

# Appendix H – Traffic Impact Assessment

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La Quinta Village Build-out Plan EIR  
City of La Quinta



**KUNZMAN ASSOCIATES, INC.**

**LA QUINTA VILLAGE BUILD-OUT PLAN**

**TRAFFIC IMPACT ANALYSIS**

**May 27, 2016**



KUNZMAN ASSOCIATES, INC.

## LA QUINTA VILLAGE BUILD-OUT PLAN

### TRAFFIC IMPACT ANALYSIS

May 27, 2016

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# TABLE OF CONTENTS

---

<b>EXECUTIVE SUMMARY .....</b>	<b>I</b>
A. Project Description .....	i
B. Project Trip Generation .....	i
C. Mitigation Measures .....	i
D. Summary of Traffic Conditions .....	iii
<b>I. INTRODUCTION .....</b>	<b>1</b>
A. Purpose and Objectives .....	1
B. Project Description .....	1
C. Study Area .....	2
D. Analysis Scenarios .....	3
<b>II. METHODOLOGY .....</b>	<b>6</b>
A. Intersection Analysis Methodology .....	6
B. Performance Standards .....	6
C. Thresholds of Significance .....	7
<b>III. EXISTING CONDITIONS .....</b>	<b>8</b>
A. Existing Traffic Controls & Intersection Geometry .....	8
B. Existing Traffic Volumes .....	9
C. Existing Roadway Segment and Intersection Levels of Service .....	9
D. City of La Quinta General Plan Circulation Element .....	10
E. Bicycle and Pedestrian Facilities .....	10
F. Transit Service .....	10
<b>IV. PROPOSED PROJECT TRIPS .....</b>	<b>23</b>
A. Trip Generation .....	23
B. Trip Distribution .....	23
C. Trip Assignment .....	23
<b>V. FUTURE TRAFFIC VOLUMES .....</b>	<b>34</b>
A. Method of Projection .....	34
B. Future Traffic Volumes .....	35
1. Existing Plus Project Traffic Volumes .....	35
2. Interim Year Without Project Traffic Volumes .....	35
4. Interim Year With Project Traffic Volumes .....	35
5. General Plan Buildout Without Project Traffic Volumes .....	35
6. General Plan Buildout With Project Traffic Volumes .....	36
<b>VI. FUTURE LEVELS OF SERVICE .....</b>	<b>53</b>
A. Future Intersection Delay and Level of Service .....	53
1. Existing Plus Project Levels of Service .....	53
2. Interim Year Without Project Levels of Service .....	53
3. Interim Year With Project Levels of Service .....	53
4. General Plan Buildout Without Project Levels of Service (With Current General Plan Circulation Network) .....	54

5.	General Plan Buildout With Project Level of Service (With Current General Plan Circulation Network) .....	55
B.	Exclusive Turn Lane Recommendations.....	56
<b>VII.</b>	<b>PREFERRED VILLAGE BUILDOUT CIRCULATION PLAN .....</b>	<b>67</b>
A.	Village Buildout Circulation Plan.....	67
B.	Level of Service With Village Buildout Circulation Plan .....	68
1.	General Plan Buildout With Project With Village Buildout Circulation Plan Roadway Segments Levels of Service.....	68
2.	General Plan Buildout With Project With Village Buildout Circulation Plan Intersection Delay and Levels of Service.....	70
<b>VIII.</b>	<b>CONCLUSIONS.....</b>	<b>75</b>
A.	Project Trip Generation .....	75
B.	Mitigation Measures.....	75
C.	Summary of Traffic Conditions .....	76

## **APPENDICES**

Appendix A – Glossary of Transportation Terms

Appendix B – Scoping Agreement

Appendix C – Traffic Count Worksheets

Appendix D – Existing Intersection Delay and Level of Service Worksheets

Appendix E – Internal Trip Capture Worksheets

Appendix F – Cumulative Project Data

Appendix G – City of La Quinta Traffic Model Data

Appendix H – Traffic Model Growth Increment Calculation & Post-Processing Worksheets

Appendix I – Future Intersection Delay and Level of Service Worksheets

## LIST OF TABLES

---

Table 1.	Existing Roadway Segment Capacity Analysis .....	11
Table 2.	Existing Intersection Delay and Level of Service .....	12
Table 3.	Project Trip Generation .....	24
Table 4.	Net Project Trip Generation for General Plan Buildout Analysis.....	37
Table 5.	Existing Plus Project Roadway Segment Capacity Analysis .....	57
Table 6.	Existing Plus Project Intersection Delay and Level of Service .....	58
Table 7.	Interim Year Without Project Roadway Segment Capacity Analysis.....	59
Table 8.	Interim Year Without Project Intersection Delay and Level of Service .....	60
Table 9.	Interim Year With Project Roadway Segment Capacity Analysis .....	61
Table 10.	Interim Year With Project Intersection Delay and Level of Service .....	62
Table 11.	General Plan Buildout Without Project Roadway Segment Capacity Analysis (Current General Plan Circulation Plan) .....	63
Table 12.	General Plan Buildout Without Project Intersection Delay and Level of Service (Current General Plan Circulation Plan) .....	64
Table 13.	General Plan Buildout With Project Roadway Segment Capacity Analysis (Current General Plan Circulation Plan) .....	65
Table 14.	General Plan Buildout With Project Intersection Delay and Level of Service (Current General Plan Circulation Plan) .....	66
Table 15.	General Plan Buildout With Project Roadway Segment Capacity Analysis (Village Buildout Circulation Plan) .....	71
Table 16.	General Plan Buildout With Project Intersection Delay and Level of Service (Village Buildout Circulation Plan) .....	72

## LIST OF FIGURES

---

Figure 1.	Project Location Map.....	4
Figure 2.	Land Use Plan .....	5
Figure 3.	Existing Through Travel Lanes and Intersection Controls .....	13
Figure 4.	Existing Average Daily Traffic Volumes .....	14
Figure 5.	Existing Morning Peak Hour Intersection Turning Movement Volumes.....	15
Figure 6.	Existing Evening Peak Hour Intersection Turning Movement Volumes.....	16
Figure 7.	City of La Quinta General Plan Roadway Classifications .....	17
Figure 8.	City of La Quinta General Plan Roadway Cross-Sections.....	18
Figure 9.	City of La Quinta General Plan Golf Cart/NEV Paths .....	19
Figure 10.	City of La Quinta Bike Paths Master Plan .....	20
Figure 11.	Existing Pedestrian Facilities.....	21
Figure 12.	Existing SunLine Bus Routes .....	22
Figure 13.	Project Trip Distribution – Zone A Retail Land Uses.....	25
Figure 14.	Project Trip Distribution – Zone B Retail Land Uses .....	26
Figure 15.	Project Trip Distribution – Zone C Retail Land Uses .....	27
Figure 16.	Project Trip Distribution – Zone A Residential Land Uses .....	28
Figure 17.	Project Trip Distribution – Zone B Residential Land Uses .....	29
Figure 18.	Project Trip Distribution – Zone C Residential Land Uses .....	30
Figure 19.	Project Average Daily Traffic Volumes .....	31
Figure 20.	Project Morning Peak Hour Intersection Turning Movement Volumes.....	32
Figure 21.	Project Evening Peak Hour Intersection Turning Movement Volumes.....	33
Figure 22.	Existing Plus Project Average Daily Traffic Volumes.....	38
Figure 23.	Existing Plus Project Morning Peak Hour Intersection Turning Movement Volumes.....	39
Figure 24.	Existing Plus Project Evening Peak Hour Intersection Turning Movement Volumes.....	40
Figure 25.	Interim Year Without Project Average Daily Traffic Volumes .....	41
Figure 26.	Interim Year Without Project Morning Peak Hour Intersection Turning Movement Volumes .....	42
Figure 27.	Interim Year Without Project Evening Peak Hour Intersection Turning Movement Volumes .....	43
Figure 28.	Interim Year With Project Average Daily Traffic Volumes.....	44
Figure 29.	Interim Year With Project Morning Peak Hour Intersection Turning Movement Volumes.....	45
Figure 30.	Interim Year With Project Evening Peak Hour Intersection Turning Movement Volumes.....	46
Figure 31.	General Plan Buildout Without Project Average Daily Traffic Volumes.....	47

Figure 32. General Plan Buildout Without Project Morning Peak Hour Intersection  
Turning Movement Volumes ..... 48

Figure 33. General Plan Buildout Without Project Evening Peak Hour Intersection Turning  
Movement Volumes ..... 49

Figure 34. General Plan Buildout With Project Average Daily Traffic Volumes ..... 50

Figure 35. General Plan Buildout With Project Morning Peak Hour Intersection Turning  
Movement Volumes ..... 51

Figure 36. General Plan Buildout With Project Evening Peak Hour Intersection Turning  
Movement Volumes ..... 52

Figure 37. Village Buildout Circulation Plan ..... 73

Figure 38. Example of Multi-Modal Street ..... 74



## EXECUTIVE SUMMARY

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### A. Project Description

The proposed project consists of developing a build-out plan for the Village in the City of La Quinta. The project area consists of approximately 137 acres of land generally located south of Calle Tampico, north of Avenue 52, east of Eisenhower Drive, and west of Washington Street. The build-out plan includes several multi-modal enhancements to the circulation network as discussed in Section VII.

