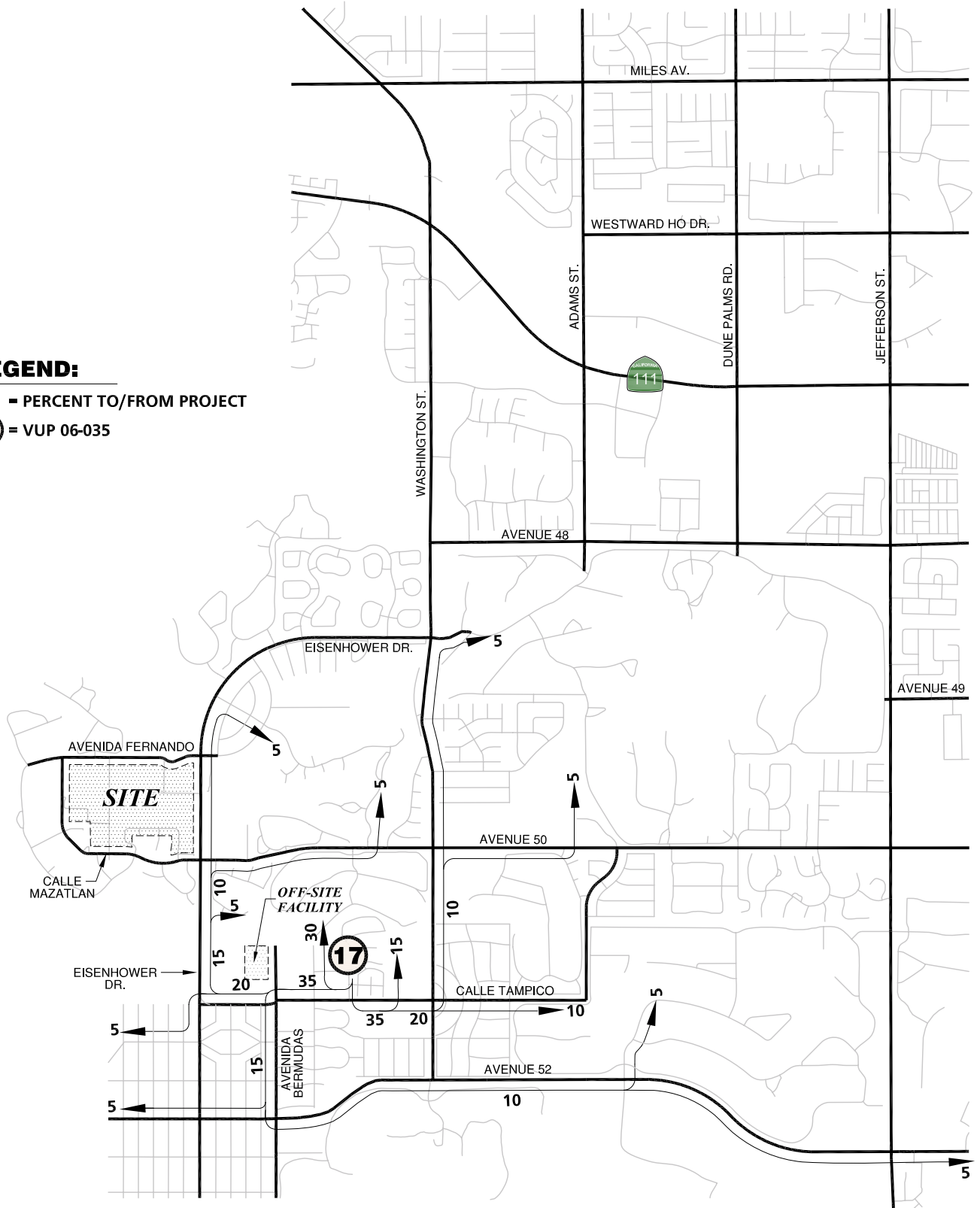
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 (URBAN CROSSROADS, INC.)



EXHIBIT F-17  
**VUP 06-035**  
**TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 17** = VUP 06-035

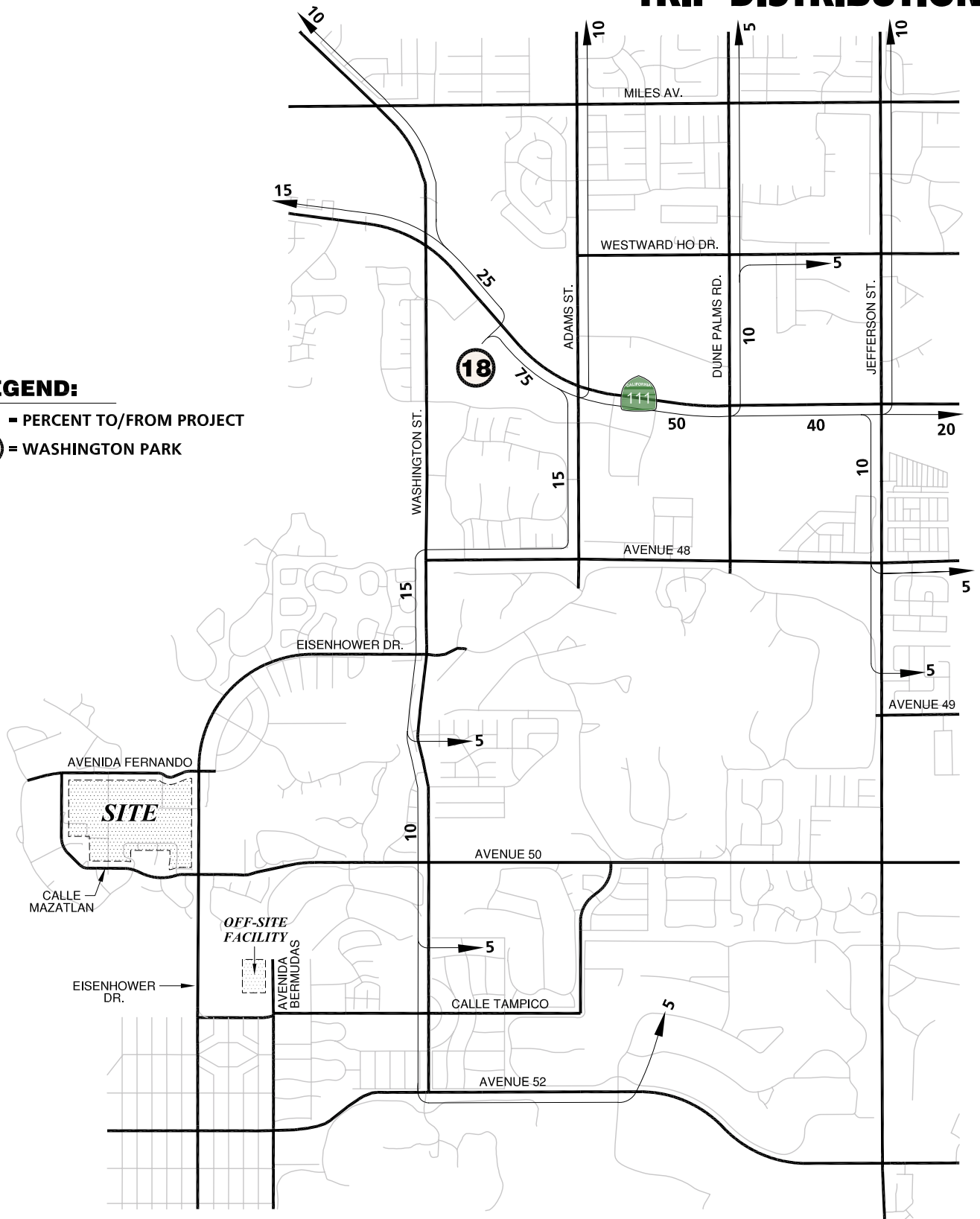


SOURCE: WASHINGTON STREET / AVENUE 50 APARTMENT DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC., 12/13/07)

EXHIBIT F-18  
**WASHINGTON PARK  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 18** = WASHINGTON PARK

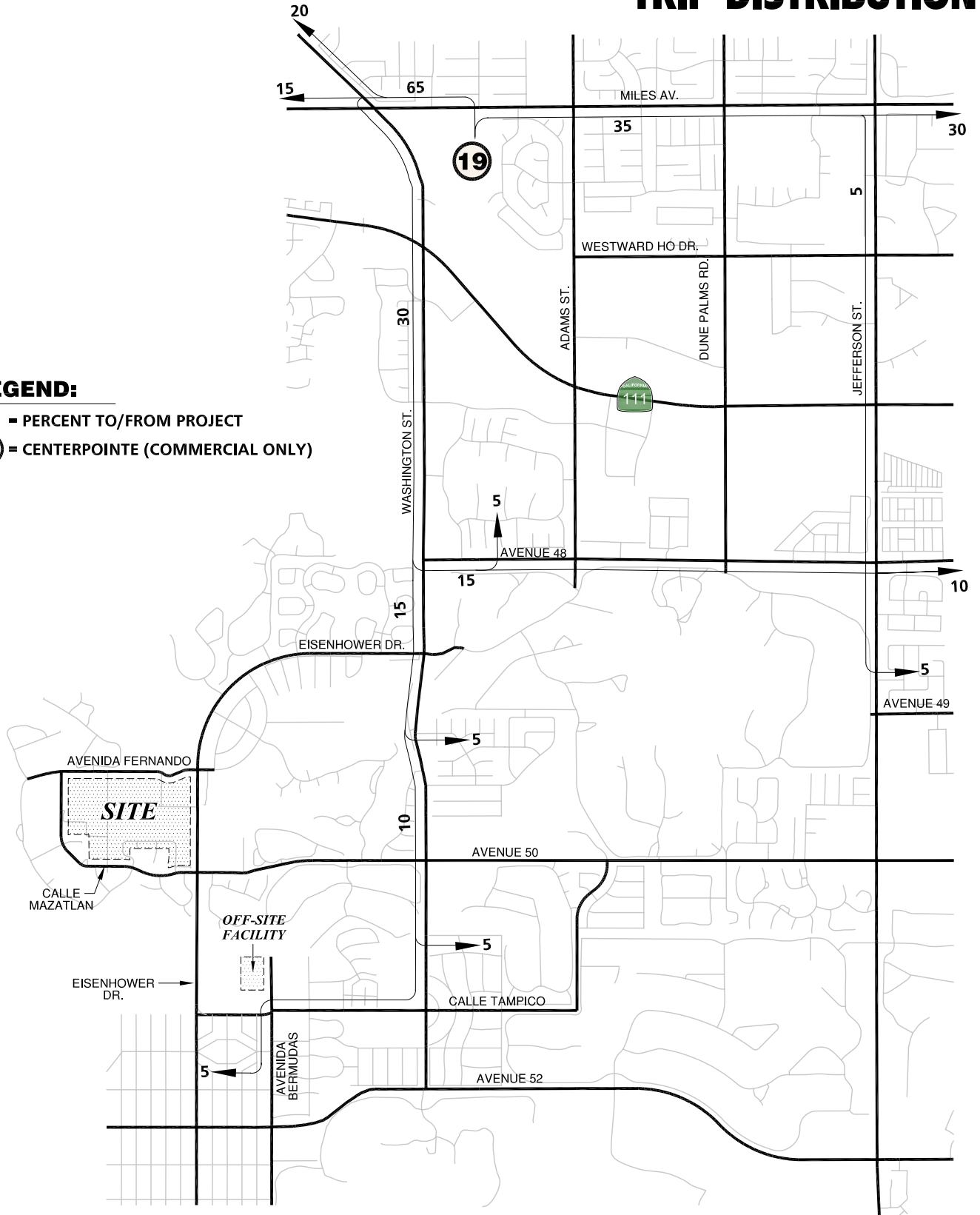


SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)

# CENTERPOINTE (COMMERCIAL ONLY) TRIP DISTRIBUTION

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 19 = CENTERPOINTE (COMMERCIAL ONLY)

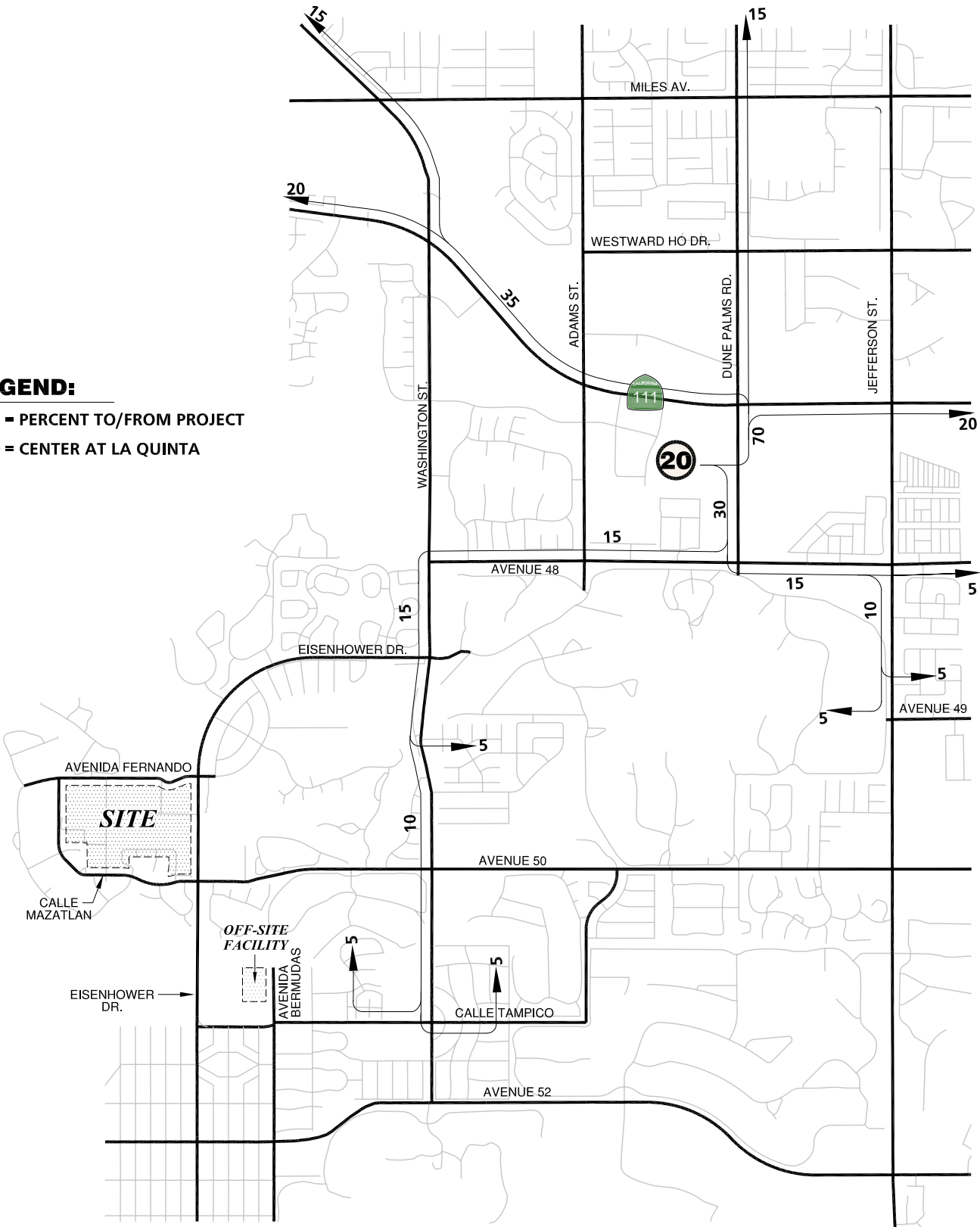


SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
(URBAN CROSSROADS, INC.)



EXHIBIT F-20  
**CENTRE AT LA QUINTA  
 TRIP DISTRIBUTION**

**LEGEND:**  
 10 = PERCENT TO/FROM PROJECT  
 20 = CENTER AT LA QUINTA



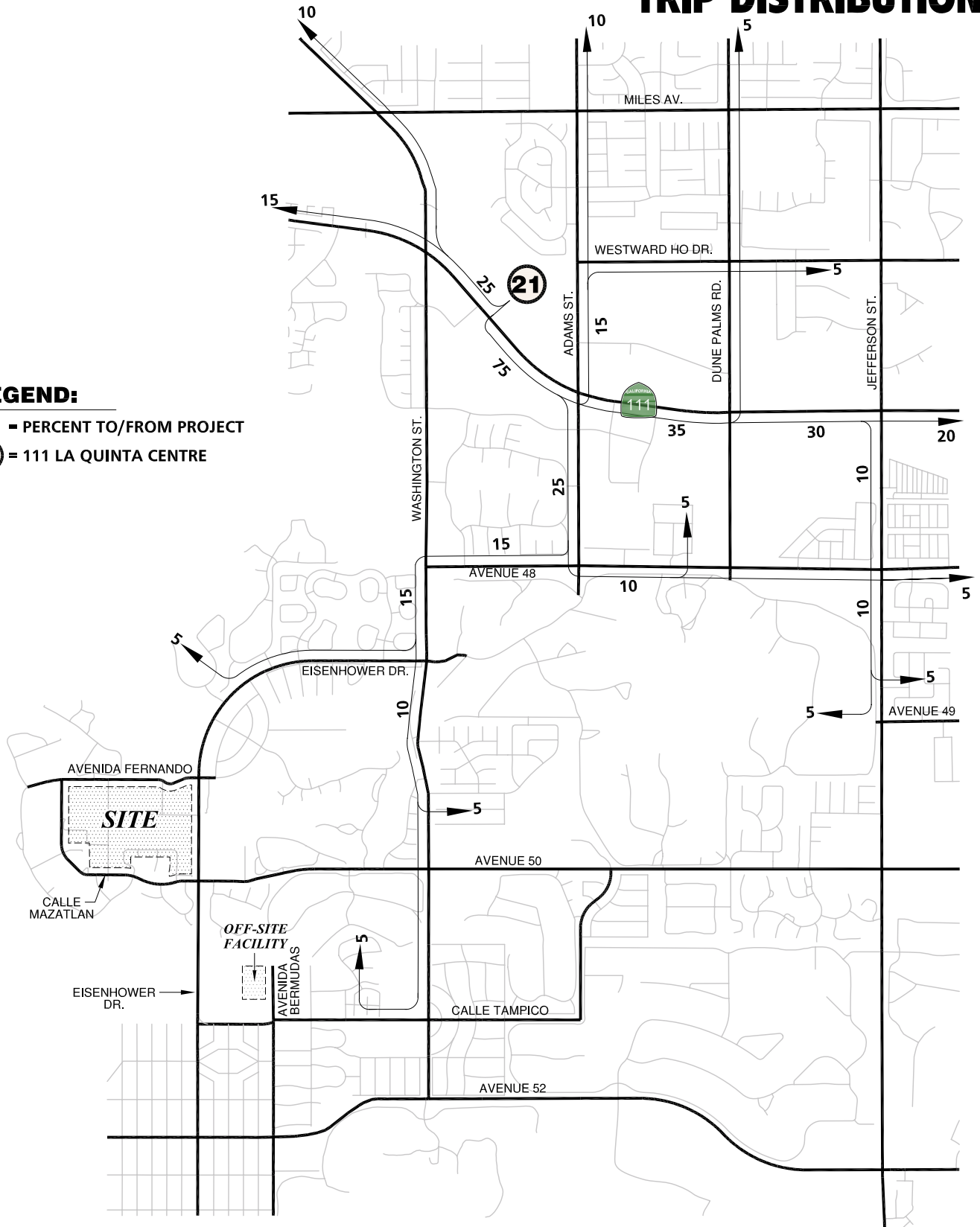
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)



# 111 LA QUINTA CENTRE TRIP DISTRIBUTION

### LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- 21** = 111 LA QUINTA CENTRE



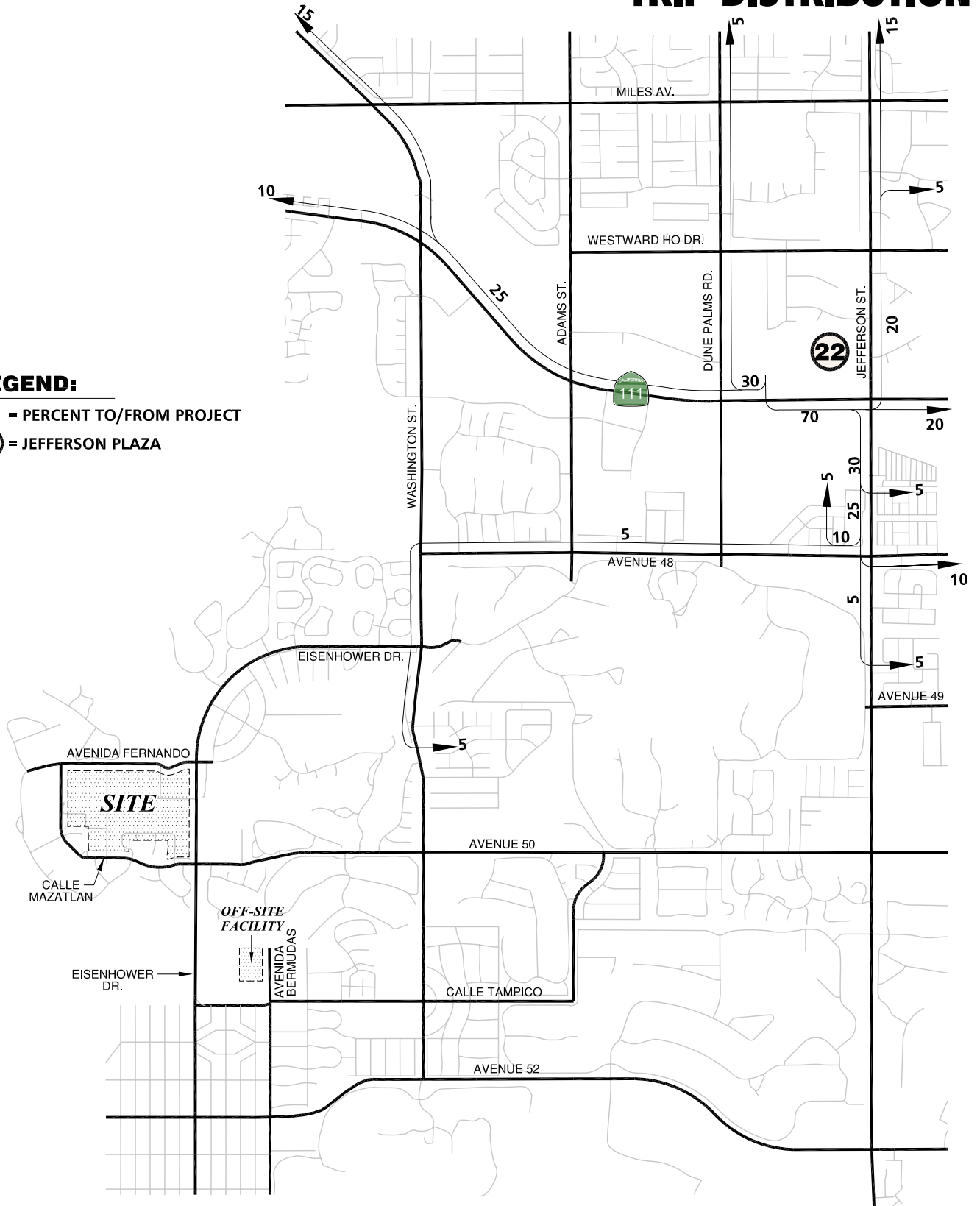
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
(URBAN CROSSROADS, INC.)