The proposed project consists of the following General Plan land use designations: Village Commercial (VC), General Commercial (CG), Major Community Facilities (MC), and Open Space-Recreation (OS-R). Future development in the project area assumes development of the remaining vacant properties as well as redevelopment of underutilized properties with more intensive uses. This would include residential development at densities of 20-30 dwelling units per acre and potential mixed-use retail and residential developments. The proposed build-out plan would allow up to 1,230 residential dwelling units, 290 hotel/casitas, and 960,711 square feet of commercial development. Compared to existing conditions, development of the proposed project at its ultimate potential could result in up to approximately 1,230 dwelling units of additional multi-family attached residential and up to approximately 800,000 square feet of additional commercial development.

The City's General Plan was adopted in 2013 and focused on the next 20+ years, through 2035. It is the City's intent to allow the Village area to continue to develop through market forces including demand for additional housing, commercial uses, and professional office space. A 20 year build-out scenario, similar to what was assumed in the General Plan would also apply to the Village area.

### B. Project Trip Generation

At Interim Year (2021) conditions, the proposed project is forecast to generate a total of approximately 5,688 daily vehicle trips, 212 trips of which will occur during the morning peak hour and 352 trips of which will occur during the evening peak hour.

As also shown in Table 3, at project buildout, the proposed project is forecast to generate a total of approximately 37,964 daily vehicle trips, 1,381 trips of which will occur during the morning peak hour and 2,329 trips of which will occur during the evening peak hour.

### C. Mitigation Measures

The following mitigation measures are recommended for Interim Year With Project traffic conditions:

**Mitigation Measure 1**                      **Washington Street/Avenida La Fonda (#13)**: Construct a raised "worm" median to allow northbound left-turns and restrict eastbound left-turns.

**Mitigation Measure 2**      **Jefferson Street/Avenue 52 (#16)**: Reconstruct the existing roundabout to provide two circulating lanes and two entry lanes at the northbound and southbound approaches. The new two lane roundabout should be constructed with consideration for conversion to a three lane roundabout by General Plan Buildout conditions.

The following mitigation measures are recommended for General Plan Buildout With Project traffic conditions:

**Mitigation Measure 3**      **Eisenhower Drive/Avenida Montezuma (#3)**: Convert Eisenhower Drive/Avenida Montezuma from an all-way stop control to a yield-controlled roundabout [this improvement is assumed in the Village Buildout Circulation Plan].

**Mitigation Measure 4**      **Washington Street/Avenue 48 (#9)**: Construct the northbound approach to consist of three through lanes and one right-turn lane. Remove the pedestrian crosswalk at the north leg of the intersection.

Based on the City's traffic study guidelines, the following circulation improvements are recommended for the current General Plan Circulation Network in addition to the roadway improvements identified in the current General Plan Circulation Element:

- **Eisenhower Drive/Calle Tampico (#2)**: Construct one additional westbound left-turn lane to provide dual left-turn lanes.
- **Avenida Bermudas/Calle Tampico (#5)**: Construct one additional westbound left-turn lane.
- **Desert Club Drive/Calle Tampico (#7)**: Construct one exclusive northbound right-turn lane and one additional westbound left-turn lane.
- **Washington Street/Avenue 48 (#9)**: Construct one exclusive northbound right-turn lane.
- **Washington Street/Avenue 52 (#14)**: Construct one additional eastbound left-turn lane to provide triple left-turn lanes. Provide one additional southbound left-turn lane to provide triple left-turn lanes.

These recommendations are not required based on the City's Level of Service and Thresholds of Significance criteria, but are recommended in accordance with the City's traffic study guidelines. It should be noted, exclusive lane improvements may not be feasible at the following intersections due to right-of-way constraints: Eisenhower Drive/Calle Tampico (#2), Eisenhower Drive/Avenida Montezuma (#3), Avenida Bermudas/Calle Tampico (#5), Desert Club Drive/Calle Tampico (#7). The proposed Village Buildout Circulation Plan provides alternative traffic controls at these locations that would eliminate the need for exclusive lanes.

**D. Summary of Traffic Conditions**

The study roadway segments and intersections currently operate within acceptable Levels of Service for Existing traffic conditions.

The study area roadway segments are projected to operate within acceptable Levels of Service for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study area roadway segments for Existing Plus Project traffic conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Existing Plus Project traffic conditions.

The study area roadway segments are projected to operate within acceptable Levels of Service for Interim Year Without Project traffic conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year Without Project traffic conditions, with the exception of the following study intersections:

- Washington Street/Avenida La Fonda (#13) (Level of Service E during the evening peak hour); and
- Jefferson Street/Avenue 52 (#16) (Level of Service F during both morning and evening peak hours).

The study area roadway segments are projected to operate within acceptable Levels of Service for Interim Year With Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study area roadway segments for Interim Year With Project traffic conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year With Project traffic conditions, with the exception of the following study intersections:

- Washington Street/Avenida La Fonda (#13) (Level of Service E during the evening peak hour); and
- Jefferson Street/Avenue 52 (#16) (Level of Service F during both morning and evening peak hours).

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year With Project traffic conditions with implementation of Mitigation Measures #1 and #2. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Interim Year With Project traffic conditions with implementation of Mitigation Measures #1 and #2.

The study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout Without Project traffic conditions, with the exception of Washington Street between Avenue 48 and Eisenhower Drive which is forecast to operate at Level of Service E. The forecast roadway segment deficiency at Washington Street between Avenue 48 and Eisenhower Drive is identified as a special focus area in the City's General Plan Circulation Element.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Without Project traffic conditions.

The study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout With Project traffic conditions, with the exception of the following roadway segments:

- Washington Street between Avenue 48 and Eisenhower Drive (Level of Service F); and
- Calle Tampico between Desert Club Drive and Washington Street (Level of Service E).

Implementation of Mitigation Measure #4 and Citywide Transportation Demand Management and Transportation Systems Management measures would help reduce, but not fully mitigate, the identified roadway segment impacts. Since the roadway segment impacts would not be fully mitigated, the proposed project is forecast to result in a potentially significant and unavoidable traffic impact at Washington Street between Avenue 48 and Eisenhower Drive and Calle Tampico between Desert Club Drive and Washington Street for General Plan Buildout With Project conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project traffic conditions, with the exception of the Eisenhower Drive/Avenida Montezuma intersection which is forecast to operate at Level of Service F during the evening peak hour.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project traffic conditions with implementation of Mitigation Measure #3. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for General Plan Buildout With Project traffic conditions with implementation of Mitigation Measure #3.

The study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions, with the exception of the following roadway segments:

- Washington Street between Avenue 48 and Eisenhower Drive (Level of Service F);
- Calle Tampico between Avenida Bermudas and Desert Club Drive (Level of Service E);

- Calle Tampico between Desert Club Drive and Washington Street (Level of Service E).

Although Mitigation Measure #4 and additional Citywide Transportation Demand Management and Transportation Systems Management measures would effectively reduce traffic volumes and improve operations, the significantly impacted roadway segments may still operate at a deficient Level of Service. Therefore, the proposed project is forecast to result in a potentially significant and unavoidable traffic impact at the following roadway segments for General Plan Buildout With Project With Village Buildout Circulation Plan conditions:

- Washington Street between Avenue 48 and Eisenhower Drive;
- Calle Tampico between Avenida Bermudas and Desert Club Drive; and
- Calle Tampico between Desert Club Drive and Washington Street.

It should be noted, Level of Service E at Calle Tampico roadway segments between Avenida Bermudas and Washington Street indicate the roadway is forecast to operate within capacity. Although Level of Service E indicates typically undesirable levels of congestion, the resulting decrease in vehicle speeds could be considered a benefit to other modes of travel. The City may want to consider allowing Level of Service E as an acceptable automobile performance measure for roadway segments within the Village boundary as a means of discouraging cut-through traffic and promoting alternative modes of transportation. The City may also consider adopting performance measures for bicycles and pedestrians as a means of quantifying performance for alternative modes of transportation within the Village boundary.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions.

## **I. INTRODUCTION**

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The scope of this traffic impact analysis is based on the guidance provided in the City of La Quinta Engineering Bulletin #06-13 (Revised December 8, 2014).

### **A. Purpose and Objectives**

The purpose of this report is to provide an assessment of potential traffic impacts resulting from development of the proposed La Quinta Village Build-Out Plan and to identify the traffic mitigation measures necessary to maintain the established level of service standards for the elements of the impacted roadway system. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA).

The City of La Quinta is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. The proposed project is expected to be built out over the next 20 years (approximately). This report analyzes traffic impacts for an interim year of 2021, at which time approximately three years of development is assumed. This report also analyzes potential project traffic impacts for General Plan Buildout traffic conditions, which coincides with the anticipated build out of the proposed La Quinta Village Build-Out Plan.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

### **B. Project Description**

The proposed project consists of developing a build-out plan for the Village in the City of La Quinta. The project area consists of approximately 137 acres of land generally located south of Calle Tampico, north of Avenue 52, east of Eisenhower Drive, and west of Washington Street. The build-out plan includes several multi-modal enhancements to the circulation network as discussed in Section VII. Figure 1 shows the project location map and study area.

The proposed project consists of the following General Plan land use designations: Village Commercial (VC), General Commercial (CG), Major Community Facilities (MC), and Open Space-Recreation (OS-R). Future development in the project area assumes development of the remaining vacant properties as well as redevelopment of underutilized properties with more intensive uses. This would include residential development at densities of 20-30 dwelling units per acre and potential mixed-use retail and residential developments. The proposed build-out plan would allow up to 1,230 residential dwelling units, 290 hotel/casitas, and 960,711 square feet of commercial development. Compared to existing conditions, development of the proposed project at its ultimate potential could result in up to approximately 1,230 dwelling units of additional multi-family attached residential and up to approximately 800,000 square feet of additional commercial development. Figure 2 illustrates the proposed project land use plan.

The City’s General Plan was adopted in 2013 and focused on the next 20+ years, through 2035. It is the City’s intent to allow the Village area to continue to develop through market forces including demand for additional housing, commercial uses, and professional office space. A 20 year build-out scenario, similar to what was assumed in the General Plan would also apply to the Village area.

**C. Study Area**

Based on the City-approved scoping agreement contained in Appendix B, the study area consists of the following 16 study intersections and 22 study roadway segments primarily located in the City of La Quinta:

Study Intersections		
ID	Intersection	Jurisdiction
1	Eisenhower Drive (NS) at Avenue 50 (EW) <sup>1</sup>	La Quinta
2	Eisenhower Drive (NS) at Calle Tampico (EW)	La Quinta
3	Eisenhower Drive (NS) at Avenida Montezuma (EW)	La Quinta
4	Eisenhower Drive (NS) at Calle Sinaloa (EW)	La Quinta
5	Avenida Bermudas (NS) at Calle Tampico (EW)	La Quinta
6	Avenida Bermudas (NS) at Calle Sinaloa/Avenue 52 (EW)	La Quinta
7	Desert Club Drive (NS) at Calle Tampico (EW)	La Quinta
8	Desert Club Drive (NS) at Avenue 52 (EW)	La Quinta
9	Washington Street (NS) at Avenue 48 (EW)	La Quinta
10	Washington Street (NS) at Eisenhower Drive (EW)	La Quinta
11	Washington Street (NS) at Avenue 50 (EW)	La Quinta
12	Washington Street (NS) at Calle Tampico (EW)	La Quinta
13	Washington Street (NS) at Avenida La Fonda (EW)	La Quinta
14	Washington Street (NS) at Avenue 52 (EW)	La Quinta
15	Jefferson Street (NS) at Avenue 50 (EW)	La Quinta/Indio
16	Jefferson Street (NS) at Avenue 52 (EW)	La Quinta

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<sup>1</sup> NS = North-South; EW = East-West

Study Roadway Segments		
Roadway	Segment	Jurisdiction
Eisenhower Drive	North of Avenue 50	La Quinta
	Avenue 50 to Calle Tampico	La Quinta
	Calle Tampico to Avenida Montezuma	La Quinta
	Avenida Montezuma to Calle Sinaloa	La Quinta
Avenida Bermudas	Calle Tampico to Avenue 52	La Quinta
Desert Club Drive	Calle Tampico to Avenue 52	La Quinta
Washington Street	Avenue 48 to Eisenhower Drive	La Quinta
	Eisenhower Drive to Avenue 50	La Quinta
	Avenue 50 to Calle Tampico	La Quinta
	Calle Tampico to Avenida La Fonda	La Quinta
	Avenida La Fonda to Avenue 52	La Quinta
Jefferson Street	Avenue 50 to Avenue 52	La Quinta
Avenue 50	Eisenhower Drive to Washington Street	La Quinta
	Washington Street to Jefferson Street	La Quinta
Calle Tampico	Eisenhower Drive to Avenida Bermudas	La Quinta
	Avenida Bermudas to Desert Club Drive	La Quinta
	Desert Club Drive to Washington Street	La Quinta
Avenida La Fonda	West of Washington Street	La Quinta
Calla Sinaloa	Eisenhower Drive to Avenida Bermudas	La Quinta
Avenue 52	Avenida Bermudas to Desert Club Drive	La Quinta
	Desert Club Drive to Washington Street	La Quinta
	Washington Street to Jefferson Street	La Quinta

**D. Analysis Scenarios**

Based on scoping discussions with City staff, this report analyzes the following scenarios:

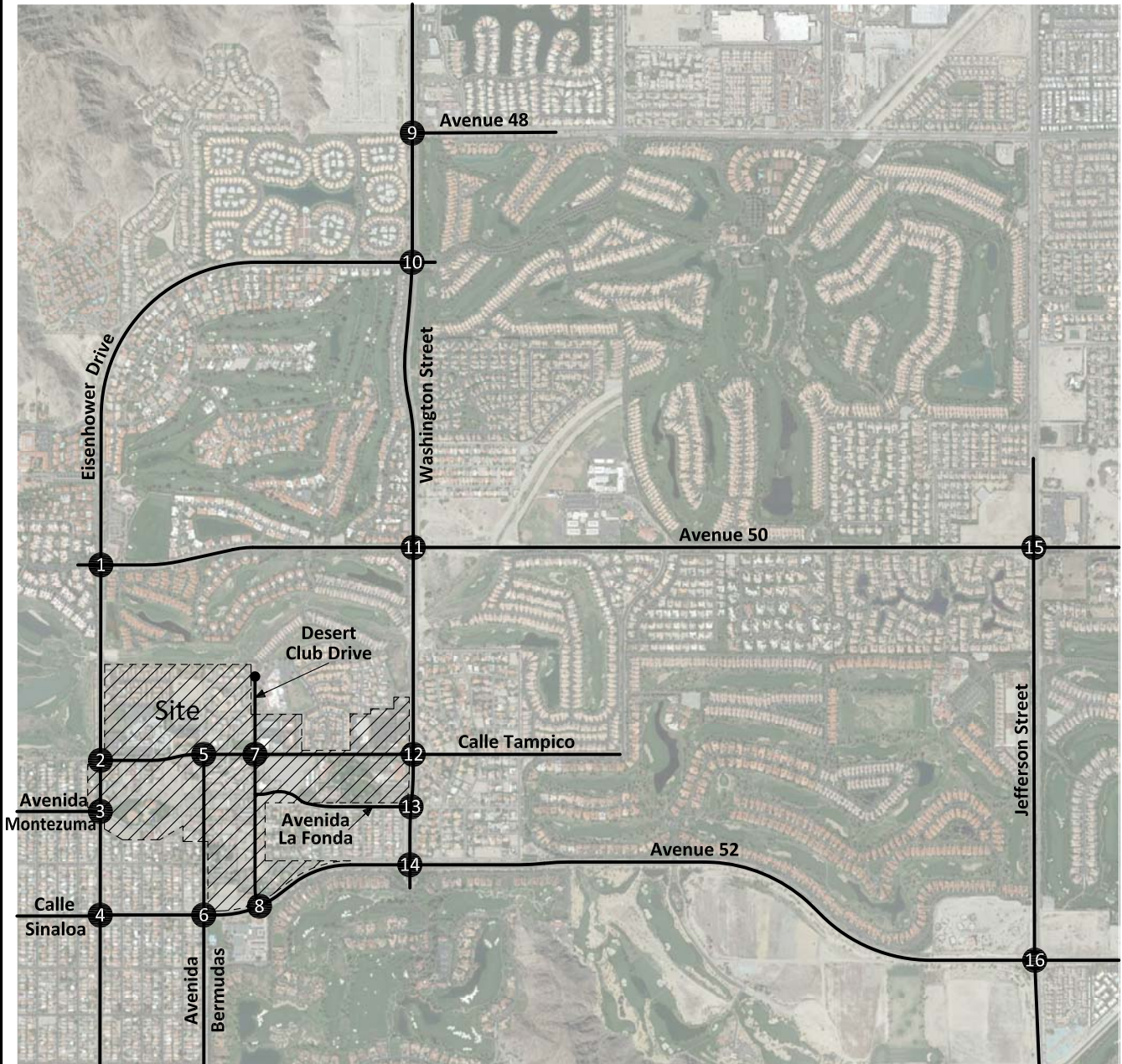
- 1) Existing Conditions;
- 2) Existing Plus Project Conditions<sup>2</sup>;
- 3) Interim Year (2021) Without Project Conditions;
- 4) Interim Year (2021) With Project Conditions;
- 5) General Plan Buildout (Year 2035) Without Project Conditions; and
- 6) General Plan Buildout (Year 2035) With Project Conditions.

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<sup>2</sup> The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time.