EXHIBIT F-22  
**JEFFERSON PLAZA  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 22** = JEFFERSON PLAZA



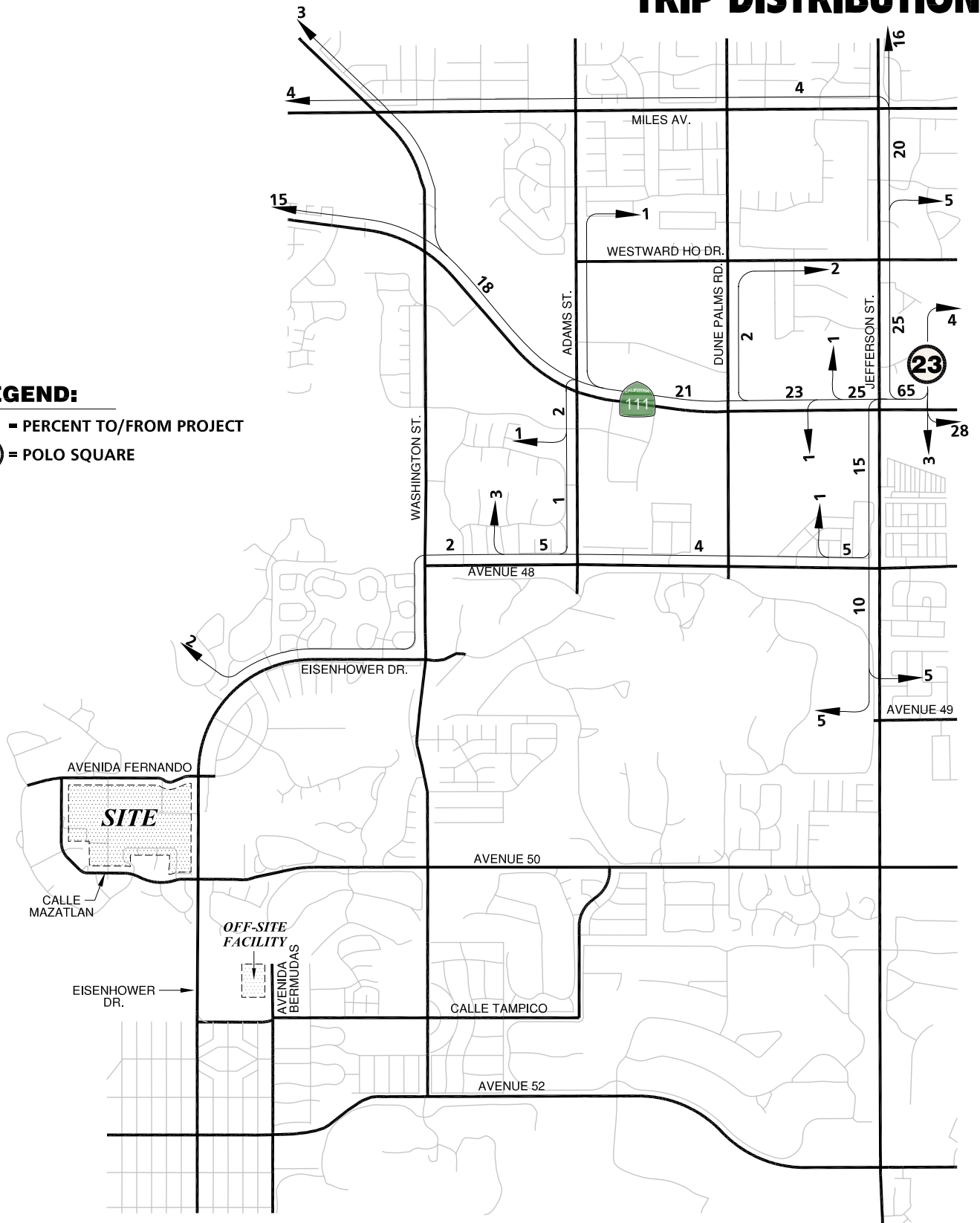
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)

EXHIBIT F-23  
**POLO SQUARE  
 TRIP DISTRIBUTION**

**LEGEND:**

10 = PERCENT TO/FROM PROJECT

**23** = POLO SQUARE



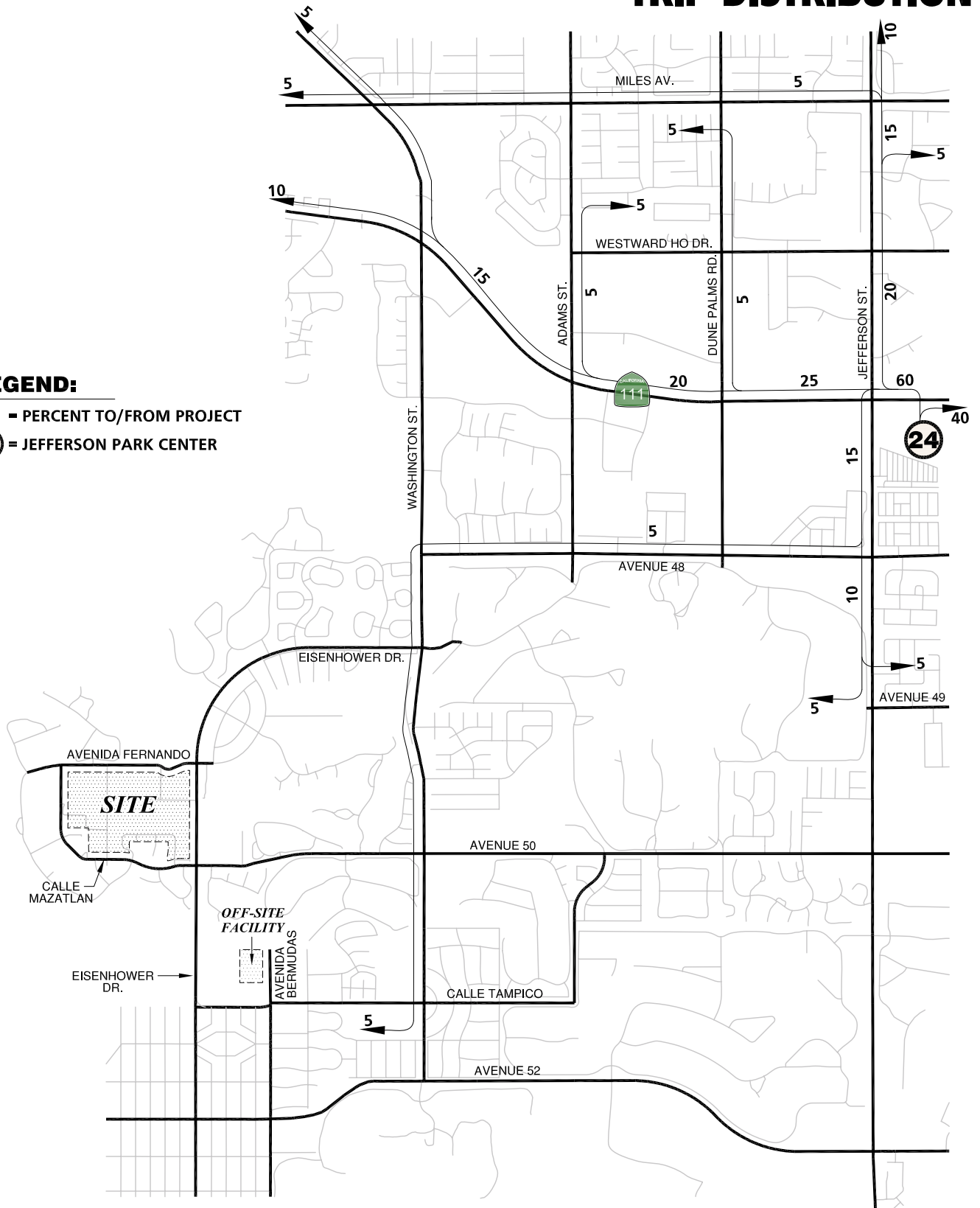
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)



EXHIBIT F-24  
**JEFFERSON PARK CENTER  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 24** = JEFFERSON PARK CENTER

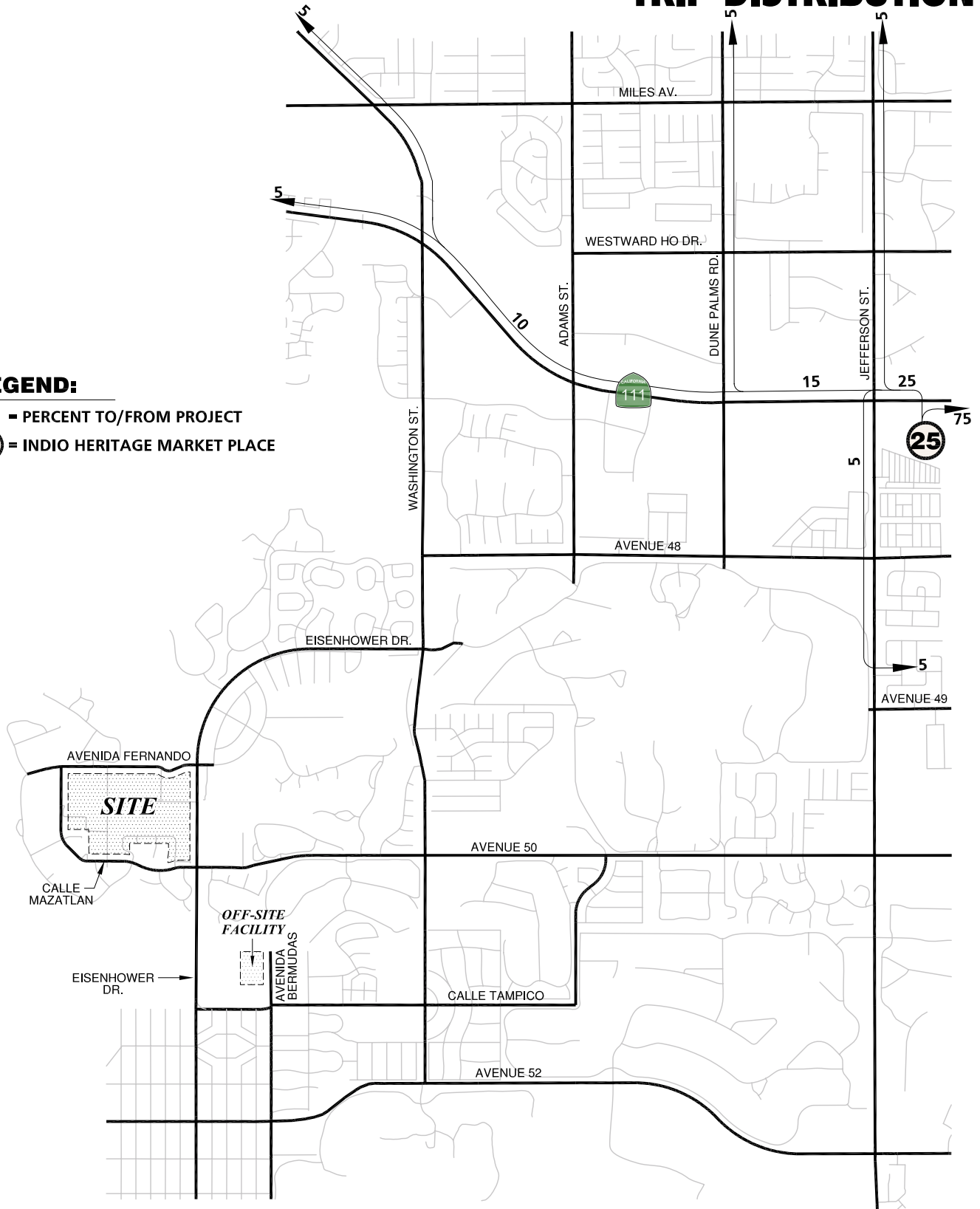


SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
 (URBAN CROSSROADS, INC.)

# INDIO HERITAGE MARKET PLACE TRIP DISTRIBUTION

### LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- 25 = INDIO HERITAGE MARKET PLACE



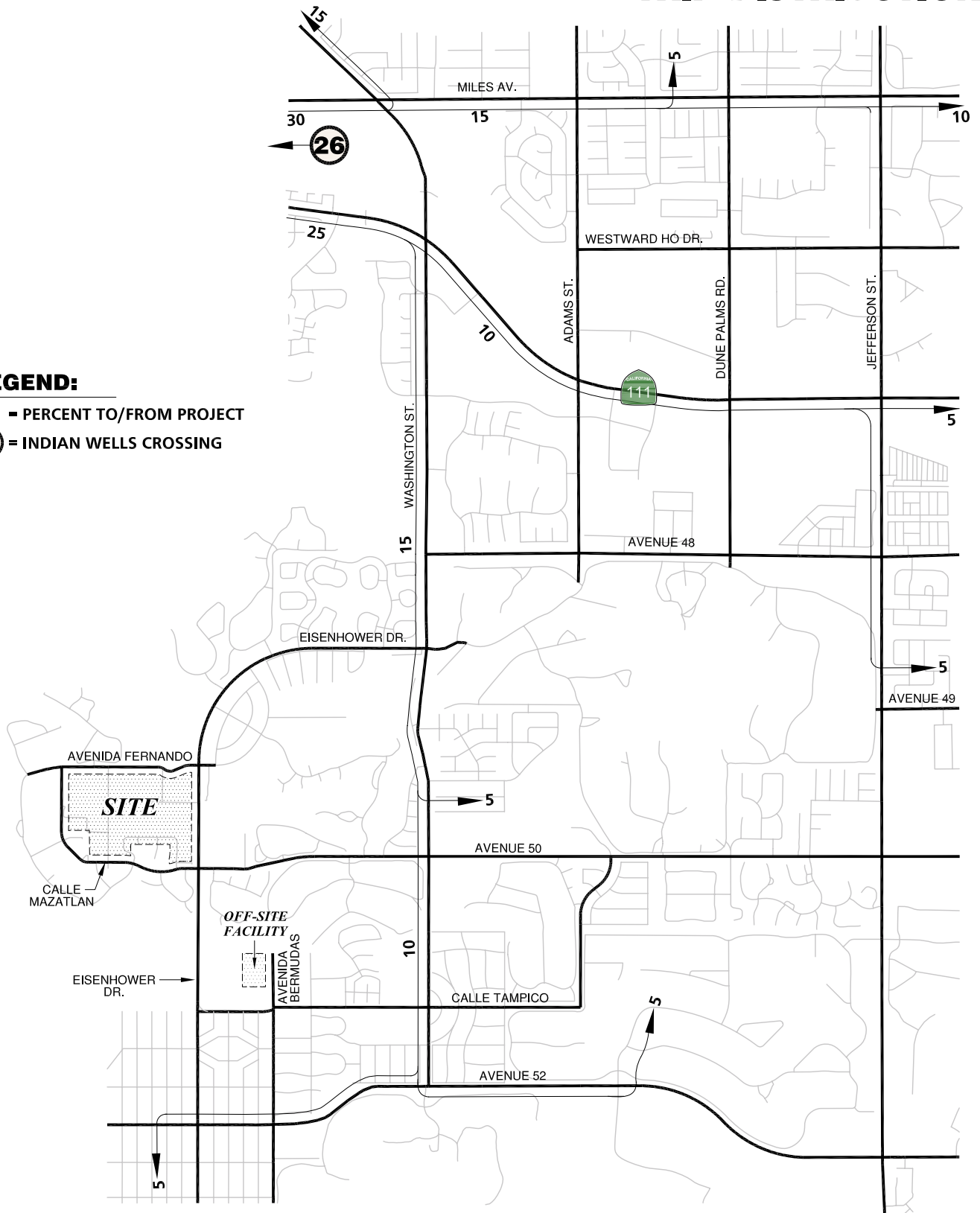
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
(URBAN CROSSROADS, INC.)



# INDIAN WELLS CROSSING TRIP DISTRIBUTION

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- 26 = INDIAN WELLS CROSSING



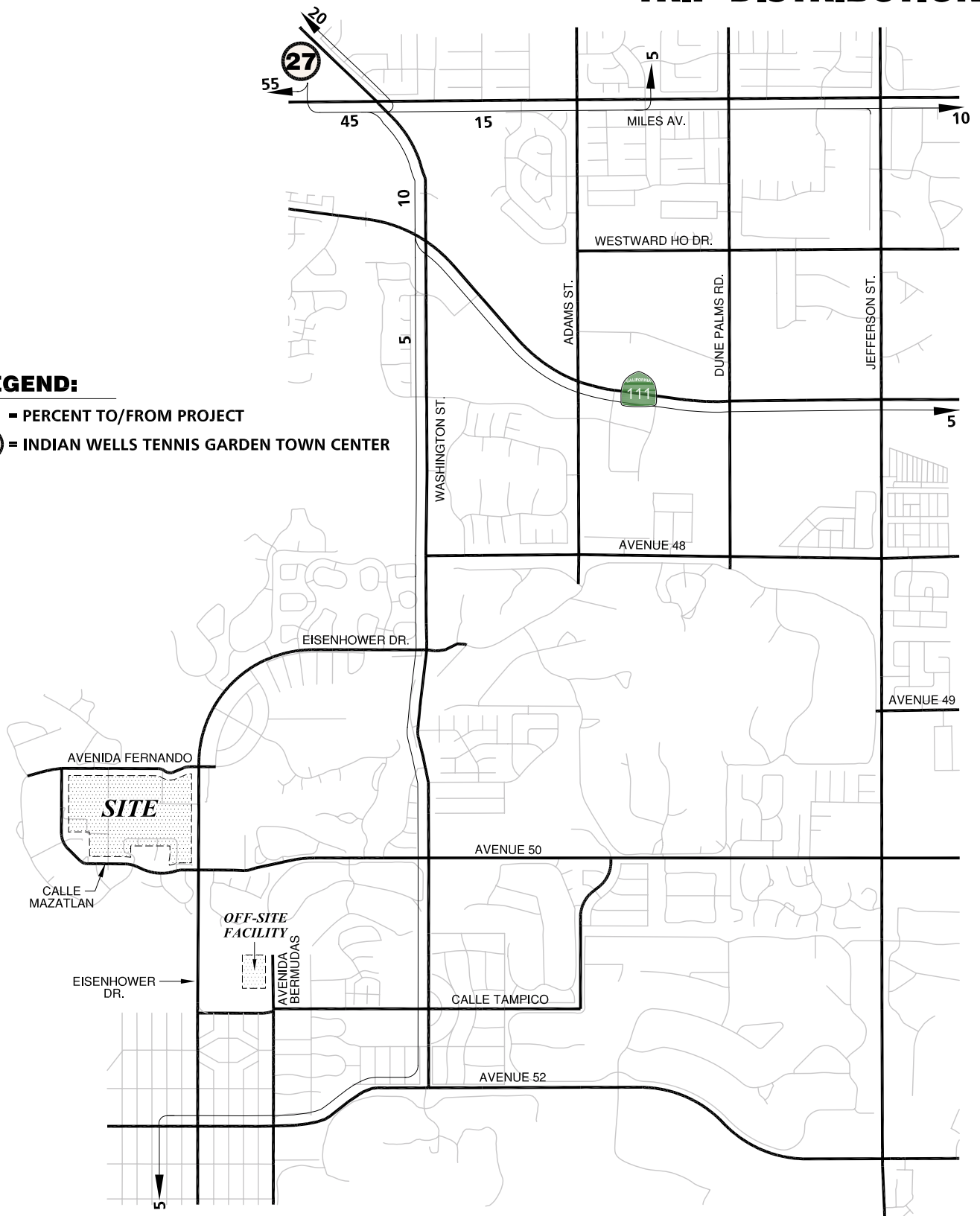
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA  
(URBAN CROSSROADS, INC.)



# INDIAN WELLS TENNIS GARDEN TOWN CENTER TRIP DISTRIBUTION

### LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- 27 = INDIAN WELLS TENNIS GARDEN TOWN CENTER



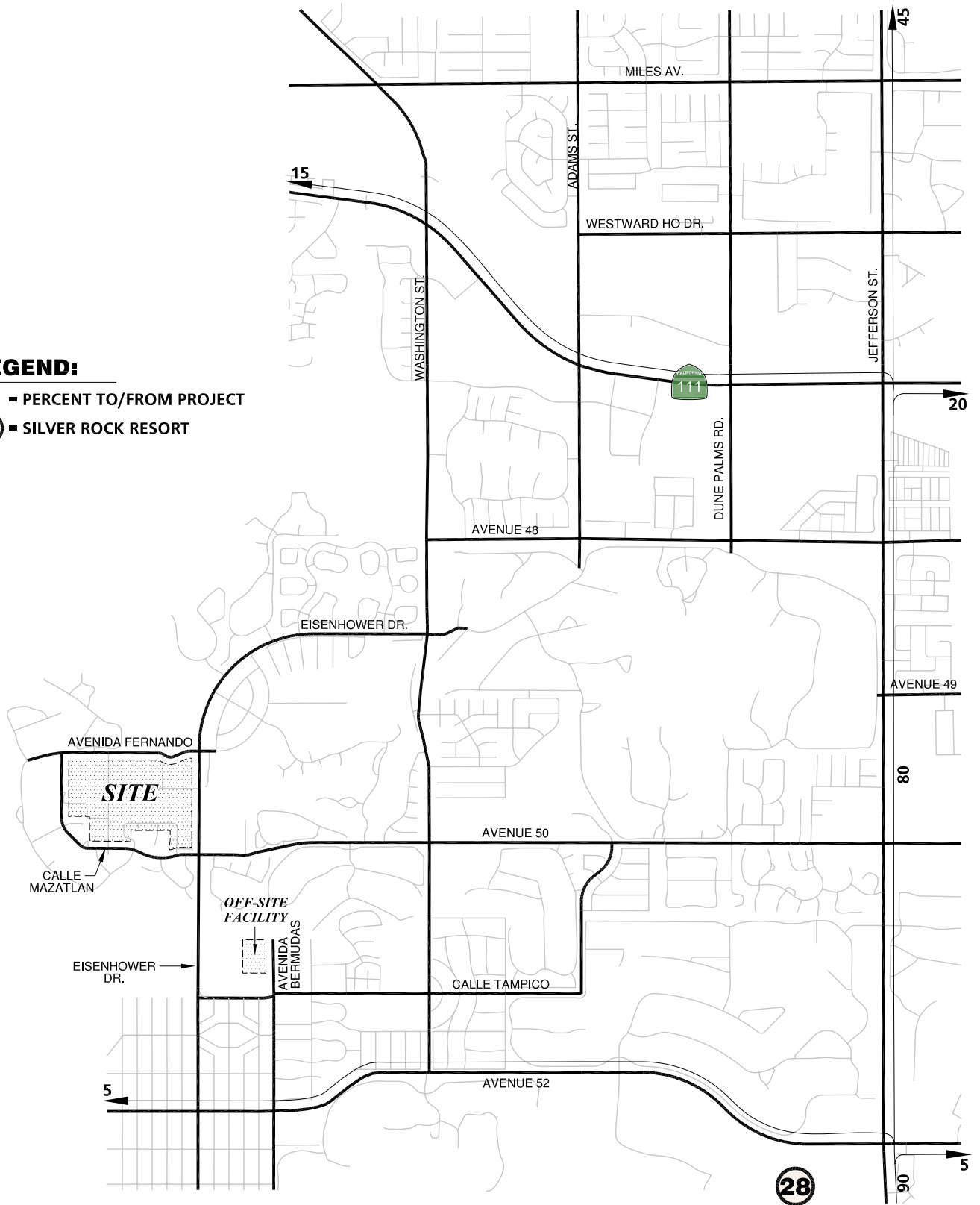
SOURCE: THE DUNE PALMS / SR-111 COMMERCIAL & RESIDENTIAL DEVELOPMENT TIA (URBAN CROSSROADS, INC.)