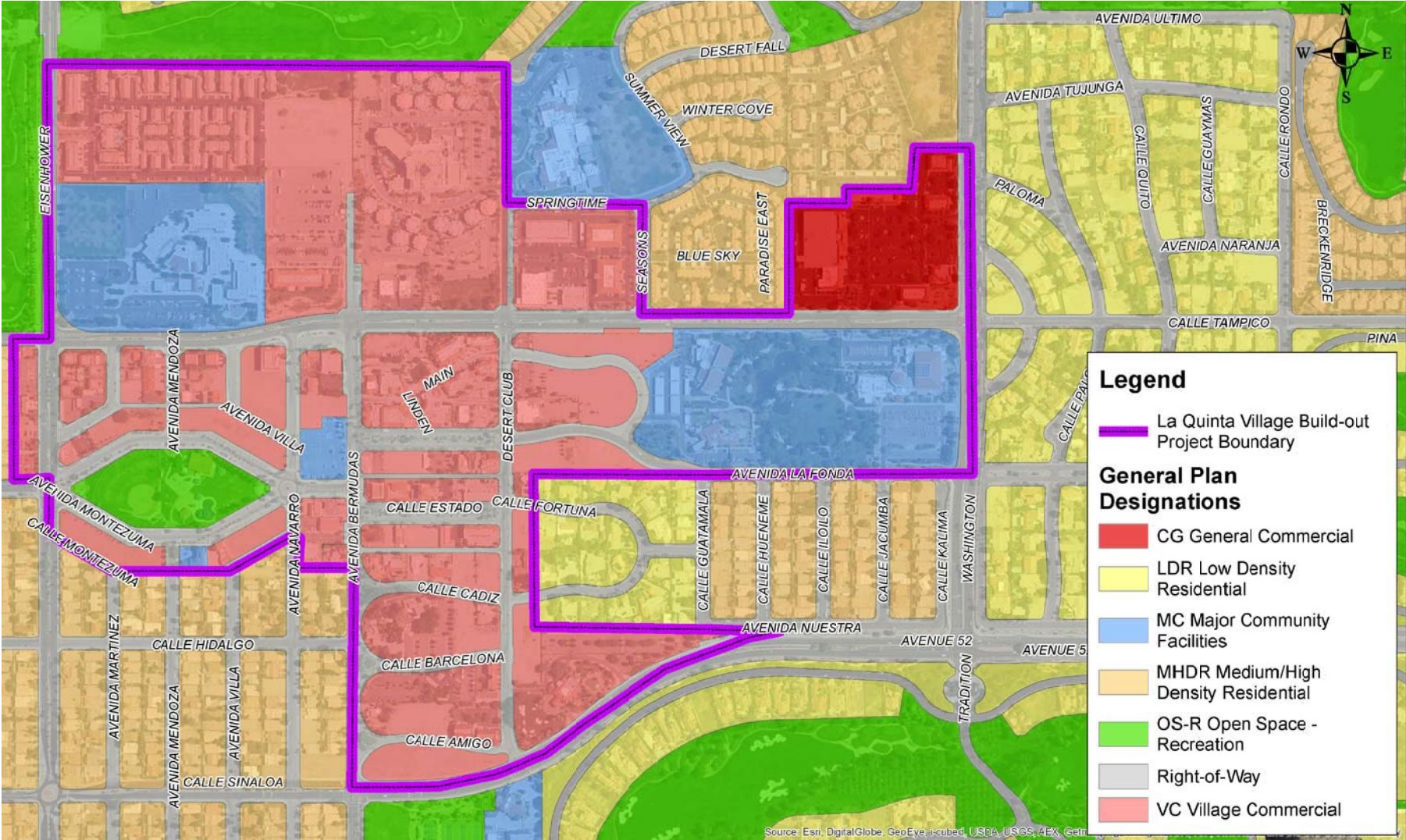
Figure 1  
Project Location Map



**Legend**

- ① = Intersection Reference Number
- = La Quinta Village Build-Out Project Boundary

Figure 2  
Land Use Plan



## II. METHODOLOGY

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This study has been prepared in accordance with the traffic study guidelines provided in the City of La Quinta Engineering Bulletin #06-13 (Revised December 8, 2014) and the City-approved scoping agreement contained in Appendix B.

### A. Intersection Analysis Methodology

In accordance with the City's traffic study guidelines, the technique used to assess the performance of an intersection is known as the intersection delay method based on the procedures contained in the Highway Capacity Manual (Transportation Research Board, 2000). The methodology compares the volume of traffic using the intersection to the capacity of the intersection to calculate the delay associated with the traffic control at the intersection. The intersection delay is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Intersection analysis input parameters for delay calculations were used in accordance with Attachment 2 of the Engineering Bulletin #06-13 (Revised December 8, 2014).

### B. Performance Standards

The City of La Quinta has established Level of Service D as the minimum acceptable Level of Service for its signalized intersections and roadway segments. Therefore, any signalized intersection operating at Level of Service E or F will be considered deficient.

For unsignalized intersections, the City of La Quinta has established a minimum acceptable Level of Service D at an all way stop controlled intersection and Level of Service E for a side street at a two-way stop controlled intersection (i.e., cross street stop).

**C. Thresholds of Significance**

A potentially significant project traffic impact is defined to occur at any signalized intersection if the addition of project trips would result in the Level of Service for a given intersection to exceed the criteria below:

Significant Impact Criteria for Signalized Intersections	
Post-Project Level of Service	Change in Level of Service
E	Either an increase in delay of 2 seconds or more (HCM) or 30 peak hour trips or more (ICU) on critical movements per lane
F	Either an increase in delay of 1 second or more (HCM) or 15 peak hour trips or more (ICU) on critical movements per lane

A potentially significant project traffic impact at an unsignalized study intersection is defined to occur when, with the addition of project traffic, an intersection has a projected Level of Service F on a side street for two-way stop control or Level of Service E or worse for the intersection at an all-way stop controlled intersection and the addition of project traffic results in an addition of 3 seconds or more of delay for any movement.

Roadway segment impacts are those defined to occur on any roadway segment if the segment is projected to be operating at Level of Service E or F with project traffic included and the peak hour V/C in the peak direction is increased by 0.02 or more by addition of project traffic at existing plus project or at project opening years.

If the proposed project is forecast to result in a significant impact at a particular study intersection or roadway segment, feasible mitigation measures will be identified that to reduce the impact to a less than significant level. Mitigation measures can be in many forms, including addition of lanes, traffic control modification, or demand management measures. If no feasible mitigation measures can be identified for a significantly impacted facility, the impact will remain significant and unavoidable.

### III. EXISTING CONDITIONS

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#### A. Existing Traffic Controls & Intersection Geometry

Figure 3 identifies the existing number of through lanes, intersection traffic controls, and intersection geometry based on a field survey of the study area. Highway 111 and the I-10 Freeway to the north provide regional access for the City of La Quinta. North-south roadways that provide local circulation for the project area include Eisenhower Drive, Avenida Bermudas, Desert Club Drive, Washington Street, and Jefferson Street. East-west roadways that provide local circulation for the project area include Avenue 50, Calle Tampico, and Avenue 52.

Eisenhower Drive: This north-south four lane divided roadway is classified as a Primary Arterial (108 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation Element. It currently carries approximately 9,500 to 15,500 vehicles per day in the study area.

Avenida Bermudas: This north-south two lane divided to four lane undivided roadway is classified as a Secondary Arterial (102 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation Element. It currently carries approximately 3,400 vehicles per day in the study area.

Desert Club Drive: This north-south two lane undivided roadway is not classified in the City of La Quinta General Plan Circulation Element. It currently carries approximately 1,900 vehicles per day in the study area.

Washington Street: This north-south six lane divided roadway is classified as a Major Arterial (128 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation Element. It currently carries approximately 12,500 to 40,500 vehicles per day in the study area.

Jefferson Street: This north-south six lane divided roadway is classified as a Major Arterial (128 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation Element. It currently carries approximately 19,500 vehicles per day in the study area.

Avenue 50: This east-west four lane divided roadway is classified as a Primary Arterial (108 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation Element. It currently carries approximately 2,900 to 10,700 vehicles per day in the study area.

Calle Tampico: This east-west two lane undivided to four lane divided roadway is classified as a Primary Arterial (108 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation Element. It currently carries approximately 4,300 to 16,600 vehicles per day in the study area.

Avenue 52: This east-west four lane divided roadway is classified as a Primary Arterial (108 foot right-of-way) in the study area in the City of La Quinta General Plan Circulation

Element. It currently carries approximately 5,800 to 15,600 vehicles per day in the study area.

**B. Existing Traffic Volumes**

Initial existing peak hour traffic volumes were determined based upon morning peak period and evening peak period intersection turning movement counts conducted in December 2015 during typical weekday conditions. Typically, there are two peak periods in a weekday; the morning peak period was counted between 7:00 AM and 9:00 AM and the evening peak period was counted between 2:30 PM and 4:30 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the weekday evening peak hour at one intersection may be 2:45 PM to 3:45 PM if those four consecutive 15 minute periods have the highest combined volume. Traffic count worksheets are provided in Appendix C.

Initial peak hour traffic volumes were compared to the seasonally adjusted “existing” traffic volumes contained in the traffic impact analysis for the City of La Quinta General Plan Circulation Element Update (Iteris, May 2012) [“General Plan Update Analysis”]. The existing seasonally adjusted traffic volumes from the General Plan Update Analysis were used for this study at locations that showed higher traffic volumes compared to the turning movement counts collected in 2015. It was observed that the traffic volumes in the General Plan Update Analysis at study intersections near the Village area were approximately 1.19 times greater in the morning peak hour and approximately 1.12 times greater in the evening peak hour. Therefore, at study intersections near the Village area for which traffic volumes were not included in the General Plan Update Analysis, the existing 2015 traffic counts were increased accordingly and adjusted for reasonable flow conservation between intersections. The result of this process is a highly conservative set of baseline traffic volumes which in no case are less than recently collected traffic data or less than historical traffic data from the General Plan Update Analysis.

The existing average daily traffic volumes were obtained from the 2015 Traffic Census Report prepared by the Coachella Valley Association of Governments (CVAG) and from new traffic counts collected over a 24-hour period in December 2015. Similarly, daily traffic volumes collected in December 2015 were compared to the General Plan Update Analysis. The only two locations in which daily traffic volumes shown in the General Plan Update Analysis were greater were based on estimates derived from the peak hour counts. Since the 2015 daily traffic counts were greater at all other locations, the 2015 daily traffic counts were used for this analysis.

Figure 4 shows existing average daily traffic volumes. Figure 5 and Figure 6 depict the existing (seasonally adjusted) morning peak hour and evening peak hour intersection turning movement volumes used as the baseline existing conditions for this analysis.

**C. Existing Roadway Segment and Intersection Levels of Service**

Table 1 shows the roadway segment capacity analysis for existing conditions. As shown in Table 1, the study roadway segments currently operate within acceptable Levels of Service. The morning and evening peak hour Levels of Service for Existing traffic conditions have

been calculated and are shown in Table 2. As shown in Table 2, the study area intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions. Existing Level of Service worksheets are provided in Appendix D.

**D. City of La Quinta General Plan Circulation Element**

Figure 7 shows the City of La Quinta General Plan Roadway Classifications. This figure shows the nature and extent of arterial and collector roadways that are needed to adequately serve the ultimate development designated by the Land Use Element of the General Plan. The City of La Quinta General Plan roadway cross-sections are illustrated on Figure 8. The City of La Quinta General Plan golf cart/NEV paths are illustrated on Figure 9.

**E. Bicycle and Pedestrian Facilities**

The City of La Quinta bike paths master plan is shown on Figure 10. Existing pedestrian facilities in the project vicinity are shown on Figure 11.

**F. Transit Service**

The study area is currently served by the SunLine Transit Agency Route 70 along Washington Street. Figure 12 shows the existing SunLine bus routes in the project vicinity.

**Table 1**

**Existing Roadway Segment Capacity Analysis**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	15,500	0.36	A
	Avenue 50 to Calle Tampico	4D	42,600	12,500	0.29	A
	Calle Tampico to Avenida Montezuma	4D	42,600	12,200	0.29	A
	Avenida Montezuma to Calle Sinaloa	4D	42,600	9,500	0.22	A
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	3,400	0.18	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	1,900	0.14	A
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	40,500	0.66	B
	Eisenhower Drive to Avenue 50	6D	61,100	26,900	0.44	A
	Avenue 50 to Calle Tampico	6D	61,100	23,100	0.38	A
	Calle Tampico to Avenida La Fonda	6D	61,100	14,600	0.24	A
	Avenida La Fonda to Avenue 52	6D	61,100	12,500	0.20	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	19,500	0.32	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	2,900	0.07	A
	Washington Street to Jefferson Street	4D	42,600	10,700	0.25	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	4D	42,600	4,300	0.10	A
	Avenida Bermudas to Desert Club Drive	4D	42,600	7,100	0.17	A
	Desert Club Drive to Washington Street	4D	42,600	16,600	0.39	A
Avenida La Fonda	West of Washington Street	2U	14,000	1,400	0.10	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	5,800	0.14	A
Avenue 52	Avenida Bermudas to Desert Club Drive	4D	42,600	14,600	0.34	A
	Desert Club Drive to Washington Street	4D	42,600	15,600	0.37	A
	Washington Street to Jefferson Street	4D	42,600	11,500	0.27	A



**Table 2**

**Existing Intersection Delay and Level of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Intersection Approach Lanes <sup>3</sup>												Peak Hour Delay-LOS <sup>4</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Eisenhower Drive (NS) at:																
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.6-B	21.2-C
Calle Tampico (EW) - #2	LQ	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	0.5	1>	22.1-C	28.3-C
Avenida Montezuma (EW) - #3	LQ	AWS	1	2	1>>	1	1.5	0.5	0	1	0	0.5	0.5	1	20.5-C	14.7-B
Calle Sinaloa (EW) - #4	LQ	RBT	0	1	0	0	1	0	0	1	0	0	1	0	8.1-A	6.1-A
Avenida Bermudas (NS) at:																
Calle Tampico (EW) - #5	LQ	TS	1	1	1	1	0.5	0.5	1	2	d	1	2	d	27.2-C	26.7-C
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	TS	0.5	0.5	1>	1	0.5	0.5	1	2	d	2	2	d	43.7-D	29.6-C
Desert Club Drive (NS) at:																
Calle Tampico (EW) - #7	LQ	TS	1	0.5	0.5	1.3	0.3	0.3	1	2	d	1	2	d	34.1-C	31.7-C
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	10.3-B	14.5-B
Washington Street (NS) at:																
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	1	23.9-C	20.1-C
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	3	1>	2.3	0.3	0.3	0	1	0	24.2-C	21.0-C
Avenue 50 (EW) - #11	LQ	TS	1	2.5	0.5	2	2.5	0.5	1	1.5	0.5	2	1	1>	28.6-C	23.2-C
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	1>	2.5	0.5	1	1	0.5	0.5	25.5-C	26.3-C
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	1	2.5	0.5	0.5	0	0.5	0	0	0	19.4-C	18.4-C
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	2>	2	2	d	1	2	1>	22.0-C	25.0-C
Jefferson Street (NS) at:																
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	1	2	1	1	1	1	32.9-C	33.4-C
Avenue 52 (EW) - #16	LQ	RBT	0	1	1>>	0	1	1>>	0	1	1>>	0	1	1>>	6.5-A	7.1-A

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

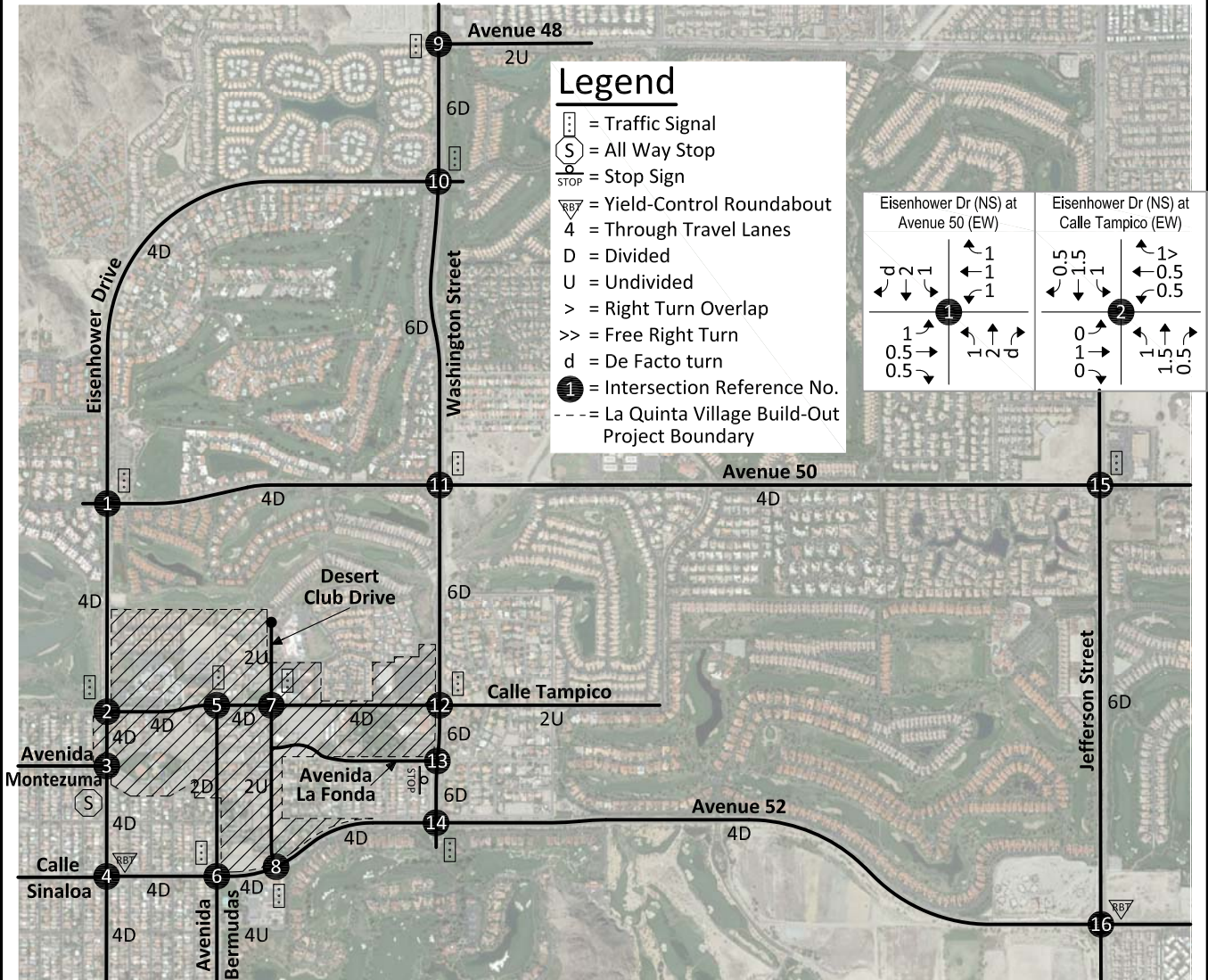
<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.  
L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