EXHIBIT F-28  
**SILVER ROCK RESORT  
 TRIP DISTRIBUTION**

**LEGEND:**

- 10 = PERCENT TO/FROM PROJECT
- (28)** = SILVER ROCK RESORT





## **APPENDIX G**

### CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS PROJECT (2012) CONDITIONS

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth 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
Initial Bse:	55	440	2	0	156	95	28	0	29	0	0	5
Added Vol:	1	13	0	0	26	21	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	453	2	0	182	116	40	0	29	0	0	5
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	476	2	0	191	122	42	0	30	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	476	2	0	191	122	42	0	30	0	0	5
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
FinalVolume:	59	476	2	0	191	122	42	0	30	0	0	5

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.22	0.78	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3186	14	1600	1954	1246	1600	0	1600	0	0	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.15	0.15	0.00	0.10	0.10	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[ 10.5]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth 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
Initial Bse:	11	495	0	0	172	9	3	0	13	0	0	0
Added Vol:	16	1	0	0	0	26	13	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	496	0	0	172	35	16	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	29	536	0	0	186	38	17	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	536	0	0	186	38	17	0	22	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	512	xxxx	93	xxxx	xxxx	xxxxx
Potent Cap.:	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	xxxx	952	xxxx	xxxx	xxxxx
Move Cap.:	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	952	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
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			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth 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
Initial Bse:	20	466	152	27	146	13	7	15	9	80	17	39
Added Vol:	0	6	0	5	2	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	472	152	32	148	13	7	15	9	80	17	49
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	492	158	33	154	14	7	16	9	83	18	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	492	158	33	154	14	7	16	9	83	18	51
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
FinalVolume:	21	492	158	33	154	14	7	16	9	83	18	51

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.15	0.10	0.02	0.05	0.01	0.00	0.02	0.02	0.05	0.01	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth 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
Initial Bse:	0	582	77	34	151	0	0	0	0	149	0	76
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	588	77	34	153	0	0	0	0	149	0	76
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	720	94	42	187	0	0	0	0	182	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	94	42	187	0	0	0	0	182	0	93
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
FinalVolume:	0	720	94	42	187	0	0	0	0	182	0	93

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.06	0.03	0.06	0.00	0.00	0.00	0.00	0.11	0.00	0.06
Crit Moves:	****			****						****		

\*\*\*\*\*

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426  
 Loss Time (sec): 6 Average Delay (sec/veh): 11.8  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth 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
Initial Bse:	1	344	113	33	128	23	57	145	3	93	33	32
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	345	113	34	128	23	57	145	3	93	33	34
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	376	123	37	140	25	62	158	3	101	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	376	123	37	140	25	62	158	3	101	36	37
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
FinalVolume:	1	376	123	37	140	25	62	158	3	101	36	37

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	0.71	0.01	1.00	1.00	1.00
Final Sat.:	503	1088	608	455	971	535	146	371	8	472	504	559

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.35	0.20	0.08	0.14	0.05	0.43	0.43	0.43	0.21	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	12.3	9.8	10.8	10.7	9.2	14.1	14.1	14.1	11.7	9.9	9.1
Delay 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
AdjDel/Veh:	9.6	12.3	9.8	10.8	10.7	9.2	14.1	14.1	14.1	11.7	9.9	9.1
LOS by Move:	A	B	A	B	B	A	B	B	B	B	A	A
ApproachDel:	11.7			10.6			14.1			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.7			10.6			14.1			10.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.5	0.2	0.1	0.1	0.0	0.7	0.7	0.7	0.2	0.1	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 21 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth 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
Initial Bse:	1	344	113	33	128	23	57	145	3	93	33	32
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	345	113	34	128	23	57	145	3	93	33	34
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	376	123	37	140	25	62	158	3	101	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	376	123	37	140	25	62	158	3	101	36	37
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
FinalVolume:	1	376	123	37	140	25	62	158	3	101	36	37

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1568	32	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.08	0.02	0.04	0.02	0.04	0.10	0.10	0.06	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	2	1	0	1

-----

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth 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
Initial Bse:	771	1064	73	277	633	80	60	455	206	71	763	238
Added Vol:	3	16	0	0	28	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	774	1080	73	277	661	80	60	455	213	71	763	238
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	860	1200	0	308	734	89	67	506	237	79	848	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	1200	0	308	734	89	67	506	237	79	848	264
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	860	1200	0	308	734	89	67	506	237	79	848	264

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.68	0.32	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4282	518	2880	4800	1600	2880	4800	1600

-----

Capacity Analysis Module:

Vol/Sat:	0.30	0.25	0.00	0.11	0.17	0.17	0.02	0.11	0.15	0.03	0.18	0.17
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 62 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth 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
Initial Bse:	0	1589	421	64	711	0	0	0	0	344	0	409
Added Vol:	0	19	7	0	35	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1608	428	64	746	0	0	0	0	357	0	409
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1711	455	68	794	0	0	0	0	380	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1711	455	68	794	0	0	0	0	380	0	435
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
FinalVolume:	0	1711	455	68	794	0	0	0	0	380	0	435

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3791	1009	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.45	0.04	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.27
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 91 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	3	1598	5	13	876	272	590	3	10	2	0	24
Growth 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
Initial Bse:	3	1598	5	13	876	272	590	3	10	2	0	24
Added Vol:	0	0	0	0	1	46	25	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1598	5	13	877	318	615	3	10	2	0	24
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	1722	5	14	945	343	663	3	11	2	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1722	5	14	945	343	663	3	11	2	0	26
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
FinalVolume:	3	1722	5	14	945	343	663	3	11	2	0	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.20	0.80	1.99	0.01	1.00	0.08	0.00	0.92
Final Sat.:	1600	4800	1600	1600	3523	1277	3184	16	1600	123	0	1477

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.00	0.01	0.27	0.27	0.21	0.21	0.01	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth 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
Initial Bse:	15	1012	68	151	636	45	92	121	23	140	83	340
Added Vol:	0	0	0	0	0	2	0	5	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1012	68	151	636	47	92	126	23	140	91	340
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1069	72	159	672	50	97	133	24	148	96	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1069	72	159	672	50	97	133	24	148	96	359
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
FinalVolume:	16	1069	72	159	672	50	97	133	24	148	96	359

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4470	330	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.33	0.04	0.10	0.15	0.15	0.06	0.08	0.02	0.09	0.06	0.22
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth 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
Initial Bse:	6	10	8	231	21	215	697	396	3	30	165	190
Added Vol:	1	0	0	0	0	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	10	8	231	21	215	697	396	3	30	167	190
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	11	9	264	24	245	796	452	3	34	191	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	11	9	264	24	245	796	452	3	34	191	217
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
FinalVolume:	8	11	9	264	24	245	796	452	3	34	191	217

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.40	0.32	1.83	0.17	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	448	640	512	2933	267	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.09	0.28	0.14	0.00	0.02	0.06	0.14
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Project Conditions
AM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module: Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 4 rows of data.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth 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
Initial Bse:	403	651	78	192	491	57	35	294	196	80	819	284
Added Vol:	0	3	0	0	5	11	6	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	654	78	192	496	68	41	294	196	80	820	284
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	458	743	89	218	564	77	47	334	223	91	932	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	743	89	218	564	77	47	334	223	91	932	323
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
FinalVolume:	458	743	89	218	564	77	47	334	223	91	932	323

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2377	823

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Capacity Analysis Module:

Vol/Sat:	0.16	0.15	0.06	0.08	0.12	0.05	0.03	0.10	0.14	0.06	0.39	0.39
Crit Moves:	****				****		****				****	

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth 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
Initial Bse:	31	331	1	4	397	37	74	0	60	2	0	5
Added Vol:	1	26	0	0	29	23	23	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	357	1	4	426	60	97	0	60	2	0	5
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	36	397	1	4	474	67	108	0	67	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	397	1	4	474	67	108	0	67	2	0	6
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
FinalVolume:	36	397	1	4	474	67	108	0	67	2	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.75	0.25	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3191	9	1600	2805	395	1600	0	1600	457	0	1143

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.12	0.00	0.17	0.17	0.07	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[ 14.1]

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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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth 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
Initial Bse:	6	347	0	0	437	14	3	0	3	0	0	0
Added Vol:	17	1	0	0	0	29	26	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	348	0	0	437	43	29	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	27	402	0	0	505	50	34	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	402	0	0	505	50	34	0	21	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	555	xxxx	xxxxx	xxxx	xxxx	xxxxx	760	xxxx	253	xxxx	xxxx	xxxxx
Potent Cap.:	1026	xxxx	xxxxx	xxxx	xxxx	xxxxx	346	xxxx	753	xxxx	xxxx	xxxxx
Move Cap.:	1026	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	xxxx	753	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.03	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.8	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
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			14.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.368  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth 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
Initial Bse:	27	337	61	1	388	24	37	29	20	163	14	24
Added Vol:	0	7	0	10	6	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	344	61	11	394	24	37	29	20	163	14	35
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	30	388	69	12	445	27	42	33	23	184	16	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	388	69	12	445	27	42	33	23	184	16	40
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
FinalVolume:	30	388	69	12	445	27	42	33	23	184	16	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.04	0.01	0.14	0.02	0.03	0.03	0.03	0.11	0.01	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth 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
Initial Bse:	2	278	88	104	396	5	2	2	1	229	4	82
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	285	88	104	402	5	2	2	1	229	4	82
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	333	103	121	469	6	2	2	1	267	5	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	333	103	121	469	6	2	2	1	267	5	96
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
FinalVolume:	2	333	103	121	469	6	2	2	1	267	5	96

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.48	0.52
Final Sat.:	1600	3200	1600	1600	3161	39	640	640	320	1600	767	833

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.06	0.08	0.15	0.15	0.00	0.00	0.00	0.17	0.01	0.11
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801  
 Loss Time (sec): 6 Average Delay (sec/veh): 20.0  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth 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
Initial Bse:	18	272	76	37	372	49	58	94	9	312	123	43
Added Vol:	0	1	0	2	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	273	76	39	372	49	58	94	9	312	123	46
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	20	306	85	44	417	55	65	105	10	350	138	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	306	85	44	417	55	65	105	10	350	138	52
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
FinalVolume:	20	306	85	44	417	55	65	105	10	350	138	52

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.58	0.06	1.00	1.00	1.00
Final Sat.:	378	806	434	392	840	451	148	240	23	437	458	499

Capacity Analysis Module:

Vol/Sat:	0.05	0.38	0.20	0.11	0.50	0.12	0.44	0.44	0.44	0.80	0.30	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	16.1	12.3	12.6	18.5	11.3	17.2	17.2	17.2	35.2	13.5	10.4
Delay 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
AdjDel/Veh:	12.2	16.1	12.3	12.6	18.5	11.3	17.2	17.2	17.2	35.2	13.5	10.4
LOS by Move:	B	C	B	B	C	B	C	C	C	E	B	B
ApproachDel:	15.1			17.2			17.2			27.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			17.2			17.2			27.2		
LOS by Appr:	C			C			C			D		
AllWayAvgQ:	0.1	0.5	0.2	0.1	0.9	0.1	0.7	0.7	0.7	3.0	0.4	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 25 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth 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
Initial Bse:	18	272	76	37	372	49	58	94	9	312	123	43
Added Vol:	0	1	0	2	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	273	76	39	372	49	58	94	9	312	123	46
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	20	306	85	44	417	55	65	105	10	350	138	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	306	85	44	417	55	65	105	10	350	138	52
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
FinalVolume:	20	306	85	44	417	55	65	105	10	350	138	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1460	140	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.05	0.03	0.13	0.03	0.04	0.07	0.07	0.22	0.09	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

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Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth 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
Initial Bse:	364	703	116	497	934	84	209	1089	493	155	735	402
Added Vol:	7	30	0	0	31	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	733	116	497	965	84	209	1089	501	155	735	402
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	391	772	0	523	1016	88	220	1146	527	163	774	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	772	0	523	1016	88	220	1146	527	163	774	423
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	772	0	523	1016	88	220	1146	527	163	774	423

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4416	384	2880	4800	1600	2880	4800	1600

-----

Capacity Analysis Module:

Vol/Sat:	0.14	0.16	0.00	0.18	0.23	0.23	0.08	0.24	0.33	0.06	0.16	0.26
Crit Moves:	****			****			****			****		

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Project Conditions
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Washington Street (NS) / Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 79 Level Of Service: D
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	1	1	0	0	0	1

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth 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
Initial Bse:	16	971	13	33	1467	487	440	4	15	4	3	21
Added Vol:	0	1	0	0	1	51	49	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	972	13	33	1468	538	489	4	15	4	3	21
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	1027	14	35	1552	569	517	4	16	4	3	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1027	14	35	1552	569	517	4	16	4	3	22
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
FinalVolume:	17	1027	14	35	1552	569	517	4	16	4	3	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.20	0.80	1.98	0.02	1.00	0.14	0.11	0.75
Final Sat.:	1600	4800	1600	1600	3513	1287	3174	26	1600	229	171	1200

Capacity Analysis Module:

Vol/Sat:	0.01	0.21	0.01	0.02	0.44	0.44	0.16	0.16	0.01	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth 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
Initial Bse:	16	704	95	151	1052	77	54	53	34	113	93	163
Added Vol:	0	0	0	0	0	2	1	9	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	704	95	151	1052	79	55	62	34	113	102	163
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	743	100	159	1110	83	58	65	36	119	108	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	743	100	159	1110	83	58	65	36	119	108	172
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
FinalVolume:	17	743	100	159	1110	83	58	65	36	119	108	172

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4465	335	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.23	0.06	0.10	0.25	0.25	0.04	0.04	0.02	0.07	0.07	0.11
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth 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
Initial Bse:	14	34	7	328	29	384	272	228	10	23	421	215
Added Vol:	1	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	34	7	328	29	384	272	229	10	23	423	215
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	35	7	342	30	401	284	239	10	24	442	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	35	7	342	30	401	284	239	10	24	442	224
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
FinalVolume:	16	35	7	342	30	401	284	239	10	24	442	224

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.61	0.12	1.84	0.16	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	429	971	200	2940	260	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.14	0.10	0.07	0.01	0.02	0.14	0.14
Crit Moves:	****			****			****			****		

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Project Conditions
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth 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
Initial Bse:	182	867	25	363	644	97	46	651	437	74	584	147
Added Vol:	0	6	0	0	6	13	12	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	873	25	363	650	110	58	651	437	74	585	147
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	919	26	382	684	116	61	685	460	78	616	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	919	26	382	684	116	61	685	460	78	616	155
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
FinalVolume:	192	919	26	382	684	116	61	685	460	78	616	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2557	643

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.02	0.13	0.14	0.07	0.04	0.21	0.29	0.05	0.24	0.24
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## **APPENDIX H**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS AMBIENT PLUS CUMULATIVE (2012) CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	57	453	2	0	161	98	29	0	30	0	0	5
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	455	2	0	163	98	29	0	30	0	0	5
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	60	479	2	0	171	103	30	0	31	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	479	2	0	171	103	30	0	31	0	0	5
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
FinalVolume:	60	479	2	0	171	103	30	0	31	0	0	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.25	0.75	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3186	14	1600	1998	1202	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.15	0.15	0.00	0.09	0.09	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[ 9.5]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	510	0	0	177	9	3	0	13	0	0	0
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	512	0	0	179	9	3	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	12	553	0	0	194	10	3	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	553	0	0	194	10	3	0	14	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	204	xxxx	xxxxx	xxxx	xxxx	xxxxx	495	xxxx	97	xxxx	xxxx	xxxxx
Potent Cap.:	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx	509	xxxx	947	xxxx	xxxx	xxxxx
Move Cap.:	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx	505	xxxx	947	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	8.9	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
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			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	480	157	28	150	13	7	15	9	82	18	40
Added Vol:	0	2	2	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	482	159	28	152	13	7	15	9	84	18	40
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	502	165	29	159	14	8	16	10	88	18	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	502	165	29	159	14	8	16	10	88	18	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	502	165	29	159	14	8	16	10	88	18	42

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.16	0.10	0.02	0.05	0.01	0.00	0.02	0.02	0.05	0.01	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	599	79	35	156	0	0	0	0	153	0	78
Added Vol:	0	0	12	7	0	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	599	91	42	156	0	0	0	0	158	0	83
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	734	112	51	190	0	0	0	0	194	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	734	112	51	190	0	0	0	0	194	0	102
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
FinalVolume:	0	734	112	51	190	0	0	0	0	194	0	102

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.07	0.03	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480  
 Loss Time (sec): 6 Average Delay (sec/veh): 12.4  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	354	116	34	132	24	59	149	3	96	34	33
Added Vol:	0	0	0	0	0	0	0	17	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	354	116	34	132	24	59	166	3	96	46	33
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	386	127	37	144	26	64	181	3	104	50	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	386	127	37	144	26	64	181	3	104	50	36
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
FinalVolume:	1	386	127	37	144	26	64	181	3	104	50	36

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.26	0.73	0.01	1.00	1.00	1.00
Final Sat.:	491	1058	588	442	942	517	133	378	7	464	495	546

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.22	0.08	0.15	0.05	0.48	0.48	0.48	0.23	0.10	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	9.8	12.8	10.1	11.0	11.1	9.5	15.3	15.3	15.3	12.0	10.2	9.2
Delay 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
AdjDel/Veh:	9.8	12.8	10.1	11.0	11.1	9.5	15.3	15.3	15.3	12.0	10.2	9.2
LOS by Move:	A	B	B	B	B	A	C	C	C	B	B	A
ApproachDel:	12.2			10.9			15.3			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			10.9			15.3			11.0		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.5	0.3	0.1	0.2	0.0	0.8	0.8	0.8	0.3	0.1	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 21 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	354	116	34	132	24	59	149	3	96	34	33
Added Vol:	0	0	0	0	0	0	0	17	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	354	116	34	132	24	59	166	3	96	46	33
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	386	127	37	144	26	64	181	3	104	50	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	386	127	37	144	26	64	181	3	104	50	36
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
FinalVolume:	1	386	127	37	144	26	64	181	3	104	50	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1571	29	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.08	0.02	0.04	0.02	0.04	0.12	0.12	0.07	0.03	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	794	1096	75	285	652	82	62	469	212	73	786	245
Added Vol:	42	147	15	74	80	0	0	119	24	6	82	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	836	1243	90	359	732	82	62	588	236	79	868	292
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	929	1381	0	399	813	92	69	653	262	88	964	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	1381	0	399	813	92	69	653	262	88	964	325
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	929	1381	0	399	813	92	69	653	262	88	964	325

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.70	0.30	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4314	486	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.32	0.29	0.00	0.14	0.19	0.19	0.02	0.14	0.16	0.03	0.20	0.20
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.969  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 158 Level Of Service: E  
 \*\*\*\*\*

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1637	434	66	732	0	0	0	0	354	0	421
Added Vol:	0	116	75	44	68	0	0	0	0	59	0	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1753	509	110	800	0	0	0	0	413	0	503
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1865	541	117	851	0	0	0	0	440	0	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1865	541	117	851	0	0	0	0	440	0	535
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
FinalVolume:	0	1865	541	117	851	0	0	0	0	440	0	535

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.33	0.67	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3720	1080	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.50	0.50	0.07	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.33
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.708  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	3	1598	5	13	876	272	590	3	10	2	0	24
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	3	1646	5	13	902	280	608	3	10	2	0	25
Added Vol:	1	181	2	0	121	6	10	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1827	7	13	1023	286	618	3	11	4	0	25
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	1969	8	14	1103	308	666	3	12	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1969	8	14	1103	308	666	3	12	4	0	27
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
FinalVolume:	4	1969	8	14	1103	308	666	3	12	4	0	27

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.34	0.66	1.99	0.01	1.00	0.14	0.00	0.86
Final Sat.:	1600	4800	1600	1600	3751	1049	3184	16	1600	226	0	1374

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.00	0.01	0.29	0.29	0.21	0.21	0.01	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.855  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         70                         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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	1042	70	156	655	46	95	125	24	144	85	350
Added Vol:	0	133	2	9	89	2	3	2	0	5	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1175	72	165	744	48	98	127	24	149	87	355
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1241	76	174	786	51	103	134	25	158	92	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1241	76	174	786	51	103	134	25	158	92	375
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
FinalVolume:	16	1241	76	174	786	51	103	134	25	158	92	375

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4507	293	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.05	0.11	0.17	0.17	0.06	0.08	0.02	0.10	0.06	0.23
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	10	8	238	22	221	718	408	3	31	170	196
Added Vol:	2	18	4	11	6	13	18	4	1	1	5	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	28	12	249	28	234	736	412	4	32	175	217
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	9	32	14	284	32	268	840	470	5	36	200	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	32	14	284	32	268	840	470	5	36	200	247
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
FinalVolume:	9	32	14	284	32	268	840	470	5	36	200	247

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.58	0.25	1.80	0.20	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	269	929	402	2880	320	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.09	0.29	0.15	0.00	0.02	0.06	0.15
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	272	631	66	225	469	74	105	500	144	77	689	197
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	280	650	68	232	483	76	108	515	148	79	710	203
Added Vol:	22	17	59	84	13	20	20	169	16	36	137	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	667	127	316	496	96	128	684	164	115	847	256
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	355	785	149	371	584	113	151	805	193	136	996	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	785	149	371	584	113	151	805	193	136	996	301
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
FinalVolume:	355	785	149	371	584	113	151	805	193	136	996	301
OvlAdjVol:			74			29			0			95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.16	0.09	0.13	0.12	0.07	0.05	0.17	0.12	0.05	0.21	0.19
OvlAdjV/S:			0.05			0.02			0.00			0.06
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Ambient + Cumulative Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	341	1	4	409	38	76	0	62	2	0	5
Added Vol:	0	8	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	349	1	4	416	38	76	0	62	2	0	5
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	36	388	1	5	463	42	85	0	69	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	388	1	5	463	42	85	0	69	2	0	6
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
FinalVolume:	36	388	1	5	463	42	85	0	69	2	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.83	0.17	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3191	9	1600	2931	269	1600	0	1600	457	0	1143

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.12	0.00	0.16	0.16	0.05	0.00	0.04	0.00	0.00	0.01
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

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Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 12.7]

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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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	357	0	0	450	14	3	0	3	0	0	0
Added Vol:	0	8	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	365	0	0	457	14	3	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	7	422	0	0	528	17	4	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	422	0	0	528	17	4	0	4	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	545	xxxx	xxxxx	xxxx	xxxx	xxxxx	754	xxxx	264	xxxx	xxxx	xxxxx
Potent Cap.:	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx	349	xxxx	740	xxxx	xxxx	xxxxx
Move Cap.:	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx	347	xxxx	740	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.5	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
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			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.382  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	347	63	1	400	25	38	30	21	168	14	25
Added Vol:	0	8	8	0	7	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	355	71	1	407	25	38	30	21	175	14	25
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	31	401	80	1	459	28	43	34	23	197	16	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	401	80	1	459	28	43	34	23	197	16	28
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
FinalVolume:	31	401	80	1	459	28	43	34	23	197	16	28

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.13	0.05	0.00	0.14	0.02	0.03	0.04	0.04	0.12	0.01	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	286	91	107	408	5	2	2	1	236	4	84
Added Vol:	0	0	8	22	0	0	0	0	0	9	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	286	99	129	408	5	2	2	1	245	4	107
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	334	115	151	476	6	2	2	1	286	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	334	115	151	476	6	2	2	1	286	5	125
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
FinalVolume:	2	334	115	151	476	6	2	2	1	286	5	125

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.40	0.60
Final Sat.:	1600	3200	1600	1600	3160	40	640	640	320	1600	635	965

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.07	0.09	0.15	0.15	0.00	0.00	0.00	0.18	0.01	0.13
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857  
 Loss Time (sec): 6 Average Delay (sec/veh): 23.4  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	280	78	38	383	50	60	97	9	321	127	44
Added Vol:	0	0	0	0	0	0	0	42	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	280	78	38	383	50	60	139	9	321	170	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
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	21	314	88	43	430	57	67	156	10	360	190	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	314	88	43	430	57	67	156	10	360	190	50
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
FinalVolume:	21	314	88	43	430	57	67	156	10	360	190	50

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.29	0.67	0.04	1.00	1.00	1.00
Final Sat.:	355	757	405	370	791	421	116	270	18	421	441	476

Capacity Analysis Module:

Vol/Sat:	0.06	0.41	0.22	0.12	0.54	0.13	0.58	0.58	0.58	0.86	0.43	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	12.9	17.7	13.3	13.2	21.0	12.0	21.9	21.9	21.9	43.4	16.4	10.8
Delay 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
AdjDel/Veh:	12.9	17.7	13.3	13.2	21.0	12.0	21.9	21.9	21.9	43.4	16.4	10.8
LOS by Move:	B	C	B	B	C	B	C	C	C	E	C	B
ApproachDel:	16.6			19.4			21.9			32.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.6			19.4			21.9			32.2		
LOS by Appr:	C			C			C			D		
AllWayAvgQ:	0.1	0.6	0.2	0.1	1.0	0.1	1.2	1.2	1.2	3.8	0.7	0.1

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



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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 27 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	280	78	38	383	50	60	97	9	321	127	44
Added Vol:	0	0	0	0	0	0	0	42	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	280	78	38	383	50	60	139	9	321	170	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
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	21	314	88	43	430	57	67	156	10	360	190	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	314	88	43	430	57	67	156	10	360	190	50
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
FinalVolume:	21	314	88	43	430	57	67	156	10	360	190	50

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1500	100	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.10	0.05	0.03	0.13	0.04	0.04	0.10	0.10	0.23	0.12	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.994  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	375	724	119	512	962	87	215	1122	508	160	757	414
Added Vol:	71	147	8	182	167	0	0	276	56	13	283	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	871	127	694	1129	87	215	1398	564	173	1040	593
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	469	917	0	730	1188	91	227	1471	593	182	1095	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	917	0	730	1188	91	227	1471	593	182	1095	624
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	917	0	730	1188	91	227	1471	593	182	1095	624

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.79	0.21	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4458	342	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.16	0.19	0.00	0.25	0.27	0.27	0.08	0.31	0.37	0.06	0.23	0.39
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.063  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1471	318	361	1460	0	0	0	0	534	0	192
Added Vol:	0	147	170	62	179	0	0	0	0	186	0	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1618	488	423	1639	0	0	0	0	720	0	278
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1703	514	445	1725	0	0	0	0	757	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1703	514	445	1725	0	0	0	0	757	0	292
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
FinalVolume:	0	1703	514	445	1725	0	0	0	0	757	0	292

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.30	0.70	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3687	1113	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.46	0.46	0.28	0.36	0.00	0.00	0.00	0.00	0.26	0.00	0.18
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.777  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	1000	13	34	1511	502	453	4	15	4	3	22
Added Vol:	1	295	8	0	338	27	22	0	2	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1295	21	34	1849	529	475	4	17	11	3	22
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	1369	23	36	1955	559	502	4	18	12	3	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1369	23	36	1955	559	502	4	18	12	3	23
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
FinalVolume:	18	1369	23	36	1955	559	502	4	18	12	3	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.33	0.67	1.98	0.02	1.00	0.31	0.09	0.60
Final Sat.:	1600	4800	1600	1600	3733	1067	3172	28	1600	496	138	966

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.01	0.02	0.52	0.52	0.16	0.16	0.01	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.645  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	725	98	156	1084	79	56	55	35	116	96	168
Added Vol:	0	208	8	23	233	8	8	3	0	10	2	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	933	106	179	1317	87	64	58	35	126	98	178
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	984	112	188	1389	92	67	61	37	133	103	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	984	112	188	1389	92	67	61	37	133	103	188
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
FinalVolume:	17	984	112	188	1389	92	67	61	37	133	103	188

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4501	299	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.31	0.07	0.12	0.31	0.31	0.04	0.04	0.02	0.08	0.06	0.12
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 0	0	0	2	2	0	1	1	0	1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	35	7	338	30	396	280	235	10	24	434	221
Added Vol:	1	10	2	45	17	49	47	15	2	3	15	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	45	9	383	47	445	327	250	12	27	449	258
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	47	10	400	49	464	342	261	13	28	468	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	47	10	400	49	464	342	261	13	28	468	270
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
FinalVolume:	16	47	10	400	49	464	342	261	13	28	468	270

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.65	0.13	1.78	0.22	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	354	1034	212	2851	349	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.14	0.14	0.16	0.12	0.08	0.01	0.02	0.15	0.17
Crit Moves:	****			****			****					****

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Ambient + Cumulative Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C
\*\*\*\*\*

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North, South, East, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for North, South, East, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for North, South, East, West Bound. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	187	893	26	374	663	100	47	671	450	76	602	151
Added Vol:	38	121	0	14	141	33	28	89	41	0	76	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1014	26	388	804	133	75	760	491	76	678	165
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	1067	27	408	847	140	79	800	517	80	713	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1067	27	408	847	140	79	800	517	80	713	174
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
FinalVolume:	237	1067	27	408	847	140	79	800	517	80	713	174

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2572	628

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.22	0.02	0.14	0.18	0.09	0.05	0.25	0.32	0.05	0.28	0.28
Crit Moves:	****			****			****			****		

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## **APPENDIX I**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT (2012) CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	57	453	2	0	161	98	29	0	30	0	0	5
Added Vol:	1	15	0	0	28	21	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	468	2	0	189	119	41	0	30	0	0	5
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	492	2	0	198	125	43	0	31	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	492	2	0	198	125	43	0	31	0	0	5
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
FinalVolume:	61	492	2	0	198	125	43	0	31	0	0	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.23	0.77	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3186	14	1600	1963	1237	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.15	0.15	0.00	0.10	0.10	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[ 10.6]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	510	0	0	177	9	3	0	13	0	0	0
Added Vol:	16	2	0	0	3	26	13	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	512	0	0	180	35	16	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	30	553	0	0	195	38	17	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	553	0	0	195	38	17	0	22	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	233	xxxx	xxxxx	xxxx	xxxx	xxxxx	531	xxxx	97	xxxx	xxxx	xxxxx
Potent Cap.:	1347	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	946	xxxx	xxxx	xxxxx
Move Cap.:	1347	xxxx	xxxxx	xxxx	xxxx	xxxxx	475	xxxx	946	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
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			10.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	480	157	28	150	13	7	15	9	82	18	40
Added Vol:	0	8	2	5	5	0	0	0	0	2	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	488	159	33	155	13	7	15	9	84	18	50
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	508	165	34	162	14	8	16	10	88	18	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	508	165	34	162	14	8	16	10	88	18	52
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
FinalVolume:	21	508	165	34	162	14	8	16	10	88	18	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.16	0.10	0.02	0.05	0.01	0.00	0.02	0.02	0.05	0.01	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	599	79	35	156	0	0	0	0	153	0	78
Added Vol:	0	6	12	7	2	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	605	91	42	158	0	0	0	0	158	0	83
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	741	112	51	193	0	0	0	0	194	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	112	51	193	0	0	0	0	194	0	102
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
FinalVolume:	0	741	112	51	193	0	0	0	0	194	0	102

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.07	0.03	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481  
 Loss Time (sec): 6 Average Delay (sec/veh): 12.4  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	354	116	34	132	24	59	149	3	96	34	33
Added Vol:	0	1	0	1	0	0	0	17	0	0	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	355	116	35	132	24	59	166	3	96	46	35
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	387	127	38	144	26	64	181	3	104	50	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	387	127	38	144	26	64	181	3	104	50	38
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
FinalVolume:	1	387	127	38	144	26	64	181	3	104	50	38

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.26	0.73	0.01	1.00	1.00	1.00
Final Sat.:	490	1056	587	441	941	516	133	377	7	463	494	546

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.22	0.09	0.15	0.05	0.48	0.48	0.48	0.23	0.10	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	9.8	12.9	10.1	11.1	11.1	9.5	15.4	15.4	15.4	12.0	10.3	9.3
Delay 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
AdjDel/Veh:	9.8	12.9	10.1	11.1	11.1	9.5	15.4	15.4	15.4	12.0	10.3	9.3
LOS by Move:	A	B	B	B	B	A	C	C	C	B	B	A
ApproachDel:	12.2			10.9			15.4			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			10.9			15.4			11.0		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.5	0.3	0.1	0.2	0.0	0.8	0.8	0.8	0.3	0.1	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 21 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	354	116	34	132	24	59	149	3	96	34	33
Added Vol:	0	1	0	1	0	0	0	17	0	0	12	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	355	116	35	132	24	59	166	3	96	46	35
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	387	127	38	144	26	64	181	3	104	50	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	387	127	38	144	26	64	181	3	104	50	38
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
FinalVolume:	1	387	127	38	144	26	64	181	3	104	50	38

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1571	29	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.08	0.02	0.04	0.02	0.04	0.12	0.12	0.07	0.03	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	794	1096	75	285	652	82	62	469	212	73	786	245
Added Vol:	45	163	15	74	107	0	0	119	31	6	82	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	839	1259	90	359	759	82	62	588	243	79	868	292
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	932	1399	0	399	843	92	69	653	270	88	964	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	932	1399	0	399	843	92	69	653	270	88	964	325
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	932	1399	0	399	843	92	69	653	270	88	964	325

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4330	470	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.32	0.29	0.00	0.14	0.19	0.19	0.02	0.14	0.17	0.03	0.20	0.20
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 169 Level Of Service: E  
 \*\*\*\*\*

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1637	434	66	732	0	0	0	0	354	0	421
Added Vol:	0	135	82	44	103	0	0	0	0	72	0	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1772	516	110	835	0	0	0	0	426	0	503
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1885	549	117	889	0	0	0	0	454	0	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1885	549	117	889	0	0	0	0	454	0	535
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
FinalVolume:	0	1885	549	117	889	0	0	0	0	454	0	535

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.32	0.68	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3718	1082	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.51	0.51	0.07	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.33
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.716  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	1598	5	13	876	272	590	3	10	2	0	24
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	3	1646	5	13	902	280	608	3	10	2	0	25
Added Vol:	1	181	2	0	123	52	36	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1827	7	13	1025	332	644	3	11	4	0	25
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	1969	8	14	1105	358	694	3	12	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1969	8	14	1105	358	694	3	12	4	0	27
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
FinalVolume:	4	1969	8	14	1105	358	694	3	12	4	0	27

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.27	0.73	1.99	0.01	1.00	0.14	0.00	0.86
Final Sat.:	1600	4800	1600	1600	3625	1175	3185	15	1600	226	0	1374

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.41	0.00	0.01	0.30	0.30	0.22	0.22	0.01	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.855  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         70                         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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	1042	70	156	655	46	95	125	24	144	85	350
Added Vol:	0	133	2	9	89	4	3	6	0	5	10	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1175	72	165	744	50	98	131	24	149	95	355
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1241	76	174	786	53	103	138	25	158	101	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1241	76	174	786	53	103	138	25	158	101	375
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
FinalVolume:	16	1241	76	174	786	53	103	138	25	158	101	375

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4496	304	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.05	0.11	0.17	0.17	0.06	0.09	0.02	0.10	0.06	0.23
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.640  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	2	2	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	10	8	238	22	221	718	408	3	31	170	196
Added Vol:	3	18	4	11	6	13	18	4	1	1	7	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	28	12	249	28	234	736	412	4	32	177	217
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	10	32	14	284	32	268	840	470	5	36	202	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	32	14	284	32	268	840	470	5	36	202	247
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
FinalVolume:	10	32	14	284	32	268	840	470	5	36	202	247

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.57	0.25	1.80	0.20	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	295	911	394	2880	320	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.04	0.04	0.10	0.10	0.09	0.29	0.15	0.00	0.02	0.06	0.15
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	272	631	66	225	469	74	105	500	144	77	689	197
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	280	650	68	232	483	76	108	515	148	79	710	203
Added Vol:	22	25	60	84	26	20	20	169	16	40	137	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	675	128	316	509	96	128	684	164	119	847	256
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	355	794	151	371	599	113	151	805	193	140	996	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	794	151	371	599	113	151	805	193	140	996	301
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
FinalVolume:	355	794	151	371	599	113	151	805	193	140	996	301
OvlAdjVol:			73			29			0			95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.17	0.09	0.13	0.12	0.07	0.05	0.17	0.12	0.05	0.21	0.19
OvlAdjV/S:			0.05			0.02			0.00			0.06
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	415	671	80	198	506	59	36	303	202	82	844	293
Added Vol:	14	77	0	5	53	24	23	37	11	0	52	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	748	80	203	559	83	59	340	213	82	896	300
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	488	849	91	230	635	94	67	386	242	94	1018	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	849	91	230	635	94	67	386	242	94	1018	340
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
FinalVolume:	488	849	91	230	635	94	67	386	242	94	1018	340

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2398	802

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.18	0.06	0.08	0.13	0.06	0.04	0.12	0.15	0.06	0.42	0.42
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.333  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	341	1	4	409	38	76	0	62	2	0	5
Added Vol:	1	34	0	0	36	23	23	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	375	1	4	445	61	99	0	62	2	0	5
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	37	417	1	5	495	68	110	0	69	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	417	1	5	495	68	110	0	69	2	0	6
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
FinalVolume:	37	417	1	5	495	68	110	0	69	2	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.76	0.24	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3191	9	1600	2814	386	1600	0	1600	457	0	1143

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.13	0.00	0.18	0.18	0.07	0.00	0.04	0.00	0.00	0.01
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[ 14.6]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	357	0	0	450	14	3	0	3	0	0	0
Added Vol:	17	8	0	0	8	29	26	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	365	0	0	458	43	29	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	27	422	0	0	530	50	34	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	422	0	0	530	50	34	0	21	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	580	xxxx	xxxxx	xxxx	xxxx	xxxxx	794	xxxx	265	xxxx	xxxx	xxxxx
Potent Cap.:	1004	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	xxxx	740	xxxx	xxxx	xxxxx
Move Cap.:	1004	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	740	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.5	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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 Note: Queue reported is the number of cars per lane.  
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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	347	63	1	400	25	38	30	21	168	14	25
Added Vol:	0	15	8	10	13	0	0	0	0	7	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	362	71	11	413	25	38	30	21	175	14	36
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	31	409	80	12	466	28	43	34	23	197	16	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	409	80	12	466	28	43	34	23	197	16	40
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
FinalVolume:	31	409	80	12	466	28	43	34	23	197	16	40

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.13	0.05	0.01	0.15	0.02	0.03	0.04	0.04	0.12	0.01	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	286	91	107	408	5	2	2	1	236	4	84
Added Vol:	0	7	8	22	6	0	0	0	0	9	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	293	99	129	414	5	2	2	1	245	4	107
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	342	115	151	483	6	2	2	1	286	5	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	342	115	151	483	6	2	2	1	286	5	125
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
FinalVolume:	2	342	115	151	483	6	2	2	1	286	5	125

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.40	0.60
Final Sat.:	1600	3200	1600	1600	3161	39	640	640	320	1600	635	965

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.07	0.09	0.15	0.15	0.00	0.00	0.00	0.18	0.01	0.13
Crit Moves:	****				****		****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.858

Loss Time (sec): 6 Average Delay (sec/veh): 23.4

Optimal Cycle: 0 Level Of Service: C

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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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	280	78	38	383	50	60	97	9	321	127	44
Added Vol:	0	1	0	2	0	0	0	42	0	0	43	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	281	78	40	383	50	60	139	9	321	170	47
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	21	315	88	45	430	57	67	156	10	360	190	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	315	88	45	430	57	67	156	10	360	190	53
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
FinalVolume:	21	315	88	45	430	57	67	156	10	360	190	53

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.29	0.67	0.04	1.00	1.00	1.00
Final Sat.:	354	756	404	369	790	421	116	270	18	420	440	476

Capacity Analysis Module:

Vol/Sat:	0.06	0.42	0.22	0.12	0.54	0.13	0.58	0.58	0.58	0.86	0.43	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	12.9	17.8	13.3	13.3	21.1	12.1	21.9	21.9	21.9	43.6	16.4	10.9
Delay 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
AdjDel/Veh:	12.9	17.8	13.3	13.3	21.1	12.1	21.9	21.9	21.9	43.6	16.4	10.9
LOS by Move:	B	C	B	B	C	B	C	C	C	E	C	B
ApproachDel:	16.6			19.5			21.9			32.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.6			19.5			21.9			32.2		
LOS by Appr:	C			C			C			D		
AllWayAvgQ:	0.1	0.6	0.2	0.1	1.0	0.1	1.2	1.2	1.2	3.8	0.7	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	280	78	38	383	50	60	97	9	321	127	44
Added Vol:	0	1	0	2	0	0	0	42	0	0	43	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	281	78	40	383	50	60	139	9	321	170	47
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	21	315	88	45	430	57	67	156	10	360	190	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	315	88	45	430	57	67	156	10	360	190	53
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
FinalVolume:	21	315	88	45	430	57	67	156	10	360	190	53

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1500	100	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.10	0.05	0.03	0.13	0.04	0.04	0.10	0.10	0.23	0.12	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

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Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	375	724	119	512	962	87	215	1122	508	160	757	414
Added Vol:	78	177	8	182	198	0	0	276	64	13	283	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	901	127	694	1160	87	215	1398	572	173	1040	593
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	477	949	0	730	1221	91	227	1471	602	182	1095	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	949	0	730	1221	91	227	1471	602	182	1095	624
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	949	0	730	1221	91	227	1471	602	182	1095	624

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.79	0.21	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4467	333	2880	4800	1600	2880	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.17	0.20	0.00	0.25	0.27	0.27	0.08	0.31	0.38	0.06	0.23	0.39
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.079  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1471	318	361	1460	0	0	0	0	534	0	192
Added Vol:	0	183	183	62	217	0	0	0	0	200	0	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1654	501	423	1677	0	0	0	0	734	0	278
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1741	528	445	1765	0	0	0	0	772	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1741	528	445	1765	0	0	0	0	772	0	292
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
FinalVolume:	0	1741	528	445	1765	0	0	0	0	772	0	292

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.30	0.70	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3684	1116	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.47	0.28	0.37	0.00	0.00	0.00	0.00	0.27	0.00	0.18
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	1000	13	34	1511	502	453	4	15	4	3	22
Added Vol:	1	296	8	0	339	78	71	0	2	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1296	21	34	1850	580	524	4	17	11	3	22
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	1370	23	36	1956	613	554	4	18	12	3	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1370	23	36	1956	613	554	4	18	12	3	23
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
FinalVolume:	18	1370	23	36	1956	613	554	4	18	12	3	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.28	0.72	1.98	0.02	1.00	0.31	0.09	0.60
Final Sat.:	1600	4800	1600	1600	3655	1145	3175	25	1600	496	138	966

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.01	0.02	0.54	0.54	0.17	0.17	0.01	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 35 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	725	98	156	1084	79	56	55	35	116	96	168
Added Vol:	0	208	8	23	233	11	9	12	0	10	11	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	933	106	179	1317	90	65	67	35	126	107	178
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	984	112	188	1389	95	68	70	37	133	113	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	984	112	188	1389	95	68	70	37	133	113	188
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
FinalVolume:	17	984	112	188	1389	95	68	70	37	133	113	188

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4492	308	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.31	0.07	0.12	0.31	0.31	0.04	0.04	0.02	0.08	0.07	0.12
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.533  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	35	7	338	30	396	280	235	10	24	434	221
Added Vol:	2	10	2	45	17	49	47	16	3	3	17	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	45	9	383	47	445	327	251	13	27	451	258
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	17	47	10	400	49	464	342	262	14	28	470	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	47	10	400	49	464	342	262	14	28	470	270
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
FinalVolume:	17	47	10	400	49	464	342	262	14	28	470	270

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.64	0.13	1.78	0.22	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	372	1020	209	2851	349	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.14	0.14	0.16	0.12	0.08	0.01	0.02	0.15	0.17
Crit Moves:	****			****			****					****

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	344	398	137	386	508	161	232	958	393	92	888	213
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	354	410	141	398	523	166	239	987	405	95	915	219
Added Vol:	53	29	99	138	34	37	34	352	53	120	386	166
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	439	240	536	557	203	273	1339	458	215	1301	385
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	411	443	243	541	563	205	276	1352	462	217	1314	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	443	243	541	563	205	276	1352	462	217	1314	389
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
FinalVolume:	411	443	243	541	563	205	276	1352	462	217	1314	389
OvlAdjVol:			122			52			234			89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.09	0.15	0.19	0.12	0.13	0.10	0.28	0.29	0.08	0.27	0.24
OvlAdjV/S:			0.08			0.03			0.15			0.06
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	187	893	26	374	663	100	47	671	450	76	602	151
Added Vol:	38	126	0	14	147	45	40	89	41	0	76	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1019	26	388	810	145	87	760	491	76	678	165
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	1073	27	408	853	153	92	800	517	80	713	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1073	27	408	853	153	92	800	517	80	713	174
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
FinalVolume:	237	1073	27	408	853	153	92	800	517	80	713	174