### Figure 3

## Existing Through Travel Lanes and Intersection Controls



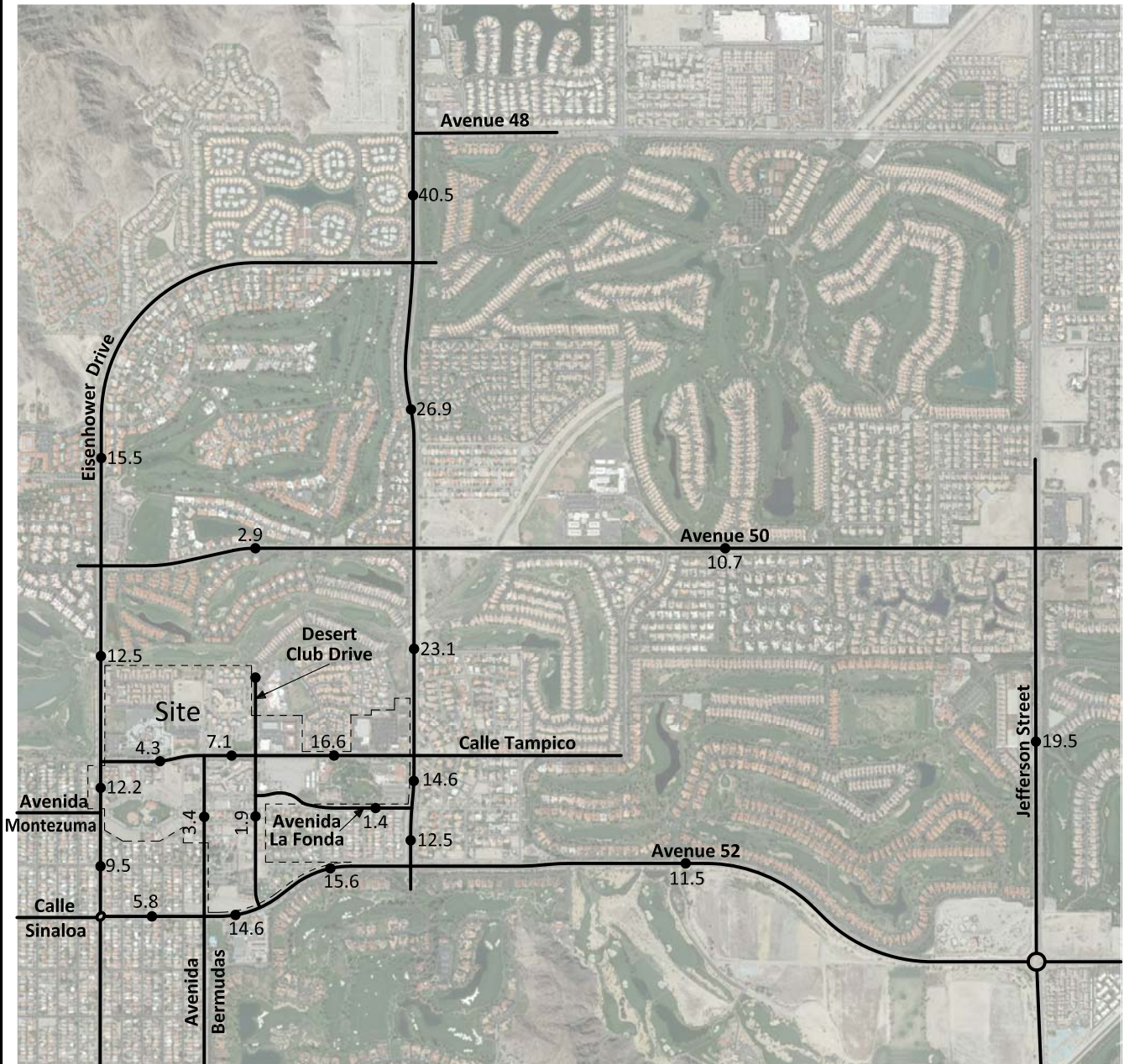
### Legend

- = Traffic Signal
- = All Way Stop
- = Stop Sign
- = Yield-Control Roundabout
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided
- > = Right Turn Overlap
- >> = Free Right Turn
- d = De Facto turn
- = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)	Eisenhower Dr (NS) at Calle Tampico (EW)

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at C/I Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)

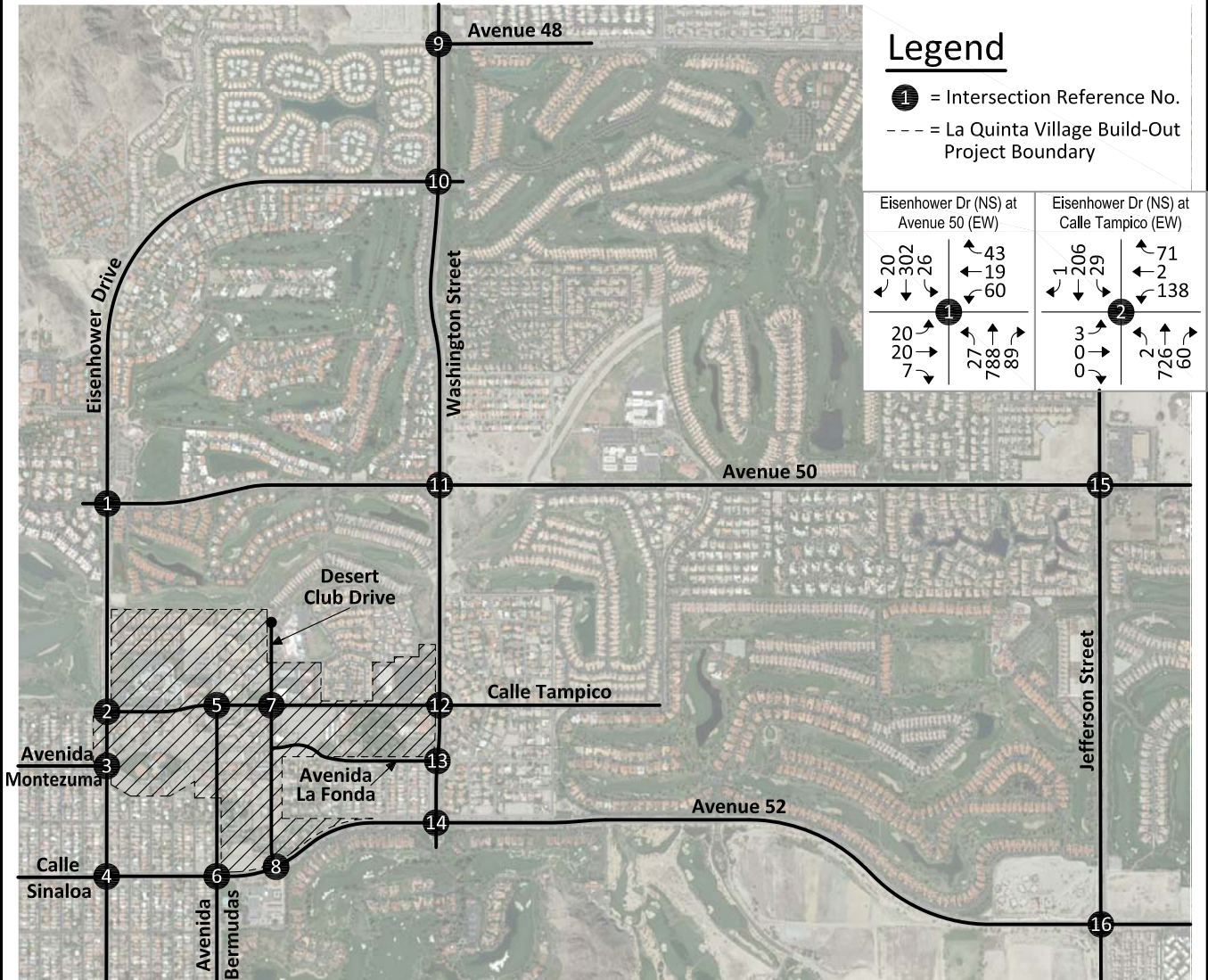
Figure 4  
Existing Average Daily Traffic Volumes



**Legend**

11.5 = Vehicles Per Day (1,000's)