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2572	628

Capacity Analysis Module:

Vol/Sat:	0.08	0.22	0.02	0.14	0.18	0.10	0.06	0.25	0.32	0.05	0.28	0.28
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## **APPENDIX J**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS PROJECT (2021) CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth 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
Initial Bse:	55	440	2	0	156	95	28	0	29	0	0	5
Added Vol:	9	40	0	0	71	74	47	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	480	2	0	227	169	75	0	37	0	0	5
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	505	2	0	239	178	79	0	39	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	505	2	0	239	178	79	0	39	0	0	5
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
FinalVolume:	67	505	2	0	239	178	79	0	39	0	0	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.15	0.85	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3187	13	1600	1834	1366	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.16	0.00	0.13	0.13	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[ 11.8]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth 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
Initial Bse:	11	495	0	0	172	9	3	0	13	0	0	0
Added Vol:	40	9	0	0	8	71	40	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	504	0	0	180	80	43	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	55	545	0	0	195	86	46	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	545	0	0	195	86	46	0	39	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	281	xxxx	xxxxx	xxxx	xxxx	xxxxx	577	xxxx	97	xxxx	xxxx	xxxxx
Potent Cap.:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	xxxx	946	xxxx	xxxx	xxxxx
Move Cap.:	1293	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	946	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.04	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.2	xxxx	9.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
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			11.8			xxxxxx		
ApproachLOS:	*			*			B			*		

\*\*\*\*\*

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

\*\*\*\*\*



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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.259  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	1	1	0	0	0

-----

Volume Module:

Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth 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
Initial Bse:	11	495	0	0	172	9	3	0	13	0	0	0
Added Vol:	40	9	0	0	8	71	40	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	504	0	0	180	80	43	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	55	545	0	0	195	86	46	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	545	0	0	195	86	46	0	39	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	545	0	0	195	86	46	0	39	0	0	0

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0

-----

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.00	0.00	0.06	0.05	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

-----  
 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.314  
 Loss Time (sec):       6                                   Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         69                                 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth 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
Initial Bse:	20	466	152	27	146	13	7	15	9	80	17	39
Added Vol:	0	22	0	15	16	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	488	152	42	162	13	7	15	9	80	17	66
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	508	158	44	169	14	7	16	9	83	18	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	508	158	44	169	14	7	16	9	83	18	69
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
FinalVolume:	21	508	158	44	169	14	7	16	9	83	18	69

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.16	0.10	0.03	0.05	0.01	0.00	0.02	0.02	0.05	0.01	0.04
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth 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
Initial Bse:	0	582	77	34	151	0	0	0	0	149	0	76
Added Vol:	0	12	0	10	6	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	594	77	44	157	0	0	0	0	149	0	86
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	727	94	54	192	0	0	0	0	182	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	94	54	192	0	0	0	0	182	0	105
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
FinalVolume:	0	727	94	54	192	0	0	0	0	182	0	105

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.06	0.03	0.06	0.00	0.00	0.00	0.00	0.11	0.00	0.07
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426  
 Loss Time (sec): 6 Average Delay (sec/veh): 11.8  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth 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
Initial Bse:	1	344	113	33	128	23	57	145	3	93	33	32
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	345	113	34	128	23	57	145	3	93	33	34
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	376	123	37	140	25	62	158	3	101	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	376	123	37	140	25	62	158	3	101	36	37
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
FinalVolume:	1	376	123	37	140	25	62	158	3	101	36	37

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	0.71	0.01	1.00	1.00	1.00
Final Sat.:	503	1088	608	455	971	535	146	371	8	472	504	559

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.20	0.08	0.14	0.05	0.43	0.43	0.43	0.21	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	12.3	9.8	10.8	10.7	9.2	14.1	14.1	14.1	11.7	9.9	9.1
Delay 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
AdjDel/Veh:	9.6	12.3	9.8	10.8	10.7	9.2	14.1	14.1	14.1	11.7	9.9	9.1
LOS by Move:	A	B	A	B	B	A	B	B	B	B	A	A
ApproachDel:	11.7			10.6			14.1			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.7			10.6			14.1			10.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.5	0.2	0.1	0.1	0.0	0.7	0.7	0.7	0.2	0.1	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 21 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth 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
Initial Bse:	1	344	113	33	128	23	57	145	3	93	33	32
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	345	113	34	128	23	57	145	3	93	33	34
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	376	123	37	140	25	62	158	3	101	36	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	376	123	37	140	25	62	158	3	101	36	37
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
FinalVolume:	1	376	123	37	140	25	62	158	3	101	36	37

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1568	32	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.08	0.02	0.04	0.02	0.04	0.10	0.10	0.06	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth 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
Initial Bse:	771	1064	73	277	633	80	60	455	206	71	763	238
Added Vol:	14	63	0	0	98	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	785	1127	73	277	731	80	60	455	228	71	763	238
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	872	1252	0	308	812	89	67	506	253	79	848	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	872	1252	0	308	812	89	67	506	253	79	848	264
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	872	1252	0	308	812	89	67	506	253	79	848	264

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.70	0.30	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4327	473	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.30	0.26	0.00	0.11	0.19	0.19	0.02	0.11	0.16	0.03	0.18	0.17
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.841  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         66                         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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth 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
Initial Bse:	0	1589	421	64	711	0	0	0	0	344	0	409
Added Vol:	0	77	20	0	120	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1666	441	64	831	0	0	0	0	379	0	409
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1772	469	68	884	0	0	0	0	403	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1772	469	68	884	0	0	0	0	403	0	435
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
FinalVolume:	0	1772	469	68	884	0	0	0	0	403	0	435

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3795	1005	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.47	0.04	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.27
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 AM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.823  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         62                         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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	2	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth 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
Initial Bse:	0	1589	421	64	711	0	0	0	0	344	0	409
Added Vol:	0	77	20	0	120	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1666	441	64	831	0	0	0	0	379	0	409
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1772	469	68	884	0	0	0	0	403	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1772	469	68	884	0	0	0	0	403	0	435
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
FinalVolume:	0	1772	469	68	884	0	0	0	0	403	0	435

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.37	0.63	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3795	1005	2880	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.47	0.02	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.27
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	1598	5	13	876	272	590	3	10	2	0	24
Growth 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
Initial Bse:	3	1598	5	13	876	272	590	3	10	2	0	24
Added Vol:	0	10	0	0	11	144	86	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1608	5	13	887	416	676	3	10	2	0	24
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	1733	5	14	956	448	728	3	11	2	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1733	5	14	956	448	728	3	11	2	0	26
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
FinalVolume:	3	1733	5	14	956	448	728	3	11	2	0	26

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.04	0.96	1.99	0.01	1.00	0.08	0.00	0.92
Final Sat.:	1600	4800	1600	1600	3268	1532	3186	14	1600	123	0	1477

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.36	0.00	0.01	0.29	0.29	0.23	0.23	0.01	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 52 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth 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
Initial Bse:	15	1012	68	151	636	45	92	121	23	140	83	340
Added Vol:	0	10	0	0	10	2	0	15	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1022	68	151	646	47	92	136	23	140	108	340
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1079	72	159	682	50	97	144	24	148	114	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1079	72	159	682	50	97	144	24	148	114	359
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
FinalVolume:	16	1079	72	159	682	50	97	144	24	148	114	359

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4474	326	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.34	0.04	0.10	0.15	0.15	0.06	0.09	0.02	0.09	0.07	0.22
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth 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
Initial Bse:	6	10	8	231	21	215	697	396	3	30	165	190
Added Vol:	1	0	0	0	0	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	10	8	231	21	215	697	396	3	30	167	190
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	11	9	264	24	245	796	452	3	34	191	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	11	9	264	24	245	796	452	3	34	191	217
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
FinalVolume:	8	11	9	264	24	245	796	452	3	34	191	217

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.40	0.32	1.83	0.17	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	448	640	512	2933	267	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.09	0.28	0.14	0.00	0.02	0.06	0.14
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Project Conditions
AM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 4 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 AM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

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Volume Module:

Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth 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
Initial Bse:	403	651	78	192	491	57	35	294	196	80	819	284
Added Vol:	0	10	0	0	16	34	20	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	661	78	192	507	91	55	294	196	80	820	284
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	458	751	89	218	576	103	63	334	223	91	932	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	751	89	218	576	103	63	334	223	91	932	323
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
FinalVolume:	458	751	89	218	576	103	63	334	223	91	932	323

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2377	823

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Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.06	0.08	0.12	0.06	0.04	0.10	0.14	0.06	0.39	0.39
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth 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
Initial Bse:	31	331	1	4	397	37	74	0	60	2	0	5
Added Vol:	9	67	0	0	70	72	72	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	398	1	4	467	109	146	0	68	2	0	5
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	44	443	1	4	519	121	162	0	76	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	443	1	4	519	121	162	0	76	2	0	6
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
FinalVolume:	44	443	1	4	519	121	162	0	76	2	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.62	0.38	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3192	8	1600	2594	606	1600	0	1600	457	0	1143

Capacity Analysis Module:

Vol/Sat:	0.03	0.14	0.14	0.00	0.20	0.20	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[ 17.2]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth 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
Initial Bse:	6	347	0	0	437	14	3	0	3	0	0	0
Added Vol:	40	9	0	0	8	70	67	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	356	0	0	445	84	70	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	53	412	0	0	514	97	81	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	412	0	0	514	97	81	0	47	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	612	xxxx	xxxxx	xxxx	xxxx	xxxxx	827	xxxx	257	xxxx	xxxx	xxxxx
Potent Cap.:	977	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	xxxx	748	xxxx	xxxx	xxxxx
Move Cap.:	977	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	xxxx	748	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.06	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.3	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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			17.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0

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Volume Module:

Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth 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
Initial Bse:	6	347	0	0	437	14	3	0	3	0	0	0
Added Vol:	40	9	0	0	8	70	67	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	356	0	0	445	84	70	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	53	412	0	0	514	97	81	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	412	0	0	514	97	81	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	53	412	0	0	514	97	81	0	47	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.00	0.00	0.16	0.06	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth 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
Initial Bse:	27	337	61	1	388	24	37	29	20	163	14	24
Added Vol:	0	22	0	26	21	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	359	61	27	409	24	37	29	20	163	14	51
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	30	405	69	30	462	27	42	33	23	184	16	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	405	69	30	462	27	42	33	23	184	16	58
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
FinalVolume:	30	405	69	30	462	27	42	33	23	184	16	58

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.13	0.04	0.02	0.14	0.02	0.03	0.03	0.03	0.11	0.01	0.04
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth 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
Initial Bse:	2	278	88	104	396	5	2	2	1	229	4	82
Added Vol:	0	12	0	10	11	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	290	88	114	407	5	2	2	1	229	4	92
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	338	103	133	475	6	2	2	1	267	5	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	338	103	133	475	6	2	2	1	267	5	107
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
FinalVolume:	2	338	103	133	475	6	2	2	1	267	5	107

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.43	0.57
Final Sat.:	1600	3200	1600	1600	3161	39	640	640	320	1600	694	906

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.06	0.08	0.15	0.15	0.00	0.00	0.00	0.17	0.01	0.12
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801  
 Loss Time (sec): 6 Average Delay (sec/veh): 20.0  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth 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
Initial Bse:	18	272	76	37	372	49	58	94	9	312	123	43
Added Vol:	0	1	0	2	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	273	76	39	372	49	58	94	9	312	123	46
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	20	306	85	44	417	55	65	105	10	350	138	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	306	85	44	417	55	65	105	10	350	138	52
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
FinalVolume:	20	306	85	44	417	55	65	105	10	350	138	52

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.58	0.06	1.00	1.00	1.00
Final Sat.:	378	806	434	392	840	451	148	240	23	437	458	499

Capacity Analysis Module:

Vol/Sat:	0.05	0.38	0.20	0.11	0.50	0.12	0.44	0.44	0.44	0.80	0.30	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	16.1	12.3	12.6	18.5	11.3	17.2	17.2	17.2	35.2	13.5	10.4
Delay 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
AdjDel/Veh:	12.2	16.1	12.3	12.6	18.5	11.3	17.2	17.2	17.2	35.2	13.5	10.4
LOS by Move:	B	C	B	B	C	B	C	C	C	E	B	B
ApproachDel:	15.1			17.2			17.2			27.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			17.2			17.2			27.2		
LOS by Appr:	C			C			C			D		
AllWayAvgQ:	0.1	0.5	0.2	0.1	0.9	0.1	0.7	0.7	0.7	3.0	0.4	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 25 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth 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
Initial Bse:	18	272	76	37	372	49	58	94	9	312	123	43
Added Vol:	0	1	0	2	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	273	76	39	372	49	58	94	9	312	123	46
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	20	306	85	44	417	55	65	105	10	350	138	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	306	85	44	417	55	65	105	10	350	138	52
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
FinalVolume:	20	306	85	44	417	55	65	105	10	350	138	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1460	140	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.05	0.03	0.13	0.03	0.04	0.07	0.07	0.22	0.09	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth 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
Initial Bse:	364	703	116	497	934	84	209	1089	493	155	735	402
Added Vol:	21	95	0	0	96	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	798	116	497	1030	84	209	1089	515	155	735	402
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	405	840	0	523	1084	88	220	1146	542	163	774	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	840	0	523	1084	88	220	1146	542	163	774	423
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	840	0	523	1084	88	220	1146	542	163	774	423

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.77	0.23	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4438	362	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.17	0.00	0.18	0.24	0.24	0.08	0.24	0.34	0.06	0.16	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 93 Level Of Service: E

\*\*\*\*\*

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth 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
Initial Bse:	0	1428	309	350	1417	0	0	0	0	518	0	186
Added Vol:	0	116	33	0	118	0	0	0	0	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1544	342	350	1535	0	0	0	0	552	0	186
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1625	360	368	1616	0	0	0	0	581	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1625	360	368	1616	0	0	0	0	581	0	196
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
FinalVolume:	0	1625	360	368	1616	0	0	0	0	581	0	196

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.46	0.54	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3930	870	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.41	0.23	0.34	0.00	0.00	0.00	0.00	0.20	0.00	0.12
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions with Improvements  
 PM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 62 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	2	0	3 0 0	0	0	0 0 0	2	0	0 0 1

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Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth 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
Initial Bse:	0	1428	309	350	1417	0	0	0	0	518	0	186
Added Vol:	0	116	33	0	118	0	0	0	0	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1544	342	350	1535	0	0	0	0	552	0	186
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1625	360	368	1616	0	0	0	0	581	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1625	360	368	1616	0	0	0	0	581	0	196
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
FinalVolume:	0	1625	360	368	1616	0	0	0	0	581	0	196

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.46	0.54	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3930	870	2880	4800	0	0	0	0	2880	0	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.41	0.13	0.34	0.00	0.00	0.00	0.00	0.20	0.00	0.12
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth 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
Initial Bse:	16	971	13	33	1467	487	440	4	15	4	3	21
Added Vol:	0	11	0	0	11	141	138	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	982	13	33	1478	628	578	4	15	4	3	21
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	1038	14	35	1562	664	611	4	16	4	3	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1038	14	35	1562	664	611	4	16	4	3	22
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
FinalVolume:	17	1038	14	35	1562	664	611	4	16	4	3	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.11	0.89	1.99	0.01	1.00	0.14	0.11	0.75
Final Sat.:	1600	4800	1600	1600	3369	1431	3178	22	1600	229	171	1200

Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.01	0.02	0.46	0.46	0.19	0.19	0.01	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth 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
Initial Bse:	16	704	95	151	1052	77	54	53	34	113	93	163
Added Vol:	0	10	0	0	10	2	1	24	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	714	95	151	1062	79	55	77	34	113	117	163
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	753	100	159	1120	83	58	81	36	119	123	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	753	100	159	1120	83	58	81	36	119	123	172
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
FinalVolume:	17	753	100	159	1120	83	58	81	36	119	123	172

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4468	332	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.24	0.06	0.10	0.25	0.25	0.04	0.05	0.02	0.07	0.08	0.11
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth 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
Initial Bse:	14	34	7	328	29	384	272	228	10	23	421	215
Added Vol:	1	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	34	7	328	29	384	272	229	10	23	423	215
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	35	7	342	30	401	284	239	10	24	442	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	35	7	342	30	401	284	239	10	24	442	224
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
FinalVolume:	16	35	7	342	30	401	284	239	10	24	442	224

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.61	0.12	1.84	0.16	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	429	971	200	2940	260	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.14	0.10	0.07	0.01	0.02	0.14	0.14
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Project Conditions
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvAdjV/S, and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Project Conditions  
 PM PEAK HOUR  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 84 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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth 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
Initial Bse:	182	867	25	363	644	97	46	651	437	74	584	147
Added Vol:	0	16	0	0	16	33	33	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	883	25	363	660	130	79	651	437	74	585	147
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	929	26	382	695	137	83	685	460	78	616	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	929	26	382	695	137	83	685	460	78	616	155
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
FinalVolume:	192	929	26	382	695	137	83	685	460	78	616	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2557	643

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.02	0.13	0.14	0.09	0.05	0.21	0.29	0.05	0.24	0.24
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## **APPENDIX K**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS AMBIENT PLUS CUMULATIVE (2021) CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.220  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

-----

Volume Module:

Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	62	497	2	0	176	107	32	0	33	0	0	6
Added Vol:	0	2	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	499	2	0	181	107	32	0	33	0	0	6
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	65	525	2	0	191	113	33	0	34	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	525	2	0	191	113	33	0	34	0	0	6
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
FinalVolume:	65	525	2	0	191	113	33	0	34	0	0	6

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.26	0.74	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3186	14	1600	2010	1190	1600	0	1600	0	0	1600

-----

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.16	0.00	0.09	0.09	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[ 9.6]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	559	0	0	194	10	3	0	15	0	0	0
Added Vol:	0	2	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	561	0	0	199	10	3	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	13	607	0	0	216	11	4	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	607	0	0	216	11	4	0	16	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	227	xxxx	xxxxx	xxxx	xxxx	xxxxx	546	xxxx	108	xxxx	xxxx	xxxxx
Potent Cap.:	1354	xxxx	xxxxx	xxxx	xxxx	xxxxx	473	xxxx	932	xxxx	xxxx	xxxxx
Move Cap.:	1354	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	xxxx	932	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.7	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
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			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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



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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	527	172	31	165	15	8	17	10	90	19	44
Added Vol:	0	2	2	2	3	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	529	174	33	168	15	8	17	10	96	19	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
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	551	181	34	175	15	8	18	11	100	20	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	551	181	34	175	15	8	18	11	100	20	46
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
FinalVolume:	24	551	181	34	175	15	8	18	11	100	20	46

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.11	0.02	0.05	0.01	0.01	0.02	0.02	0.06	0.01	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	658	87	38	171	0	0	0	0	168	0	86
Added Vol:	0	0	19	13	0	0	0	0	0	7	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	658	106	51	171	0	0	0	0	175	0	91
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	805	130	63	209	0	0	0	0	215	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	805	130	63	209	0	0	0	0	215	0	111
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
FinalVolume:	0	805	130	63	209	0	0	0	0	215	0	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.25	0.08	0.04	0.07	0.00	0.00	0.00	0.00	0.13	0.00	0.07
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.614  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.5  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	1	389	128	37	145	26	64	164	3	105	37	36
Added Vol:	0	0	0	0	0	0	0	49	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	389	128	37	145	26	64	213	3	105	70	36
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	424	139	41	158	28	70	232	4	115	77	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	424	139	41	158	28	70	232	4	115	77	39
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
FinalVolume:	1	424	139	41	158	28	70	232	4	115	77	39

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.76	0.01	1.00	1.00	1.00
Final Sat.:	459	989	546	410	870	474	114	378	6	441	468	514

Capacity Analysis Module:

Vol/Sat:	0.00	0.43	0.26	0.10	0.18	0.06	0.61	0.61	0.61	0.26	0.16	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	10.3	14.7	11.1	11.8	12.0	10.2	19.9	19.9	19.9	12.9	11.3	9.7
Delay 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
AdjDel/Veh:	10.3	14.7	11.1	11.8	12.0	10.2	19.9	19.9	19.9	12.9	11.3	9.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	A
ApproachDel:	13.8			11.7			19.9			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			11.7			19.9			11.8		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.7	0.3	0.1	0.2	0.1	1.4	1.4	1.4	0.3	0.2	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	1	389	128	37	145	26	64	164	3	105	37	36
Added Vol:	0	0	0	0	0	0	0	49	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	389	128	37	145	26	64	213	3	105	70	36
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	424	139	41	158	28	70	232	4	115	77	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	424	139	41	158	28	70	232	4	115	77	39
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
FinalVolume:	1	424	139	41	158	28	70	232	4	115	77	39

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1575	25	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.13	0.09	0.03	0.05	0.02	0.04	0.15	0.15	0.07	0.05	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.956  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 139 Level Of Service: E  
 \*\*\*\*\*

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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	871	1202	82	313	715	90	68	514	233	80	862	269
Added Vol:	70	269	46	171	151	19	5	316	46	15	216	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	941	1471	128	484	866	109	73	830	279	95	1078	373
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1046	1635	0	538	963	122	81	922	310	106	1198	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1046	1635	0	538	963	122	81	922	310	106	1198	414
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1046	1635	0	538	963	122	81	922	310	106	1198	414

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4262	538	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.36	0.34	0.00	0.19	0.23	0.23	0.03	0.19	0.19	0.04	0.25	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 1.131  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1796	476	72	803	0	0	0	0	389	0	462
Added Vol:	0	252	135	75	150	0	0	0	0	100	0	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2048	611	147	953	0	0	0	0	489	0	577
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	2178	650	157	1014	0	0	0	0	520	0	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2178	650	157	1014	0	0	0	0	520	0	614
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
FinalVolume:	0	2178	650	157	1014	0	0	0	0	520	0	614

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.31	0.69	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3697	1103	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.59	0.59	0.10	0.21	0.00	0.00	0.00	0.00	0.18	0.00	0.38
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.813  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	3	1598	5	13	876	272	590	3	10	2	0	24
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	3	1806	6	15	990	307	667	3	11	2	0	27
Added Vol:	2	363	2	0	234	15	25	0	2	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2169	8	15	1224	322	692	3	13	6	0	27
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	2337	8	16	1319	347	745	4	14	7	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2337	8	16	1319	347	745	4	14	7	0	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	2337	8	16	1319	347	745	4	14	7	0	29

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.37	0.63	1.99	0.01	1.00	0.18	0.01	0.81
Final Sat.:	1600	4800	1600	1600	3799	1001	3184	16	1600	300	0	1300