# Figure 5 Existing Morning Peak Hour Intersection Turning Movement Volumes



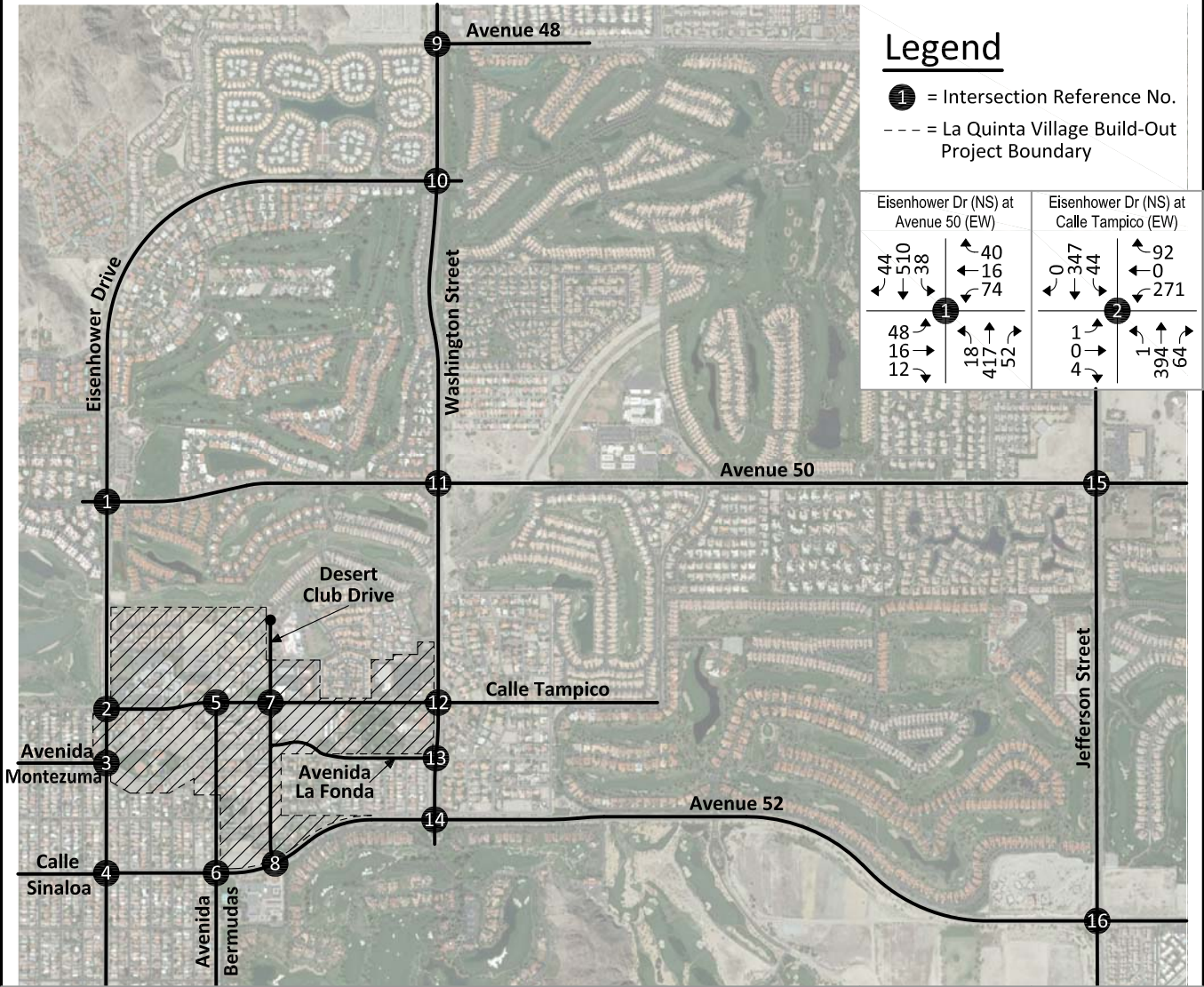
**Legend**

- = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 20	← 302	← 43	← 71
→ 26	→ 26	→ 19	→ 2
↔ 20	↔ 20	↔ 60	↔ 138
↻ 7	↻ 27	↻ 89	↻ 726
↻ 20	↻ 20	↻ 89	↻ 60

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <p>← 109 ← 235 → 0</p> <p>↔ 10 ↔ 5 ↔ 14</p> <p>↻ 253 ↻ 0 ↻ 23</p> <p>↻ 10 ↻ 539 ↻ 0</p> <p>● 3</p>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <p>← 27 ← 230 → 15</p> <p>↔ 33 ↔ 63 ↔ 112</p> <p>↻ 191 ↻ 0 ↻ 0</p> <p>↻ 0 ↻ 568 ↻ 141</p> <p>● 4</p>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <p>← 11 ← 0 → 1</p> <p>↔ 36 ↔ 187 ↔ 118</p> <p>↻ 22 ↻ 123 ↻ 12</p> <p>↻ 40 ↻ 1 ↻ 95</p> <p>● 5</p>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <p>← 9 ← 26 → 29</p> <p>↔ 19 ↔ 188 ↔ 183</p> <p>↻ 26 ↻ 318 ↻ 3</p> <p>↻ 11 ↻ 103 ↻ 919</p> <p>● 6</p>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <p>← 81 ← 55 → 203</p> <p>↔ 107 ↔ 232 ↔ 61</p> <p>↻ 96 ↻ 131 ↻ 2</p> <p>↻ 13 ↻ 92 ↻ 45</p> <p>● 7</p>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <p>← 38 ← 10 → 15</p> <p>↔ 34 ↔ 351 ↔ 15</p> <p>↻ 68 ↻ 1147 ↻ 1</p> <p>↻ 1 ↻ 10 ↻ 0</p> <p>● 8</p>	<p>Washington St (NS) at Avenue 48 (EW)</p> <p>← 0 ← 702 → 53</p> <p>↔ 277 ↔ 0 ↔ 451</p> <p>↻ 0 ↻ 0 ↻ 0</p> <p>↻ 0 ↻ 1682 ↻ 573</p> <p>● 9</p>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <p>← 307 ← 785 → 24</p> <p>↔ 14 ↔ 2 ↔ 3</p> <p>↻ 703 ↻ 4 ↻ 8</p> <p>↻ 10 ↻ 1463 ↻ 8</p> <p>● 10</p>	<p>Washington St (NS) at Avenue 50 (EW)</p> <p>← 48 ← 633 → 125</p> <p>↔ 339 ↔ 132 ↔ 91</p> <p>↻ 41 ↻ 116 ↻ 15</p> <p>↻ 18 ↻ 1021 ↻ 79</p> <p>● 11</p>	<p>Washington St (NS) at Calle Tampico (EW)</p> <p>← 211 ← 429 → 24</p> <p>↔ 59 ↔ 73 ↔ 41</p> <p>↻ 195 ↻ 70 ↻ 12</p> <p>↻ 29 ↻ 751 ↻ 129</p> <p>● 12</p>	<p>Washington St (NS) at Avenida La Fonda (EW)</p> <p>← 62 ← 418 → 2</p> <p>↔ 0 ↔ 0 ↔ 0</p> <p>↻ 39 ↻ 0 ↻ 14</p> <p>↻ 54 ↻ 868 ↻ 0</p> <p>● 13</p>	<p>Washington St (NS) at Avenue 52 (EW)</p> <p>← 240 ← 8 → 184</p> <p>↔ 182 ↔ 157 ↔ 22</p> <p>↻ 730 ↻ 384 ↻ 1</p> <p>↻ 3 ↻ 10 ↻ 3</p> <p>● 14</p>	<p>Jefferson St (NS) at Avenue 50 (EW)</p> <p>← 235 ← 429 → 110</p> <p>↔ 189 ↔ 276 ↔ 54</p> <p>↻ 183 ↻ 196 ↻ 29</p> <p>↻ 29 ↻ 472 ↻ 29</p> <p>● 15</p>	<p>Jefferson St (NS) at Avenue 52 (EW)</p> <p>← 60 ← 302 → 87</p> <p>↔ 169 ↔ 239 ↔ 19</p> <p>↻ 44 ↻ 191 ↻ 165</p> <p>↻ 150 ↻ 302 ↻ 182</p> <p>● 16</p>

## Figure 6 Existing Evening Peak Hour Intersection Turning Movement Volumes



**Legend**

- 1 = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)	Eisenhower Dr (NS) at Calle Tampico (EW)

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)

Figure 7  
 City of La Quinta General Plan Roadway Classifications

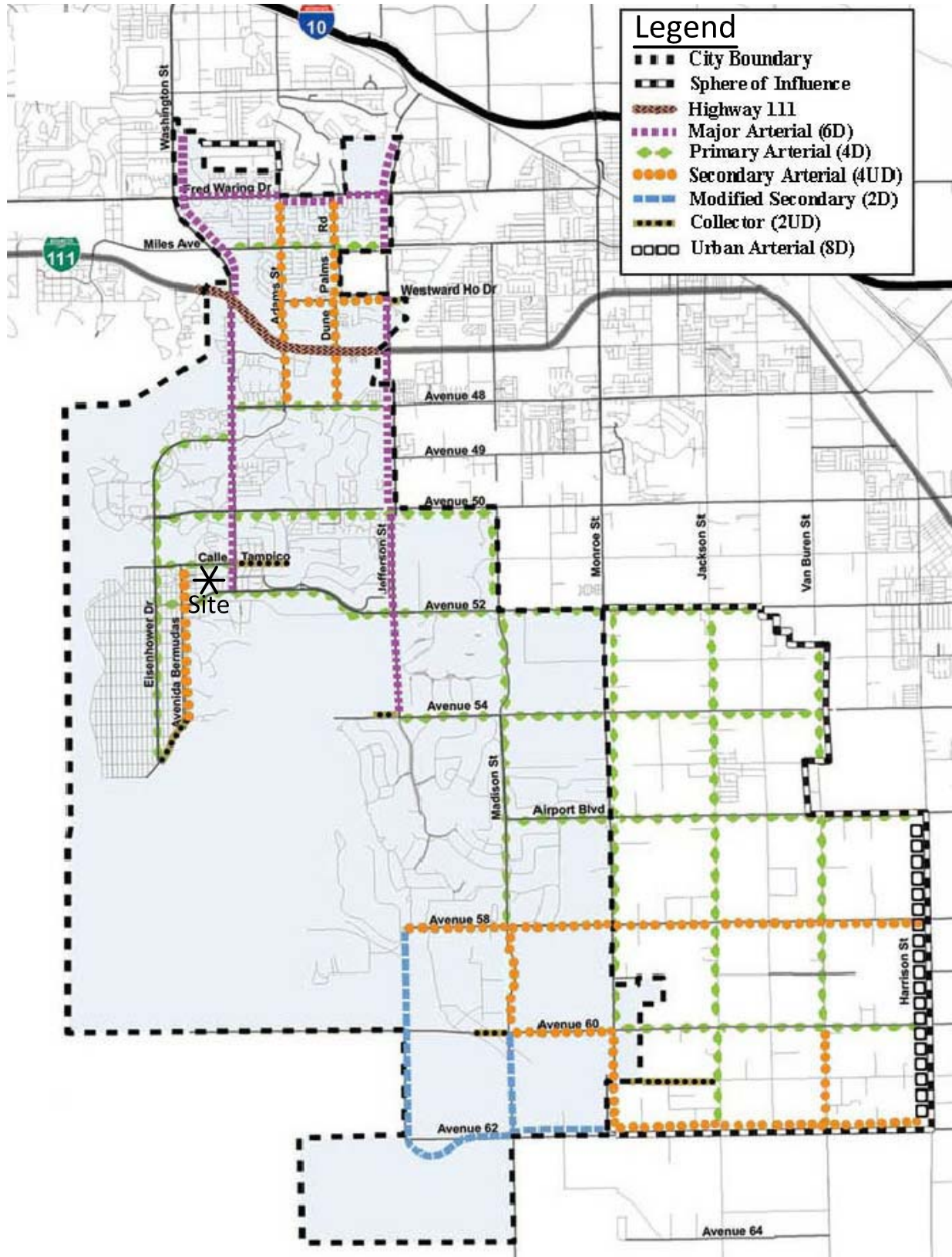
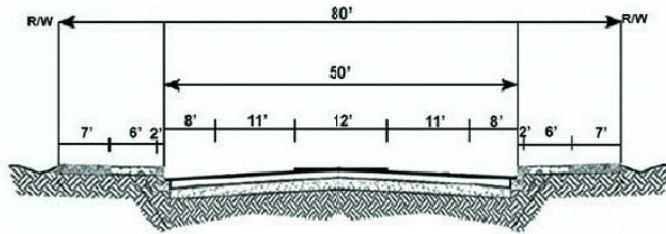
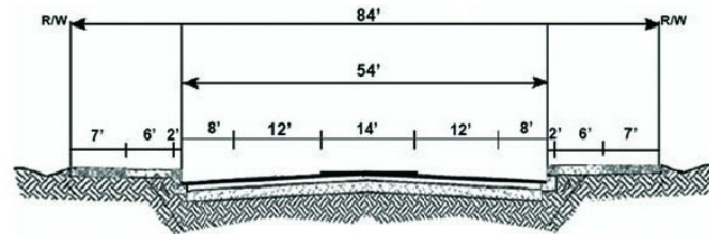