Capacity Analysis Module:

Vol/Sat:	0.00	0.49	0.01	0.01	0.35	0.35	0.23	0.23	0.01	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.984  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	17	1144	77	171	719	51	104	137	26	158	94	384
Added Vol:	0	280	2	17	178	3	4	3	0	10	3	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1424	79	188	897	54	108	140	26	168	97	392
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	1503	83	198	947	57	114	148	27	178	102	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1503	83	198	947	57	114	148	27	178	102	414
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
FinalVolume:	18	1503	83	198	947	57	114	148	27	178	102	414

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4528	272	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.05	0.12	0.21	0.21	0.07	0.09	0.02	0.11	0.06	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	7	11	9	261	24	243	788	447	3	34	186	215
Added Vol:	6	42	8	29	15	21	29	24	2	3	21	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	53	17	290	39	264	817	471	5	37	207	292
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	15	61	19	331	44	301	932	538	6	42	237	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	61	19	331	44	301	932	538	6	42	237	333
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
FinalVolume:	15	61	19	331	44	301	932	538	6	42	237	333

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.64	0.21	1.76	0.24	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1026	328	2823	377	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.10	0.32	0.17	0.00	0.03	0.07	0.21
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	272	631	66	225	469	74	105	500	144	77	689	197
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	307	713	75	254	530	84	119	565	163	87	779	223
Added Vol:	88	138	211	223	192	41	38	418	101	177	327	145
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	851	286	477	722	125	157	983	264	264	1106	368
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	465	1001	336	561	849	147	184	1156	310	311	1301	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1001	336	561	849	147	184	1156	310	311	1301	432
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
FinalVolume:	465	1001	336	561	849	147	184	1156	310	311	1301	432
OvlAdjVol:			163			44			52			121

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.16	0.21	0.21	0.19	0.18	0.09	0.06	0.24	0.19	0.11	0.27	0.27
OvlAdjV/S:			0.10			0.03			0.03			0.08
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	455	736	88	217	555	64	40	332	221	90	925	321
Added Vol:	29	369	0	14	418	35	48	55	21	0	81	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	1105	88	231	973	99	88	387	242	90	1006	338
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	550	1255	100	262	1105	113	99	440	276	103	1144	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1255	100	262	1105	113	99	440	276	103	1144	384
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
FinalVolume:	550	1255	100	262	1105	113	99	440	276	103	1144	384

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2396	804

Capacity Analysis Module:

Vol/Sat:	0.19	0.26	0.06	0.09	0.23	0.07	0.06	0.14	0.17	0.06	0.48	0.48
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

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Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	35	374	1	5	449	42	84	0	68	2	0	6
Added Vol:	0	15	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	389	1	5	458	42	84	0	68	2	0	6
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	39	433	1	5	509	47	93	0	75	3	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	433	1	5	509	47	93	0	75	3	0	6
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
FinalVolume:	39	433	1	5	509	47	93	0	75	3	0	6

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.83	0.17	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3191	9	1600	2932	268	1600	0	1600	457	0	1143

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Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.00	0.17	0.17	0.06	0.00	0.05	0.00	0.00	0.01
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 13.4]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	7	392	0	0	494	16	3	0	3	0	0	0
Added Vol:	0	15	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	407	0	0	503	16	3	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	8	471	0	0	581	18	4	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	471	0	0	581	18	4	0	4	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	600	xxxx	xxxxx	xxxx	xxxx	xxxxx	832	xxxx	291	xxxx	xxxx	xxxxx
Potent Cap.:	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	311	xxxx	712	xxxx	xxxx	xxxxx
Move Cap.:	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	xxxx	712	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.8	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	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			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	31	381	69	1	438	27	42	33	23	184	16	27
Added Vol:	0	11	15	1	8	0	0	0	0	9	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	392	84	2	446	27	42	33	23	193	16	31
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	34	442	95	2	504	31	47	37	26	218	18	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	442	95	2	504	31	47	37	26	218	18	35
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
FinalVolume:	34	442	95	2	504	31	47	37	26	218	18	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.06	0.00	0.16	0.02	0.03	0.04	0.04	0.14	0.01	0.02
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	2	314	99	118	447	6	2	2	1	259	5	93
Added Vol:	0	0	14	25	0	0	0	0	0	24	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	314	113	143	447	6	2	2	1	283	5	131
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	367	132	166	522	7	3	3	1	330	5	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	367	132	166	522	7	3	3	1	330	5	152
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
FinalVolume:	3	367	132	166	522	7	3	3	1	330	5	152

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.37	0.63
Final Sat.:	1600	3200	1600	1600	3160	40	640	640	320	1600	600	1000

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.08	0.10	0.17	0.17	0.00	0.00	0.00	0.21	0.01	0.15
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.019  
 Loss Time (sec): 6 Average Delay (sec/veh): 38.3  
 Optimal Cycle: 0 Level Of Service: E  
 \*\*\*\*\*

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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	1

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	20	307	86	42	420	55	66	106	10	353	139	49
Added Vol:	0	0	0	0	0	0	0	106	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	307	86	42	420	55	66	212	10	353	255	49
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	23	345	96	47	471	62	73	238	11	395	286	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	345	96	47	471	62	73	238	11	395	286	54
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
FinalVolume:	23	345	96	47	471	62	73	238	11	395	286	54

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.74	0.03	1.00	1.00	1.00
Final Sat.:	320	678	360	333	708	375	89	288	14	388	406	432

Capacity Analysis Module:

Vol/Sat:	0.07	0.51	0.27	0.14	0.67	0.17	0.83	0.83	0.83	1.02	0.70	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	22.9	15.7	14.9	30.0	13.8	42.6	42.6	42.6	81.7	29.4	11.9
Delay 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
AdjDel/Veh:	14.4	22.9	15.7	14.9	30.0	13.8	42.6	42.6	42.6	81.7	29.4	11.9
LOS by Move:	B	C	C	B	D	B	E	E	E	F	D	B
ApproachDel:	21.0			27.1			42.6			56.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.0			27.1			42.6			56.2		
LOS by Appr:	C			D			E			F		
AllWayAvgQ:	0.1	0.9	0.3	0.2	1.7	0.2	3.3	3.3	3.3	7.5	2.0	0.1

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



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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 33 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	20	307	86	42	420	55	66	106	10	353	139	49
Added Vol:	0	0	0	0	0	0	0	106	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	307	86	42	420	55	66	212	10	353	255	49
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	23	345	96	47	471	62	73	238	11	395	286	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	345	96	47	471	62	73	238	11	395	286	54
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
FinalVolume:	23	345	96	47	471	62	73	238	11	395	286	54

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1527	73	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.11	0.06	0.03	0.15	0.04	0.05	0.16	0.16	0.25	0.18	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.268  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	411	794	131	562	1055	95	236	1231	557	175	831	454
Added Vol:	130	276	28	341	330	11	19	652	119	50	675	352
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	1070	159	903	1385	106	255	1883	676	225	1506	806
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	570	1127	0	950	1458	111	269	1982	712	237	1585	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	1127	0	950	1458	111	269	1982	712	237	1585	849
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	1127	0	950	1458	111	269	1982	712	237	1585	849

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.79	0.21	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4459	341	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.20	0.23	0.00	0.33	0.33	0.33	0.09	0.41	0.44	0.08	0.33	0.53
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.290  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1614	349	395	1601	0	0	0	0	585	0	210
Added Vol:	0	324	305	103	385	0	0	0	0	327	0	126
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1938	654	498	1986	0	0	0	0	912	0	336
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2040	689	525	2091	0	0	0	0	960	0	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2040	689	525	2091	0	0	0	0	960	0	354
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
FinalVolume:	0	2040	689	525	2091	0	0	0	0	960	0	354

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.24	0.76	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3588	1212	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.57	0.57	0.33	0.44	0.00	0.00	0.00	0.00	0.33	0.00	0.22
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 107 Level Of Service: E  
 \*\*\*\*\*

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	18	1097	15	37	1658	550	497	5	17	5	3	24
Added Vol:	3	578	11	0	652	59	52	0	4	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1675	26	37	2310	609	549	5	21	13	3	24
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	1771	27	39	2442	644	581	5	22	13	4	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1771	27	39	2442	644	581	5	22	13	4	25
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
FinalVolume:	22	1771	27	39	2442	644	581	5	22	13	4	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.37	0.63	1.98	0.02	1.00	0.32	0.08	0.60
Final Sat.:	1600	4800	1600	1600	3798	1002	3174	26	1600	505	137	958

Capacity Analysis Module:

Vol/Sat:	0.01	0.37	0.02	0.02	0.64	0.64	0.18	0.18	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 52 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	18	796	107	171	1189	87	61	60	38	128	105	184
Added Vol:	0	428	15	39	468	14	13	5	0	15	4	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1224	122	210	1657	101	74	65	38	143	109	200
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	1291	129	221	1748	107	78	68	41	151	115	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1291	129	221	1748	107	78	68	41	151	115	211
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
FinalVolume:	19	1291	129	221	1748	107	78	68	41	151	115	211

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4524	276	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.40	0.08	0.14	0.39	0.39	0.05	0.04	0.03	0.09	0.07	0.13
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	2	2	0	1	1	0	1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	16	38	8	371	33	434	307	258	11	26	476	243
Added Vol:	4	26	5	102	47	80	77	56	6	9	51	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	64	13	473	80	514	384	314	17	35	527	318
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	67	13	493	83	536	401	327	18	37	550	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	67	13	493	83	536	401	327	18	37	550	332
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
FinalVolume:	21	67	13	493	83	536	401	327	18	37	550	332

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.67	0.13	1.71	0.29	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	326	1061	213	2738	462	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.18	0.18	0.19	0.14	0.10	0.01	0.02	0.17	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	344	398	137	386	508	161	232	958	393	92	888	213
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	389	450	155	436	574	182	262	1083	444	104	1003	241
Added Vol:	205	319	372	355	314	74	69	800	196	401	864	401
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	769	527	791	888	256	331	1883	640	505	1867	642
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	600	777	532	799	897	259	335	1902	647	510	1886	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	777	532	799	897	259	335	1902	647	510	1886	648
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
FinalVolume:	600	777	532	799	897	259	335	1902	647	510	1886	648
OvlAdjVol:			249			73			313			204

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.21	0.16	0.33	0.28	0.19	0.16	0.12	0.40	0.40	0.18	0.39	0.41
OvlAdjV/S:			0.16			0.05			0.20			0.13
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.049  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	206	980	28	410	728	110	52	736	494	84	660	166
Added Vol:	88	784	0	31	794	83	77	143	93	0	123	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1764	28	441	1522	193	129	879	587	84	783	199
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	309	1857	30	464	1602	203	136	925	618	88	824	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1857	30	464	1602	203	136	925	618	88	824	210
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
FinalVolume:	309	1857	30	464	1602	203	136	925	618	88	824	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2551	649

Capacity Analysis Module:

Vol/Sat:	0.11	0.39	0.02	0.16	0.33	0.13	0.08	0.29	0.39	0.06	0.32	0.32
Crit Moves:	****			****			****			****		

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## **APPENDIX L**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT (2021) CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	55	440	2	0	156	95	28	0	29	0	0	5
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	62	497	2	0	176	107	32	0	33	0	0	6
Added Vol:	9	42	0	0	76	74	47	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	539	2	0	252	181	79	0	41	0	0	6
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	567	2	0	265	191	83	0	43	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	567	2	0	265	191	83	0	43	0	0	6
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
FinalVolume:	75	567	2	0	265	191	83	0	43	0	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.16	0.84	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	3187	13	1600	1862	1338	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.00	0.14	0.14	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[ 12.4]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	559	0	0	194	10	3	0	15	0	0	0
Added Vol:	40	11	0	0	13	71	40	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	570	0	0	207	81	43	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	57	617	0	0	224	88	47	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	617	0	0	224	88	47	0	41	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	312	xxxx	xxxxx	xxxx	xxxx	xxxxx	646	xxxx	112	xxxx	xxxx	xxxxx
Potent Cap.:	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	xxxx	926	xxxx	xxxx	xxxxx
Move Cap.:	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	xxxx	926	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.04	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
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			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.282  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0

-----

Volume Module:

Base Vol:	11	495	0	0	172	9	3	0	13	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	559	0	0	194	10	3	0	15	0	0	0
Added Vol:	40	11	0	0	13	71	40	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	570	0	0	207	81	43	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00
PHF Volume:	57	617	0	0	224	88	47	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	617	0	0	224	88	47	0	41	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	57	617	0	0	224	88	47	0	41	0	0	0

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0

-----

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.00	0.00	0.07	0.05	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Queues  
2: Resort Access & Eisenhower Dr. (NS)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	46	41	56	613	223	87
v/c Ratio	0.22	0.18	0.06	0.21	0.07	0.06
Control Delay	25.9	10.8	1.6	2.6	1.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	10.8	1.6	2.6	1.9	0.8
Queue Length 50th (ft)	15	0	12	82	7	0
Queue Length 95th (ft)	40	23	1	2	16	6
Internal Link Dist (ft)	550			1000	630	
Turn Bay Length (ft)			100			100
Base Capacity (vph)	590	555	958	2974	2974	1344
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.06	0.21	0.07	0.06
<b>Intersection Summary</b>						

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	466	152	27	146	13	7	15	9	80	17	39
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	527	172	31	165	15	8	17	10	90	19	44
Added Vol:	0	23	2	17	19	0	0	0	0	6	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	550	174	48	184	15	8	17	10	96	19	71
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	572	181	49	192	15	8	18	11	100	20	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	572	181	49	192	15	8	18	11	100	20	74
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
FinalVolume:	24	572	181	49	192	15	8	18	11	100	20	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1000	600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.11	0.03	0.06	0.01	0.01	0.02	0.02	0.06	0.01	0.05
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	582	77	34	151	0	0	0	0	149	0	76
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	658	87	38	171	0	0	0	0	168	0	86
Added Vol:	0	12	19	23	6	0	0	0	0	7	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	106	61	177	0	0	0	0	175	0	101
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	820	130	75	216	0	0	0	0	215	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	130	75	216	0	0	0	0	215	0	123
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
FinalVolume:	0	820	130	75	216	0	0	0	0	215	0	123

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.08	0.05	0.07	0.00	0.00	0.00	0.00	0.13	0.00	0.08
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.5  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	1

Volume Module:

Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	1	389	128	37	145	26	64	164	3	105	37	36
Added Vol:	0	1	0	1	0	0	0	49	0	0	33	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	390	128	38	145	26	64	213	3	105	70	38
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	425	139	42	158	28	70	232	4	115	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	425	139	42	158	28	70	232	4	115	77	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	425	139	42	158	28	70	232	4	115	77	42

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.76	0.01	1.00	1.00	1.00
Final Sat.:	459	988	545	409	869	473	114	377	6	440	468	513

Capacity Analysis Module:

Vol/Sat:	0.00	0.43	0.26	0.10	0.18	0.06	0.61	0.61	0.61	0.26	0.16	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	10.3	14.8	11.1	11.8	12.0	10.2	19.9	19.9	19.9	13.0	11.3	9.8
Delay 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
AdjDel/Veh:	10.3	14.8	11.1	11.8	12.0	10.2	19.9	19.9	19.9	13.0	11.3	9.8
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	A
ApproachDel:	13.9			11.8			19.9			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			11.8			19.9			11.8		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.7	0.3	0.1	0.2	0.1	1.4	1.4	1.4	0.3	0.2	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	344	113	33	128	23	57	145	3	93	33	32
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	1	389	128	37	145	26	64	164	3	105	37	36
Added Vol:	0	1	0	1	0	0	0	49	0	0	33	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	390	128	38	145	26	64	213	3	105	70	38
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	425	139	42	158	28	70	232	4	115	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	425	139	42	158	28	70	232	4	115	77	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	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	425	139	42	158	28	70	232	4	115	77	42

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1575	25	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.13	0.09	0.03	0.05	0.02	0.04	0.15	0.15	0.07	0.05	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 179 Level Of Service: E  
 \*\*\*\*\*

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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	871	1202	82	313	715	90	68	514	233	80	862	269
Added Vol:	83	332	46	171	249	19	5	316	67	15	216	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	954	1534	128	484	964	109	73	830	300	95	1078	373
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1060	1705	0	538	1071	122	81	922	333	106	1198	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1060	1705	0	538	1071	122	81	922	333	106	1198	414
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1060	1705	0	538	1071	122	81	922	333	106	1198	414

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.69	0.31	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4311	489	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.37	0.36	0.00	0.19	0.25	0.25	0.03	0.19	0.21	0.04	0.25	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 95 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	0	3	0	2	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	771	1064	73	277	633	80	60	455	206	71	763	238
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	871	1202	82	313	715	90	68	514	233	80	862	269
Added Vol:	83	332	46	171	249	19	5	316	67	15	216	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	954	1534	128	484	964	109	73	830	300	95	1078	373
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1060	1705	0	538	1071	122	81	922	333	106	1198	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1060	1705	0	538	1071	122	81	922	333	106	1198	414
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1060	1705	0	538	1071	122	81	922	333	106	1198	414

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	3.00	3.00	1.00	3.00	2.69	0.31	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4800	4800	1600	4800	4311	489	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.22	0.36	0.00	0.11	0.25	0.25	0.03	0.19	0.21	0.04	0.25	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 1.152  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1796	476	72	803	0	0	0	0	389	0	462
Added Vol:	0	329	155	75	270	0	0	0	0	135	0	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2125	631	147	1073	0	0	0	0	524	0	577
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	2260	671	157	1142	0	0	0	0	557	0	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2260	671	157	1142	0	0	0	0	557	0	614
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
FinalVolume:	0	2260	671	157	1142	0	0	0	0	557	0	614

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.31	0.69	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3701	1099	1600	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.61	0.61	0.10	0.24	0.00	0.00	0.00	0.00	0.19	0.00	0.38
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 1.109  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	2	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1589	421	64	711	0	0	0	0	344	0	409
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1796	476	72	803	0	0	0	0	389	0	462
Added Vol:	0	329	155	75	270	0	0	0	0	135	0	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2125	631	147	1073	0	0	0	0	524	0	577
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	2260	671	157	1142	0	0	0	0	557	0	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2260	671	157	1142	0	0	0	0	557	0	614
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
FinalVolume:	0	2260	671	157	1142	0	0	0	0	557	0	614

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.31	0.69	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3701	1099	2880	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.61	0.61	0.05	0.24	0.00	0.00	0.00	0.00	0.19	0.00	0.38
Crit Moves:	****			****						****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Ambient + Cumulative + Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845

Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx

Optimal Cycle: 91 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for traffic volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves).

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Ambient + Cumulative + Project Conditions with Improvements
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for Protected, Split Phase, and various traffic parameters.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, OvlAdjVol. Includes data for four approaches.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Includes data for four approaches.

Capacity Analysis Module: Vol/Sat, OvlAdjV/S, Crit Moves. Includes data for four approaches.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*

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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	15	1012	68	151	636	45	92	121	23	140	83	340
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	17	1144	77	171	719	51	104	137	26	158	94	384
Added Vol:	0	290	2	17	188	4	5	18	0	10	28	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1434	79	188	907	55	109	155	26	168	122	392
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	1514	83	198	957	58	115	163	27	178	129	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1514	83	198	957	58	115	163	27	178	129	414
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
FinalVolume:	18	1514	83	198	957	58	115	163	27	178	129	414

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4526	274	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.05	0.12	0.21	0.21	0.07	0.10	0.02	0.11	0.08	0.26
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	2	2	0	1	1	0	1

Volume Module:

Base Vol:	6	10	8	231	21	215	697	396	3	30	165	190
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	7	11	9	261	24	243	788	447	3	34	186	215
Added Vol:	6	42	8	29	15	21	29	25	2	3	23	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	53	17	290	39	264	817	472	5	37	209	292
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	15	61	19	331	44	301	932	539	6	42	239	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	61	19	331	44	301	932	539	6	42	239	333
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
FinalVolume:	15	61	19	331	44	301	932	539	6	42	239	333

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.64	0.21	1.76	0.24	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1026	328	2823	377	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.10	0.32	0.17	0.00	0.03	0.07	0.21
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	272	631	66	225	469	74	105	500	144	77	689	197
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	307	713	75	254	530	84	119	565	163	87	779	223
Added Vol:	88	162	216	223	233	41	38	418	101	186	327	145
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	875	291	477	763	125	157	983	264	273	1106	368
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	465	1029	342	561	898	147	184	1156	310	321	1301	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1029	342	561	898	147	184	1156	310	321	1301	432
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
FinalVolume:	465	1029	342	561	898	147	184	1156	310	321	1301	432
OvlAdjVol:			163			44			52			121

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.16	0.21	0.21	0.19	0.19	0.09	0.06	0.24	0.19	0.11	0.27	0.27
OvlAdjV/S:			0.10			0.03			0.03			0.08
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.039  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	455	736	88	217	555	64	40	332	221	90	925	321
Added Vol:	29	379	0	14	435	68	67	55	21	0	82	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	1115	88	231	990	132	107	387	242	90	1007	338
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	550	1267	100	262	1125	150	121	440	276	103	1145	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1267	100	262	1125	150	121	440	276	103	1145	384
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
FinalVolume:	550	1267	100	262	1125	150	121	440	276	103	1145	384

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2396	804

Capacity Analysis Module:

Vol/Sat:	0.19	0.26	0.06	0.09	0.23	0.09	0.08	0.14	0.17	0.06	0.48	0.48
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 102 Level Of Service: E  
 \*\*\*\*\*

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	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	403	651	78	192	491	57	35	294	196	80	819	284
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	455	736	88	217	555	64	40	332	221	90	925	321
Added Vol:	29	379	0	14	435	68	67	55	21	0	82	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	1115	88	231	990	132	107	387	242	90	1007	338
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	550	1267	100	262	1125	150	121	440	276	103	1145	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1267	100	262	1125	150	121	440	276	103	1145	384
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
FinalVolume:	550	1267	100	262	1125	150	121	440	276	103	1145	384

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.19	0.26	0.06	0.09	0.23	0.09	0.08	0.14	0.17	0.06	0.36	0.24
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	31	331	1	4	397	37	74	0	60	2	0	5
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	35	374	1	5	449	42	84	0	68	2	0	6
Added Vol:	9	82	0	0	78	72	72	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	456	1	5	527	114	156	0	76	2	0	6
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	49	507	1	5	586	127	173	0	84	3	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	507	1	5	586	127	173	0	84	3	0	6
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
FinalVolume:	49	507	1	5	586	127	173	0	84	3	0	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.64	0.36	1.00	0.00	1.00	0.29	0.00	0.71
Final Sat.:	1600	3192	8	1600	2631	569	1600	0	1600	457	0	1143

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.16	0.00	0.22	0.22	0.11	0.00	0.05	0.00	0.00	0.01
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[ 20.1]

\*\*\*\*\*

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			Ignore					
Lanes:	1	0	2	0	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	7	392	0	0	494	16	3	0	3	0	0	0
Added Vol:	40	24	0	0	17	70	67	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	416	0	0	511	86	70	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	54	481	0	0	591	99	81	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	481	0	0	591	99	81	0	48	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	690	xxxx	xxxxx	xxxx	xxxx	xxxxx	939	xxxx	295	xxxx	xxxx	xxxxx
Potent Cap.:	914	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	xxxx	707	xxxx	xxxx	xxxxx
Move Cap.:	914	xxxx	xxxxx	xxxx	xxxx	xxxxx	254	xxxx	707	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.07	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	0.2	xxxx	xxxx	xxxxx			
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.7	xxxx	10.5	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	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	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.1			xxxxxx					
ApproachLOS:		*			*		C				*				

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0

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Volume Module:

Base Vol:	6	347	0	0	437	14	3	0	3	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	7	392	0	0	494	16	3	0	3	0	0	0
Added Vol:	40	24	0	0	17	70	67	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	416	0	0	511	86	70	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	54	481	0	0	591	99	81	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	481	0	0	591	99	81	0	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	54	481	0	0	591	99	81	0	48	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.00	0.00	0.18	0.06	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					

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Queues  
2: Resort Access & Eisenhower Dr. (NS)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	80	47	54	478	587	99
v/c Ratio	0.33	0.18	0.09	0.17	0.21	0.08
Control Delay	26.5	9.5	3.2	3.3	7.3	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	9.5	3.2	3.3	7.3	5.4
Queue Length 50th (ft)	27	0	12	61	26	0
Queue Length 95th (ft)	56	22	1	1	146	53
Internal Link Dist (ft)	550			1000	630	
Turn Bay Length (ft)			100			100
Base Capacity (vph)	620	585	623	2746	2746	1251
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.09	0.17	0.21	0.08

Intersection Summary

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	337	61	1	388	24	37	29	20	163	14	24
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	31	381	69	1	438	27	42	33	23	184	16	27
Added Vol:	0	33	15	26	29	0	0	0	0	9	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	414	84	27	467	27	42	33	23	193	16	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	34	467	95	31	528	31	47	37	26	218	18	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	467	95	31	528	31	47	37	26	218	18	64
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
FinalVolume:	34	467	95	31	528	31	47	37	26	218	18	64

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	947	653	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.15	0.06	0.02	0.16	0.02	0.03	0.04	0.04	0.14	0.01	0.04
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	2	278	88	104	396	5	2	2	1	229	4	82
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	2	314	99	118	447	6	2	2	1	259	5	93
Added Vol:	0	12	14	35	11	0	0	0	0	24	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	326	113	153	458	6	2	2	1	283	5	141
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	381	132	178	535	7	3	3	1	330	5	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	381	132	178	535	7	3	3	1	330	5	164
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
FinalVolume:	3	381	132	178	535	7	3	3	1	330	5	164

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.40	0.40	0.20	1.00	0.34	0.66
Final Sat.:	1600	3200	1600	1600	3161	39	640	640	320	1600	548	1052

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.08	0.11	0.17	0.17	0.00	0.00	0.00	0.21	0.01	0.16
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020  
 Loss Time (sec): 6 Average Delay (sec/veh): 38.4  
 Optimal Cycle: 0 Level Of Service: E  
 \*\*\*\*\*

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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	20	307	86	42	420	55	66	106	10	353	139	49
Added Vol:	0	1	0	2	0	0	0	106	0	0	116	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	308	86	44	420	55	66	212	10	353	255	52
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	23	346	96	49	471	62	73	238	11	395	286	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	346	96	49	471	62	73	238	11	395	286	58
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
FinalVolume:	23	346	96	49	471	62	73	238	11	395	286	58

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.74	0.03	1.00	1.00	1.00
Final Sat.:	320	676	359	332	706	374	89	288	14	387	405	431

Capacity Analysis Module:

Vol/Sat:	0.07	0.51	0.27	0.15	0.67	0.17	0.83	0.83	0.83	1.02	0.71	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	23.0	15.8	15.0	30.2	13.8	42.7	42.7	42.7	82.1	29.5	12.0
Delay 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
AdjDel/Veh:	14.4	23.0	15.8	15.0	30.2	13.8	42.7	42.7	42.7	82.1	29.5	12.0
LOS by Move:	B	C	C	C	D	B	E	E	E	F	D	B
ApproachDel:	21.1			27.1			42.7			56.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.1			27.1			42.7			56.3		
LOS by Appr:	C			D			E			F		
AllWayAvgQ:	0.1	0.9	0.3	0.2	1.7	0.2	3.3	3.3	3.3	7.5	2.0	0.1

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 33 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	18	272	76	37	372	49	58	94	9	312	123	43
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	20	307	86	42	420	55	66	106	10	353	139	49
Added Vol:	0	1	0	2	0	0	0	106	0	0	116	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	308	86	44	420	55	66	212	10	353	255	52
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	23	346	96	49	471	62	73	238	11	395	286	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	346	96	49	471	62	73	238	11	395	286	58
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
FinalVolume:	23	346	96	49	471	62	73	238	11	395	286	58

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1527	73	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.11	0.06	0.03	0.15	0.04	0.05	0.16	0.16	0.25	0.18	0.04
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.289  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	411	794	131	562	1055	95	236	1231	557	175	831	454
Added Vol:	150	371	28	341	426	11	19	652	140	50	675	352
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	561	1165	159	903	1481	106	255	1883	697	225	1506	806
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	591	1227	0	950	1559	111	269	1982	734	237	1585	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	1227	0	950	1559	111	269	1982	734	237	1585	849
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	1227	0	950	1559	111	269	1982	734	237	1585	849

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.80	0.20	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4480	320	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.21	0.26	0.00	0.33	0.35	0.35	0.09	0.41	0.46	0.08	0.33	0.53
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.157  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	0	3	0	2	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	364	703	116	497	934	84	209	1089	493	155	735	402
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	411	794	131	562	1055	95	236	1231	557	175	831	454
Added Vol:	150	371	28	341	426	11	19	652	140	50	675	352
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	561	1165	159	903	1481	106	255	1883	697	225	1506	806
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	591	1227	0	950	1559	111	269	1982	734	237	1585	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	1227	0	950	1559	111	269	1982	734	237	1585	849
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	1227	0	950	1559	111	269	1982	734	237	1585	849

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	3.00	3.00	1.00	3.00	2.80	0.20	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4800	4800	1600	4800	4480	320	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.26	0.00	0.20	0.35	0.35	0.09	0.41	0.46	0.08	0.33	0.53
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 1.335  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	3	0	0	0	2	0	0

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Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1614	349	395	1601	0	0	0	0	585	0	210
Added Vol:	0	440	339	103	502	0	0	0	0	361	0	126
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2054	688	498	2103	0	0	0	0	946	0	336
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2162	724	525	2214	0	0	0	0	996	0	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2162	724	525	2214	0	0	0	0	996	0	354
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
FinalVolume:	0	2162	724	525	2214	0	0	0	0	996	0	354

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.25	0.75	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3595	1205	1600	4800	0	0	0	0	2880	0	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.60	0.60	0.33	0.46	0.00	0.00	0.00	0.00	0.35	0.00	0.22
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.189  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	2	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:

Base Vol:	0	1428	309	350	1417	0	0	0	0	518	0	186
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1614	349	395	1601	0	0	0	0	585	0	210
Added Vol:	0	440	339	103	502	0	0	0	0	361	0	126
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2054	688	498	2103	0	0	0	0	946	0	336
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2162	724	525	2214	0	0	0	0	996	0	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2162	724	525	2214	0	0	0	0	996	0	354
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
FinalVolume:	0	2162	724	525	2214	0	0	0	0	996	0	354

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.25	0.75	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3595	1205	2880	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.60	0.60	0.18	0.46	0.00	0.00	0.00	0.00	0.35	0.00	0.22
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.005  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	16	971	13	33	1467	487	440	4	15	4	3	21
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	18	1097	15	37	1658	550	497	5	17	5	3	24
Added Vol:	3	588	11	0	663	200	191	0	4	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1685	26	37	2321	750	688	5	21	13	3	24
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	1781	27	39	2453	793	727	5	22	13	4	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1781	27	39	2453	793	727	5	22	13	4	25
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
FinalVolume:	22	1781	27	39	2453	793	727	5	22	13	4	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.27	0.73	1.99	0.01	1.00	0.32	0.08	0.60
Final Sat.:	1600	4800	1600	1600	3627	1173	3179	21	1600	505	137	958

Capacity Analysis Module:

Vol/Sat:	0.01	0.37	0.02	0.02	0.68	0.68	0.23	0.23	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
Existing + Ambient + Cumulative + Project Conditions with Improvements
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 53 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

-----

Volume Module:

Base Vol:	16	704	95	151	1052	77	54	53	34	113	93	163
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	18	796	107	171	1189	87	61	60	38	128	105	184
Added Vol:	0	438	15	39	478	16	14	30	0	15	28	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1234	122	210	1667	103	75	90	38	143	133	200
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	1301	129	221	1758	109	79	95	41	151	140	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1301	129	221	1758	109	79	95	41	151	140	211
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
FinalVolume:	19	1301	129	221	1758	109	79	95	41	151	140	211

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4521	279	1600	1600	1600	1600	1600	1600

-----

Capacity Analysis Module:

Vol/Sat:	0.01	0.41	0.08	0.14	0.39	0.39	0.05	0.06	0.03	0.09	0.09	0.13
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 94 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	14	34	7	328	29	384	272	228	10	23	421	215
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	16	38	8	371	33	434	307	258	11	26	476	243
Added Vol:	4	26	5	102	47	80	77	58	7	9	54	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	64	13	473	80	514	384	316	18	35	530	318
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	67	13	493	83	536	401	329	19	37	553	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	67	13	493	83	536	401	329	19	37	553	332
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
FinalVolume:	21	67	13	493	83	536	401	329	19	37	553	332

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.67	0.13	1.71	0.29	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	326	1061	213	2738	462	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.18	0.18	0.19	0.14	0.10	0.01	0.02	0.17	0.21
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.084  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	29	29	10	29	29	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	344	398	137	386	508	161	232	958	393	92	888	213
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	389	450	155	436	574	182	262	1083	444	104	1003	241
Added Vol:	205	359	381	355	354	74	69	800	196	409	864	401
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	809	536	791	928	256	331	1883	640	513	1867	642
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	600	817	541	799	937	259	335	1902	647	518	1886	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	817	541	799	937	259	335	1902	647	518	1886	648
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
FinalVolume:	600	817	541	799	937	259	335	1902	647	518	1886	648
OvlAdjVol:			253			73			313			204

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.21	0.17	0.34	0.28	0.20	0.16	0.12	0.40	0.40	0.18	0.39	0.41
OvlAdjV/S:			0.16			0.05			0.20			0.13
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	206	980	28	410	728	110	52	736	494	84	660	166
Added Vol:	88	800	0	31	809	116	109	144	93	0	124	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1780	28	441	1537	226	161	880	587	84	784	199
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	309	1873	30	464	1618	237	169	926	618	88	825	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1873	30	464	1618	237	169	926	618	88	825	210
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
FinalVolume:	309	1873	30	464	1618	237	169	926	618	88	825	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2552	648

Capacity Analysis Module:

Vol/Sat:	0.11	0.39	0.02	0.16	0.34	0.15	0.11	0.29	0.39	0.06	0.32	0.32
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 Existing + Ambient + Cumulative + Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	182	867	25	363	644	97	46	651	437	74	584	147
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	206	980	28	410	728	110	52	736	494	84	660	166
Added Vol:	88	800	0	31	809	116	109	144	93	0	124	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1780	28	441	1537	226	161	880	587	84	784	199
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	309	1873	30	464	1618	237	169	926	618	88	825	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1873	30	464	1618	237	169	926	618	88	825	210
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
FinalVolume:	309	1873	30	464	1618	237	169	926	618	88	825	210

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.39	0.02	0.16	0.34	0.15	0.11	0.29	0.39	0.06	0.26	0.13
Crit Moves:	****			****			****			****		

\*\*\*\*\*



## **APPENDIX M**

### **CALCULATION OF INTERSECTION LEVEL OF SERVICE FOR GENERAL PLAN BUILD OUT WITHOUT PROJECT CONDITIONS**

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec):            100                            Critical Vol./Cap.(X):            0.364  
 Loss Time (sec):        6                                    Average Delay (sec/veh):        xxxxxx  
 Optimal Cycle:         50                                    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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	112	649	92	0	193	169	123	0	85	0	0	70
Growth 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
Initial Bse:	112	649	92	0	193	169	123	0	85	0	0	70
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:	112	649	92	0	193	169	123	0	85	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	649	92	0	193	169	123	0	85	0	0	70
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
FinalVolume:	112	649	92	0	193	169	123	0	85	0	0	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.07	0.93	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	2803	397	1600	1706	1494	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.23	0.00	0.11	0.11	0.08	0.00	0.05	0.00	0.00	0.04
Crit Moves:	****			****			****					****

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[ 10.0]

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include, Ignore), Lanes (1 0 2 0 0, 0 0 2 0 1, 1 0 0 0 1, 0 0 0 0 0)

Volume Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 11 rows of volume data (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume)

Critical Gap Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 2 rows of gap data (Critical Gap, FollowUpTim)

Capacity Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 4 rows of capacity data (Conflict Vol, Potent Cap., Move Cap., Volume/Cap)

Level of Service Module: Table with 4 columns (North, South, East, West) and 3 rows (L, T, R) and 8 rows of LOS data (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS)

\*\*\*\*\*

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

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	555	227	78	180	16	133	53	71	169	72	138
Growth 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
Initial Bse:	110	555	227	78	180	16	133	53	71	169	72	138
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:	110	555	227	78	180	16	133	53	71	169	72	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	555	227	78	180	16	133	53	71	169	72	138
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
FinalVolume:	110	555	227	78	180	16	133	53	71	169	72	138

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	684	916	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.17	0.14	0.05	0.06	0.01	0.08	0.08	0.08	0.11	0.05	0.09
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	691	110	64	219	0	0	0	0	184	0	99
Growth 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
Initial Bse:	0	691	110	64	219	0	0	0	0	184	0	99
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	691	110	64	219	0	0	0	0	184	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	691	110	64	219	0	0	0	0	184	0	99
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
FinalVolume:	0	691	110	64	219	0	0	0	0	184	0	99

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.07	0.04	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599  
 Loss Time (sec): 6 Average Delay (sec/veh): 14.6  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	1

Volume Module:

Base Vol:	1	408	151	79	152	27	67	218	3	121	104	74
Growth 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
Initial Bse:	1	408	151	79	152	27	67	218	3	121	104	74
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:	1	408	151	79	152	27	67	218	3	121	104	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	408	151	79	152	27	67	218	3	121	104	74
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
FinalVolume:	1	408	151	79	152	27	67	218	3	121	104	74

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.76	0.01	1.00	1.00	1.00
Final Sat.:	443	953	523	401	851	461	112	364	5	437	464	509

Capacity Analysis Module:

Vol/Sat:	0.00	0.43	0.29	0.20	0.18	0.06	0.60	0.60	0.60	0.28	0.22	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	10.5	15.1	11.9	13.1	12.2	10.4	19.9	19.9	19.9	13.3	12.0	10.4
Delay 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
AdjDel/Veh:	10.5	15.1	11.9	13.1	12.2	10.4	19.9	19.9	19.9	13.3	12.0	10.4
LOS by Move:	B	C	B	B	B	B	C	C	C	B	B	B
ApproachDel:	14.3			12.3			19.9			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			12.3			19.9			12.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.7	0.4	0.2	0.2	0.1	1.3	1.3	1.3	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.  
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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	1	408	151	79	152	27	67	218	3	121	104	74
Growth 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
Initial Bse:	1	408	151	79	152	27	67	218	3	121	104	74
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:	1	408	151	79	152	27	67	218	3	121	104	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	408	151	79	152	27	67	218	3	121	104	74
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
FinalVolume:	1	408	151	79	152	27	67	218	3	121	104	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1578	22	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.09	0.05	0.05	0.02	0.04	0.14	0.14	0.08	0.07	0.05
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.179  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	966	1525	125	498	1059	91	142	1236	774	115	1208	412
Growth 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
Initial Bse:	966	1525	125	498	1059	91	142	1236	774	115	1208	412
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	966	1525	0	498	1059	91	142	1236	774	115	1208	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	966	1525	0	498	1059	91	142	1236	774	115	1208	412
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	966	1525	0	498	1059	91	142	1236	774	115	1208	412

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4420	380	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.34	0.32	0.00	0.17	0.24	0.24	0.05	0.26	0.48	0.04	0.25	0.26
Crit Moves:	****			****			****	****		****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.817  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         91                         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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	9	2232	32	45	1394	551	728	12	19	17	0	35
Growth 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
Initial Bse:	9	2232	32	45	1394	551	728	12	19	17	0	35
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:	9	2232	32	45	1394	551	728	12	19	17	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2232	32	45	1394	551	728	12	19	17	0	35
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
FinalVolume:	9	2232	32	45	1394	551	728	12	19	17	0	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.15	0.85	1.97	0.03	1.00	0.33	0.00	0.67
Final Sat.:	1600	4800	1600	1600	3440	1360	3148	52	1600	523	0	1077

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.02	0.03	0.41	0.41	0.23	0.23	0.01	0.03	0.00	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec):           100                               Critical Vol./Cap.(X):           1.037  
 Loss Time (sec):       6                               Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         180                            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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	66	1454	94	251	927	248	174	265	37	175	316	411
Growth 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
Initial Bse:	66	1454	94	251	927	248	174	265	37	175	316	411
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:	66	1454	94	251	927	248	174	265	37	175	316	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1454	94	251	927	248	174	265	37	175	316	411
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
FinalVolume:	66	1454	94	251	927	248	174	265	37	175	316	411

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3787	1013	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.45	0.06	0.16	0.24	0.24	0.11	0.17	0.02	0.11	0.20	0.26
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.280
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	562	1176	434	575	887	207	204	1045	323	298	1350	414
Growth 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
Initial Bse:	562	1176	434	575	887	207	204	1045	323	298	1350	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	1176	434	575	887	207	204	1045	323	298	1350	414
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:	562	1176	434	575	887	207	204	1045	323	298	1350	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	1176	434	575	887	207	204	1045	323	298	1350	414
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
FinalVolume:	562	1176	434	575	887	207	204	1045	323	298	1350	414
OvlAdjVol:			268			94			11			95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.20	0.25	0.27	0.20	0.18	0.13	0.07	0.22	0.20	0.10	0.28	0.26
OvlAdjV/S:			0.17			0.06			0.01			0.06
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec):            100                                      Critical Vol./Cap.(X):            1.014  
 Loss Time (sec):        6    Average Delay (sec/veh):        xxxxxxx  
 Optimal Cycle:         180    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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	1	1	0	1

Volume Module:

Base Vol:	615	1829	167	242	1242	113	104	406	373	190	1007	351
Growth 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
Initial Bse:	615	1829	167	242	1242	113	104	406	373	190	1007	351
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:	615	1829	167	242	1242	113	104	406	373	190	1007	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	1829	167	242	1242	113	104	406	373	190	1007	351
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
FinalVolume:	615	1829	167	242	1242	113	104	406	373	190	1007	351

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2373	827

Capacity Analysis Module:

Vol/Sat:	0.21	0.38	0.10	0.08	0.26	0.07	0.07	0.13	0.23	0.12	0.42	0.42
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec):            100                            Critical Vol./Cap.(X):            0.564  
 Loss Time (sec):        6                                    Average Delay (sec/veh):        xxxxxx  
 Optimal Cycle:         50                                    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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	132	628	15	96	482	198	214	0	155	28	0	92
Growth 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
Initial Bse:	132	628	15	96	482	198	214	0	155	28	0	92
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	628	15	96	482	198	214	0	155	28	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	628	15	96	482	198	214	0	155	28	0	92
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
FinalVolume:	132	628	15	96	482	198	214	0	155	28	0	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.42	0.58	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1600	3125	75	1600	2268	932	1600	0	1600	373	0	1227

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.20	0.06	0.21	0.21	0.13	0.00	0.10	0.02	0.00	0.07
Crit Moves:	****			****			****			****	****	

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C [ 17.5]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 12 columns representing critical gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Table with 12 columns representing capacity and conflict metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service and delay metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

\*\*\*\*\*

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	120	417	299	24	469	238	258	97	168	208	72	172
Growth 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
Initial Bse:	120	417	299	24	469	238	258	97	168	208	72	172
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:	120	417	299	24	469	238	258	97	168	208	72	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	417	299	24	469	238	258	97	168	208	72	172
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
FinalVolume:	120	417	299	24	469	238	258	97	168	208	72	172

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.37	0.63	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	586	1014	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.19	0.02	0.15	0.15	0.16	0.17	0.17	0.13	0.05	0.11
Crit Moves:			****	****			****					****

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 76 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	351	118	155	485	0	2	2	1	295	5	156
Growth 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
Initial Bse:	0	351	118	155	485	0	2	2	1	295	5	156
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	351	118	155	485	0	2	2	1	295	5	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	351	118	155	485	0	2	2	1	295	5	156
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
FinalVolume:	0	351	118	155	485	0	2	2	1	295	5	156

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.40	0.40	0.20	1.00	0.32	0.68
Final Sat.:	1600	3200	1600	1600	3200	0	640	640	320	1600	505	1095

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.07	0.10	0.15	0.00	0.00	0.00	0.00	0.18	0.01	0.14
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 6 Average Delay (sec/veh): 36.7
Optimal Cycle: 0 Level Of Service: E

\*\*\*\*\*

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table showing various volume adjustment factors like Base Vol, Growth Adj, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table showing saturation flow factors like Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis factors like Vol/Sat, Crit Moves, Delay/Veh, etc.

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec):            100                                   Critical Vol./Cap.(X):            0.626  
 Loss Time (sec):        6                                   Average Delay (sec/veh):        xxxxxxx  
 Optimal Cycle:         33                                  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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	21	322	127	115	441	58	69	207	11	412	245	93
Growth 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
Initial Bse:	21	322	127	115	441	58	69	207	11	412	245	93
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:	21	322	127	115	441	58	69	207	11	412	245	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	322	127	115	441	58	69	207	11	412	245	93
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
FinalVolume:	21	322	127	115	441	58	69	207	11	412	245	93

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1519	81	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.08	0.07	0.14	0.04	0.04	0.14	0.14	0.26	0.15	0.06
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           1.527  
 Loss Time (sec):       8                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:        180                        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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	1228	1299	140	999	1553	152	252	1924	959	191	1536	839
Growth 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
Initial Bse:	1228	1299	140	999	1553	152	252	1924	959	191	1536	839
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1228	1299	0	999	1553	152	252	1924	959	191	1536	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1228	1299	0	999	1553	152	252	1924	959	191	1536	839
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1228	1299	0	999	1553	152	252	1924	959	191	1536	839

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4372	428	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.43	0.27	0.00	0.35	0.36	0.36	0.09	0.40	0.60	0.07	0.32	0.52
Crit Moves:	****			****			****	****		****	****	

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.297
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows include: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:
Base Vol: 57 1851 44 43 2388 824 769 9 51 32 9 30
Growth 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
Initial Bse: 57 1851 44 43 2388 824 769 9 51 32 9 30
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: 57 1851 44 43 2388 824 769 9 51 32 9 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 1851 44 43 2388 824 769 9 51 32 9 30
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
FinalVolume: 57 1851 44 43 2388 824 769 9 51 32 9 30

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.23 0.77 1.98 0.02 1.00 0.45 0.13 0.42
Final Sat.: 1600 4800 1600 1600 3569 1231 3163 37 1600 721 203 676

Capacity Analysis Module:
Vol/Sat: 0.04 0.39 0.03 0.03 0.67 0.67 0.24 0.24 0.03 0.04 0.04 0.04
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           1.156  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:        180                        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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	35	1255	160	425	1708	329	325	335	92	149	376	370
Growth 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
Initial Bse:	35	1255	160	425	1708	329	325	335	92	149	376	370
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:	35	1255	160	425	1708	329	325	335	92	149	376	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1255	160	425	1708	329	325	335	92	149	376	370
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
FinalVolume:	35	1255	160	425	1708	329	325	335	92	149	376	370

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4025	775	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.39	0.10	0.27	0.42	0.42	0.20	0.21	0.06	0.09	0.24	0.23
Crit Moves:	****			****			****			****		

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.361
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout without Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.233  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	531	2105	87	458	2113	214	150	862	714	164	782	217
Growth 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
Initial Bse:	531	2105	87	458	2113	214	150	862	714	164	782	217
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:	531	2105	87	458	2113	214	150	862	714	164	782	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	2105	87	458	2113	214	150	862	714	164	782	217
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
FinalVolume:	531	2105	87	458	2113	214	150	862	714	164	782	217

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2505	695

Capacity Analysis Module:

Vol/Sat:	0.18	0.44	0.05	0.16	0.44	0.13	0.09	0.27	0.45	0.10	0.31	0.31
Crit Moves:	****			****			****	****		****	****	

\*\*\*\*\*

## **APPENDIX N**

### CALCULATION OF INTERSECTION LEVEL OF SERVICE GENERAL PLAN WITH PROJECT CONDITIONS

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	112	649	92	0	193	169	123	0	85	0	0	70
Growth 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
Initial Bse:	112	649	92	0	193	169	123	0	85	0	0	70
Added Vol:	9	40	0	0	71	74	47	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	689	92	0	264	243	170	0	93	0	0	70
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:	121	689	92	0	264	243	170	0	93	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	689	92	0	264	243	170	0	93	0	0	70
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
FinalVolume:	121	689	92	0	264	243	170	0	93	0	0	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	1.04	0.96	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1600	2823	377	1600	1666	1534	1600	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.24	0.00	0.16	0.16	0.11	0.00	0.06	0.00	0.00	0.04
Crit Moves:	****			****			****			****		

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[ 13.8]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with 12 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 12 columns and 4 rows including Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 12 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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



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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.344  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:        20                          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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	0	1	0	0	0

-----

Volume Module:

Base Vol:	12	814	0	0	259	10	3	0	15	0	0	0
Growth 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
Initial Bse:	12	814	0	0	259	10	3	0	15	0	0	0
Added Vol:	40	9	0	0	8	71	40	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	823	0	0	267	81	43	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	52	823	0	0	267	81	43	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	823	0	0	267	81	43	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	52	823	0	0	267	81	43	0	38	0	0	0

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0

-----

Capacity Analysis Module:

Vol/Sat:	0.03	0.26	0.00	0.00	0.08	0.05	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Queues  
2: Resort Access & Eisenhower Dr. (NS)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	43	38	52	823	267	81
v/c Ratio	0.21	0.17	0.06	0.28	0.09	0.06
Control Delay	25.8	10.9	0.9	1.6	2.6	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	10.9	0.9	1.6	2.6	1.7
Queue Length 50th (ft)	15	0	1	5	9	0
Queue Length 95th (ft)	38	22	m1	4	33	18
Internal Link Dist (ft)	782			1000	630	
Turn Bay Length (ft)			100			100
Base Capacity (vph)	590	553	920	2979	2979	1345
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.06	0.28	0.09	0.06

Intersection Summary

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 69 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	110	555	227	78	180	16	133	53	71	169	72	138
Growth 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
Initial Bse:	110	555	227	78	180	16	133	53	71	169	72	138
Added Vol:	0	22	0	15	16	0	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	577	227	93	196	16	133	53	71	169	72	165
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:	110	577	227	93	196	16	133	53	71	169	72	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	577	227	93	196	16	133	53	71	169	72	165
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
FinalVolume:	110	577	227	93	196	16	133	53	71	169	72	165

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	684	916	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.18	0.14	0.06	0.06	0.01	0.08	0.08	0.08	0.11	0.05	0.10
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	691	110	64	219	0	0	0	0	184	0	99
Growth 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
Initial Bse:	0	691	110	64	219	0	0	0	0	184	0	99
Added Vol:	0	12	0	10	6	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	703	110	74	225	0	0	0	0	184	0	109
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	703	110	74	225	0	0	0	0	184	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	703	110	74	225	0	0	0	0	184	0	109
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
FinalVolume:	0	703	110	74	225	0	0	0	0	184	0	109

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	0	0	1600	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.07	0.05	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.07
Crit Moves:	****			****						****		

\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 6 Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.452  
 Loss Time (sec):       6                                   Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         24                                 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	408	151	79	152	27	67	218	3	121	104	74
Growth 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
Initial Bse:	1	408	151	79	152	27	67	218	3	121	104	74
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	409	151	80	152	27	67	218	3	121	104	76
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:	1	409	151	80	152	27	67	218	3	121	104	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	409	151	80	152	27	67	218	3	121	104	76
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
FinalVolume:	1	409	151	80	152	27	67	218	3	121	104	76

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1578	22	1600	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.13	0.09	0.05	0.05	0.02	0.04	0.14	0.14	0.08	0.07	0.05
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.218
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.082  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	0	3	0	2	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	966	1525	125	498	1059	91	142	1236	774	115	1208	412
Growth 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
Initial Bse:	966	1525	125	498	1059	91	142	1236	774	115	1208	412
Added Vol:	14	63	0	0	98	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	980	1588	125	498	1157	91	142	1236	796	115	1208	412
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	980	1588	0	498	1157	91	142	1236	796	115	1208	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	980	1588	0	498	1157	91	142	1236	796	115	1208	412
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	980	1588	0	498	1157	91	142	1236	796	115	1208	412

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	3.00	3.00	1.00	3.00	2.78	0.22	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4800	4800	1600	4800	4450	350	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.20	0.33	0.00	0.10	0.26	0.26	0.05	0.26	0.50	0.04	0.25	0.26
Crit Moves:	****			****			****		****	****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec):            100                                    Critical Vol./Cap.(X):            1.135  
 Loss Time (sec):        6    Average Delay (sec/veh):        xxxxxx  
 Optimal Cycle:         180    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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	1	0	3 0 0	0	0	0 0 0	2	0	0 0 1

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Volume Module:

Base Vol:	0	2106	644	164	1330	0	0	0	0	510	0	607
Growth 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
Initial Bse:	0	2106	644	164	1330	0	0	0	0	510	0	607
Added Vol:	0	77	20	0	120	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2183	664	164	1450	0	0	0	0	545	0	607
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	2183	664	164	1450	0	0	0	0	545	0	607
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2183	664	164	1450	0	0	0	0	545	0	607
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
FinalVolume:	0	2183	664	164	1450	0	0	0	0	545	0	607

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.30	0.70	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3681	1119	1600	4800	0	0	0	0	2880	0	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.59	0.59	0.10	0.30	0.00	0.00	0.00	0.00	0.19	0.00	0.38
Crit Moves:		****		****								****

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.089  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	2	0	3 0 0	0	0	0 0 0	2	0	0 0 1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2106	644	164	1330	0	0	0	0	510	0	607
Growth 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
Initial Bse:	0	2106	644	164	1330	0	0	0	0	510	0	607
Added Vol:	0	77	20	0	120	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2183	664	164	1450	0	0	0	0	545	0	607
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	2183	664	164	1450	0	0	0	0	545	0	607
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2183	664	164	1450	0	0	0	0	545	0	607
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
FinalVolume:	0	2183	664	164	1450	0	0	0	0	545	0	607

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.30	0.70	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3681	1119	2880	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.59	0.59	0.06	0.30	0.00	0.00	0.00	0.00	0.19	0.00	0.38
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	9	2232	32	45	1394	551	728	12	19	17	0	35
Growth 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
Initial Bse:	9	2232	32	45	1394	551	728	12	19	17	0	35
Added Vol:	0	10	0	0	11	144	86	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	2242	32	45	1405	695	814	12	19	17	0	35
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:	9	2242	32	45	1405	695	814	12	19	17	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2242	32	45	1405	695	814	12	19	17	0	35
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
FinalVolume:	9	2242	32	45	1405	695	814	12	19	17	0	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.01	0.99	1.97	0.03	1.00	0.33	0.00	0.67
Final Sat.:	1600	4800	1600	1600	3211	1589	3154	46	1600	523	0	1077

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.02	0.03	0.44	0.44	0.26	0.26	0.01	0.03	0.00	0.03
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 91 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			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	0

Volume Module:

Base Vol:	9	2232	32	45	1394	551	728	12	19	17	0	35
Growth 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
Initial Bse:	9	2232	32	45	1394	551	728	12	19	17	0	35
Added Vol:	0	10	0	0	11	144	86	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	2242	32	45	1405	695	814	12	19	17	0	35
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:	9	2242	32	45	1405	695	814	12	19	17	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2242	32	45	1405	695	814	12	19	17	0	35
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
FinalVolume:	9	2242	32	45	1405	695	814	12	19	17	0	35
OvlAdjVol:	282											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.97	0.03	1.00	0.33	0.00	0.67
Final Sat.:	1600	4800	1600	1600	4800	1600	3154	46	1600	523	0	1077

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.02	0.03	0.29	0.43	0.26	0.26	0.01	0.03	0.00	0.03
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns and 14 rows listing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows listing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows listing Vol/Sat, Crit Moves, and other capacity metrics.

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.281
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 73 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	562	1176	434	575	887	207	204	1045	323	298	1350	414
Growth 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
Initial Bse:	562	1176	434	575	887	207	204	1045	323	298	1350	414
Added Vol:	0	24	5	0	41	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	1200	439	575	928	207	204	1045	323	307	1350	414
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:	562	1200	439	575	928	207	204	1045	323	307	1350	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	1200	439	575	928	207	204	1045	323	307	1350	414
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
FinalVolume:	562	1200	439	575	928	207	204	1045	323	307	1350	414
OvlAdjVol:	268			94			11			95		

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.20	0.25	0.27	0.20	0.19	0.13	0.07	0.22	0.20	0.11	0.28	0.26
OvlAdjV/S:	0.17			0.06			0.01			0.06		
Crit Moves:	****			****			****			****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.029  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Include		
Min. Green:	10	23	23	10	23	23	10	35	35	10	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	615	1829	167	242	1242	113	104	406	373	190	1007	351
Growth 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
Initial Bse:	615	1829	167	242	1242	113	104	406	373	190	1007	351
Added Vol:	0	10	0	0	16	34	20	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	1839	167	242	1258	147	124	406	373	190	1008	351
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:	615	1839	167	242	1258	147	124	406	373	190	1008	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	1839	167	242	1258	147	124	406	373	190	1008	351
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
FinalVolume:	615	1839	167	242	1258	147	124	406	373	190	1008	351

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	2880	4800	1600	2880	4800	1600	1600	3200	1600	1600	2374	826

Capacity Analysis Module:

Vol/Sat:	0.21	0.38	0.10	0.08	0.26	0.09	0.08	0.13	0.23	0.12	0.42	0.42
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions with Improvements
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module: Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 3 rows of data.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Drive (NS) / Avenue Fernando (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	132	628	15	96	482	198	214	0	155	28	0	92
Growth 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
Initial Bse:	132	628	15	96	482	198	214	0	155	28	0	92
Added Vol:	9	67	0	0	70	72	72	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	695	15	96	552	270	286	0	163	28	0	92
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:	141	695	15	96	552	270	286	0	163	28	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	695	15	96	552	270	286	0	163	28	0	92
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
FinalVolume:	141	695	15	96	552	270	286	0	163	28	0	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.34	0.66	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1600	3132	68	1600	2149	1051	1600	0	1600	373	0	1227

Capacity Analysis Module:

Vol/Sat:	0.09	0.22	0.22	0.06	0.26	0.26	0.18	0.00	0.10	0.02	0.00	0.07
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: D[ 32.0]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 12 columns representing critical gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Table with 12 columns representing capacity. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns representing level of service. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

\*\*\*\*\*

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

\*\*\*\*\*

Queues  
2: Resort Access & Eisenhower Dr. (NS)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	70	41	47	849	736	86
v/c Ratio	0.30	0.17	0.09	0.31	0.27	0.07
Control Delay	26.4	10.0	2.2	2.7	7.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	10.0	2.2	2.7	7.1	4.2
Queue Length 50th (ft)	23	0	1	7	104	6
Queue Length 95th (ft)	53	22	m10	m103	106	m21
Internal Link Dist (ft)	782			1000	630	
Turn Bay Length (ft)			100			100
Base Capacity (vph)	590	555	541	2765	2765	1256
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.07	0.09	0.31	0.27	0.07

Intersection Summary

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

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Eisenhower Drive (NS) / Resort Access (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.324  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         20                         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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	2	0	0	1	0	0	0

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Volume Module:

Base Vol:	7	840	0	0	728	16	3	0	3	0	0	0
Growth 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
Initial Bse:	7	840	0	0	728	16	3	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	7	840	0	0	728	16	3	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	840	0	0	728	16	3	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	7	840	0	0	728	16	3	0	3	0	0	0

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	1600	0	1600	0	0	0

-----

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.23	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 Eisenhower Drive (NS) / Calle Mazatlan (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity and critical moves. Rows include Vol/Sat and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Eisenhower Drive (NS) / Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.464  
 Loss Time (sec):       6                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         76                         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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	351	118	155	485	0	2	2	1	295	5	156
Growth 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
Initial Bse:	0	351	118	155	485	0	2	2	1	295	5	156
Added Vol:	0	12	0	10	11	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	363	118	165	496	0	2	2	1	295	5	166
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	363	118	165	496	0	2	2	1	295	5	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	363	118	165	496	0	2	2	1	295	5	166
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
FinalVolume:	0	363	118	165	496	0	2	2	1	295	5	166

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.40	0.40	0.20	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3200	0	640	640	320	1600	460	1140

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.07	0.10	0.16	0.00	0.00	0.00	0.00	0.18	0.01	0.15
Crit Moves:		****		****			****		****		****	

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.054  
 Loss Time (sec): 6 Average Delay (sec/veh): 36.8  
 Optimal Cycle: 0 Level Of Service: E

\*\*\*\*\*

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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	21	322	127	115	441	58	69	207	11	412	245	93
Growth 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
Initial Bse:	21	322	127	115	441	58	69	207	11	412	245	93
Added Vol:	0	1	0	2	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	323	127	117	441	58	69	207	11	412	245	96
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:	21	323	127	117	441	58	69	207	11	412	245	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	323	127	117	441	58	69	207	11	412	245	96
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
FinalVolume:	21	323	127	117	441	58	69	207	11	412	245	96

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.24	0.72	0.04	1.00	1.00	1.00
Final Sat.:	321	680	362	339	716	380	94	281	15	391	408	437

Capacity Analysis Module:

Vol/Sat:	0.07	0.48	0.35	0.35	0.62	0.15	0.74	0.74	0.74	1.05	0.60	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	21.6	17.2	18.3	26.7	13.5	33.1	33.1	33.1	91.4	23.3	12.9
Delay 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
AdjDel/Veh:	14.3	21.6	17.2	18.3	26.7	13.5	33.1	33.1	33.1	91.4	23.3	12.9
LOS by Move:	B	C	C	C	D	B	D	D	D	F	C	B
ApproachDel:	20.1			23.9			33.1			59.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.1			23.9			33.1			59.2		
LOS by Appr:	C			C			D			F		
AllWayAvgQ:	0.1	0.8	0.5	0.5	1.4	0.2	2.3	2.3	2.3	8.6	1.4	0.3

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



THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions with Improvements
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Eisenhower Drive (NS) / Calle Sinaloa (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with columns for Volume Module parameters: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns for Saturation Flow Module parameters: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns for Capacity Analysis Module parameters: Vol/Sat, Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.568  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	2	1	0	

Volume Module:

Base Vol:	1228	1299	140	999	1553	152	252	1924	959	191	1536	839
Growth 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
Initial Bse:	1228	1299	140	999	1553	152	252	1924	959	191	1536	839
Added Vol:	21	95	0	0	96	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1249	1394	140	999	1649	152	252	1924	981	191	1536	839
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1249	1394	0	999	1649	152	252	1924	981	191	1536	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1249	1394	0	999	1649	152	252	1924	981	191	1536	839
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1249	1394	0	999	1649	152	252	1924	981	191	1536	839

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4395	405	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.43	0.29	0.00	0.35	0.38	0.38	0.09	0.40	0.61	0.07	0.32	0.52
Crit Moves:	****			****			****		****	****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Washington Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.395  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ignore			Include			Include			Include		
Min. Green:	10	35	35	10	35	35	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	0	2	0	3	0	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1228	1299	140	999	1553	152	252	1924	959	191	1536	839
Growth 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
Initial Bse:	1228	1299	140	999	1553	152	252	1924	959	191	1536	839
Added Vol:	21	95	0	0	96	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1249	1394	140	999	1649	152	252	1924	981	191	1536	839
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1249	1394	0	999	1649	152	252	1924	981	191	1536	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1249	1394	0	999	1649	152	252	1924	981	191	1536	839
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1249	1394	0	999	1649	152	252	1924	981	191	1536	839

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	3.00	3.00	1.00	3.00	2.75	0.25	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4800	4800	1600	4800	4395	405	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.26	0.29	0.00	0.21	0.38	0.38	0.09	0.40	0.61	0.07	0.32	0.52
Crit Moves:	****			****			****		****	****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.340
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for different volume categories and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions with Improvements  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Washington Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.195  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase						
Rights:	Include			Include			Include			Include						
Min. Green:	0	20	20	10	20	20	0	0	0	26	0	26				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	2002	735	523	2070	0	0	0	0	980	0	354
Growth 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
Initial Bse:	0	2002	735	523	2070	0	0	0	0	980	0	354
Added Vol:	0	116	33	0	118	0	0	0	0	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2118	768	523	2188	0	0	0	0	1014	0	354
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	2118	768	523	2188	0	0	0	0	1014	0	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2118	768	523	2188	0	0	0	0	1014	0	354
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
FinalVolume:	0	2118	768	523	2188	0	0	0	0	1014	0	354

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.20	0.80	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3523	1277	2880	4800	0	0	0	0	2880	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.60	0.60	0.18	0.46	0.00	0.00	0.00	0.00	0.35	0.00	0.22
Crit Moves:	****			****						****		

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.127  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	17	17	10	17	17	29	29	29	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	57	1851	44	43	2388	824	769	9	51	32	9	30
Growth 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
Initial Bse:	57	1851	44	43	2388	824	769	9	51	32	9	30
Added Vol:	0	11	0	0	11	141	138	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1862	44	43	2399	965	907	9	51	32	9	30
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:	57	1862	44	43	2399	965	907	9	51	32	9	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1862	44	43	2399	965	907	9	51	32	9	30
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
FinalVolume:	57	1862	44	43	2399	965	907	9	51	32	9	30

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.14	0.86	1.98	0.02	1.00	0.45	0.13	0.42
Final Sat.:	1600	4800	1600	1600	3423	1377	3169	31	1600	721	203	676

Capacity Analysis Module:

Vol/Sat:	0.04	0.39	0.03	0.03	0.70	0.70	0.29	0.29	0.03	0.04	0.04	0.04
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions with Improvements
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Washington Street (NS) / Eisenhower Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: E

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different traffic movements and 14 rows for various volume and adjustment factors.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Washington Street (NS) / Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.175
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 4 columns for approaches. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 columns for approaches. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 4 columns for approaches. Rows include Vol/Sat and Crit Moves.

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Washington Street (NS) / Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.362  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 0 0	1	1	0 0 2	2	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	22	83	36	1395	107	540	400	389	21	70	566	968
Growth 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
Initial Bse:	22	83	36	1395	107	540	400	389	21	70	566	968
Added Vol:	1	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	83	36	1395	107	540	400	390	21	70	568	968
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:	23	83	36	1395	107	540	400	390	21	70	568	968
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	83	36	1395	107	540	400	390	21	70	568	968
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
FinalVolume:	23	83	36	1395	107	540	400	390	21	70	568	968

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.59	0.25	1.86	0.14	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	259	935	406	2972	228	2880	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.47	0.47	0.19	0.14	0.12	0.01	0.04	0.18	0.61
Crit Moves:	****			****			****					****

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 THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)  
 General Plan Buildout with Project Conditions  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Jefferson Street (NS) / SR-111 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.165  
 Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	709	901	591	815	1063	294	365	1965	776	616	1935	733
Growth 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
Initial Bse:	709	901	591	815	1063	294	365	1965	776	616	1935	733
Added Vol:	0	40	8	0	40	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	709	941	599	815	1103	294	365	1965	776	625	1935	733
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:	709	941	599	815	1103	294	365	1965	776	625	1935	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	941	599	815	1103	294	365	1965	776	625	1935	733
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
FinalVolume:	709	941	599	815	1103	294	365	1965	776	625	1935	733
OvlAdjVol:			252			91			382			280

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.20	0.37	0.28	0.23	0.18	0.13	0.41	0.49	0.22	0.40	0.46
OvlAdjV/S:			0.16			0.06			0.24			0.18
Crit Moves:	****			****			****			****		

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THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.237
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:
Base Vol: 531 2105 87 458 2113 214 150 862 714 164 782 217
Growth 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
Initial Bse: 531 2105 87 458 2113 214 150 862 714 164 782 217
Added Vol: 0 16 0 0 16 33 33 0 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 531 2121 87 458 2129 247 183 862 714 164 783 217
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: 531 2121 87 458 2129 247 183 862 714 164 783 217
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 531 2121 87 458 2129 247 183 862 714 164 783 217
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
FinalVolume: 531 2121 87 458 2129 247 183 862 714 164 783 217

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 1.00 1.57 0.43
Final Sat.: 2880 4800 1600 2880 4800 1600 1600 3200 1600 1600 2506 694

Capacity Analysis Module:
Vol/Sat: 0.18 0.44 0.05 0.16 0.44 0.15 0.11 0.27 0.45 0.10 0.31 0.31
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

THE LA QUINTA RESORT SPECIFIC PLAN (JN 06369)
General Plan Buildout with Project Conditions with Improvements
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jefferson Street (NS) / Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.237
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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