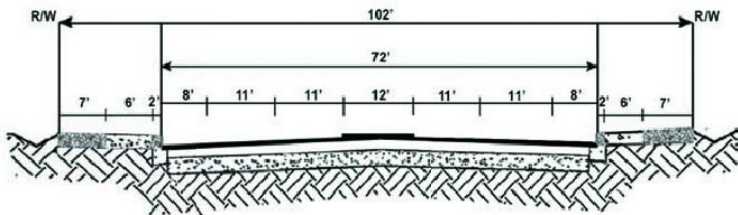
Figure 8  
 City of La Quinta General Plan Roadway Cross-Sections



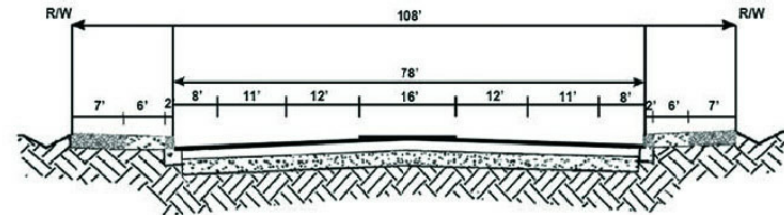
**80' Collector**



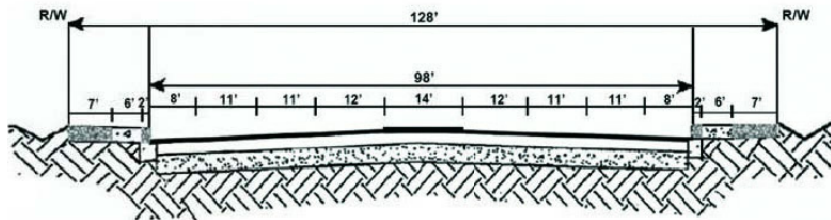
**84' Modified Secondary Arterial**



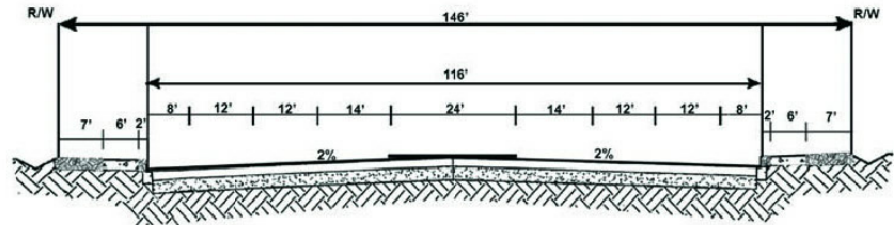
**102' Secondary Arterial**



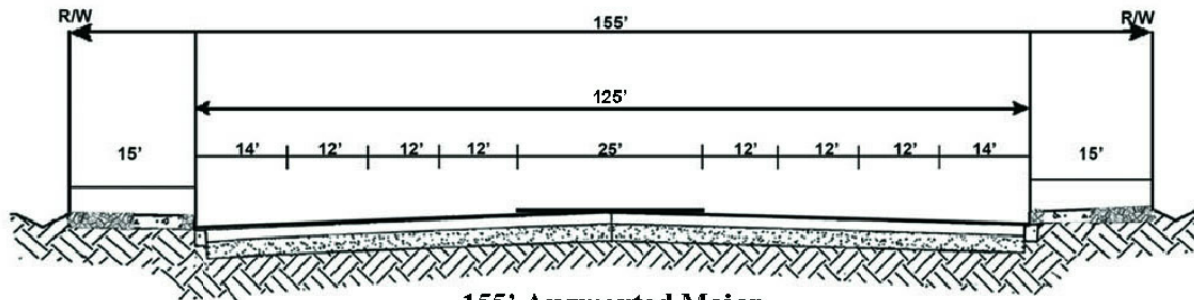
**108' Primary Arterial**



**128' Major Arterial**



**146' State Highway 111**



**155' Augmented Major**

Figure 9  
 City of La Quinta General Plan Golf Cart/NEV Paths

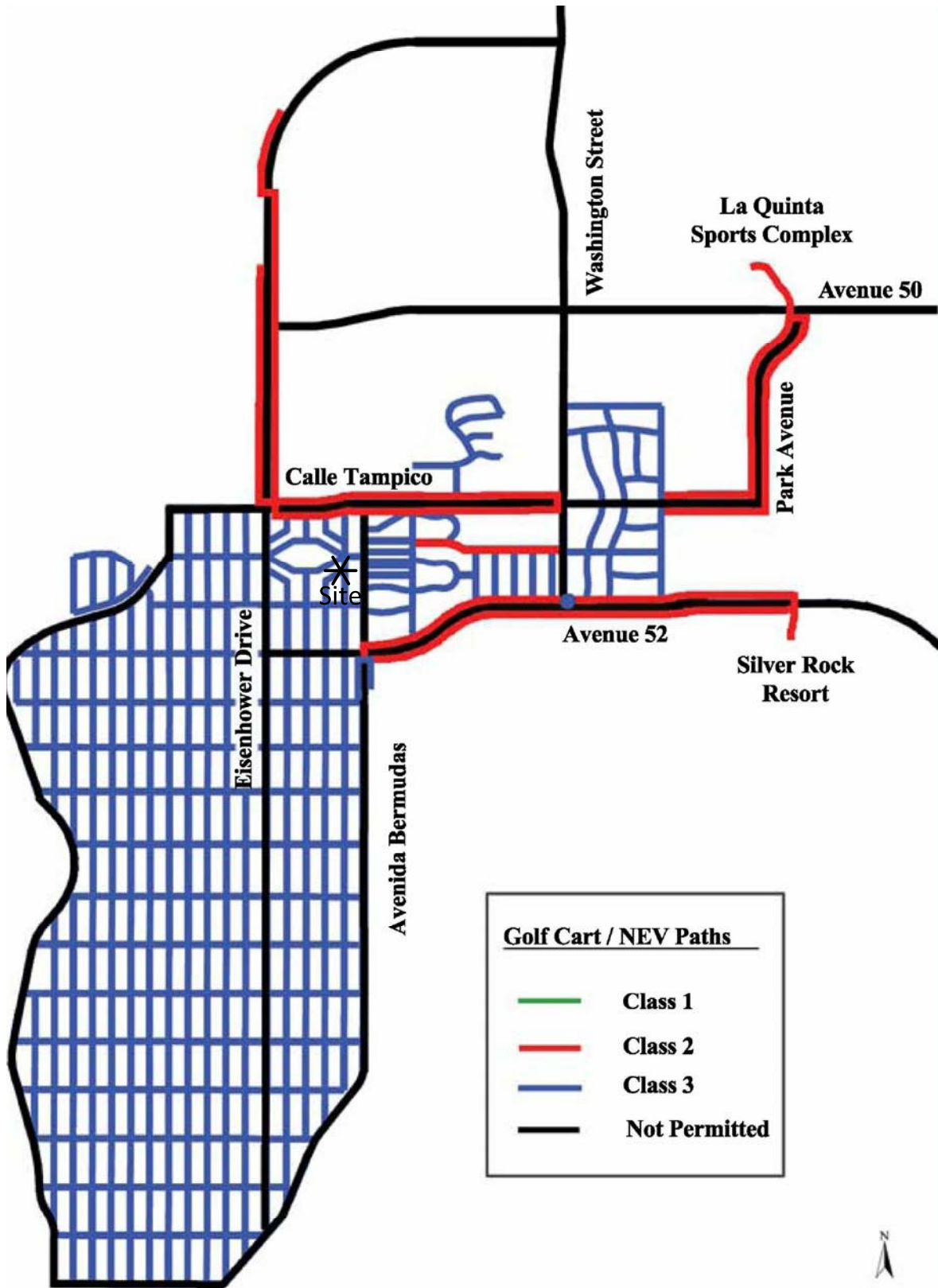




Figure 10  
 City of La Quinta Bike Paths Master Plan

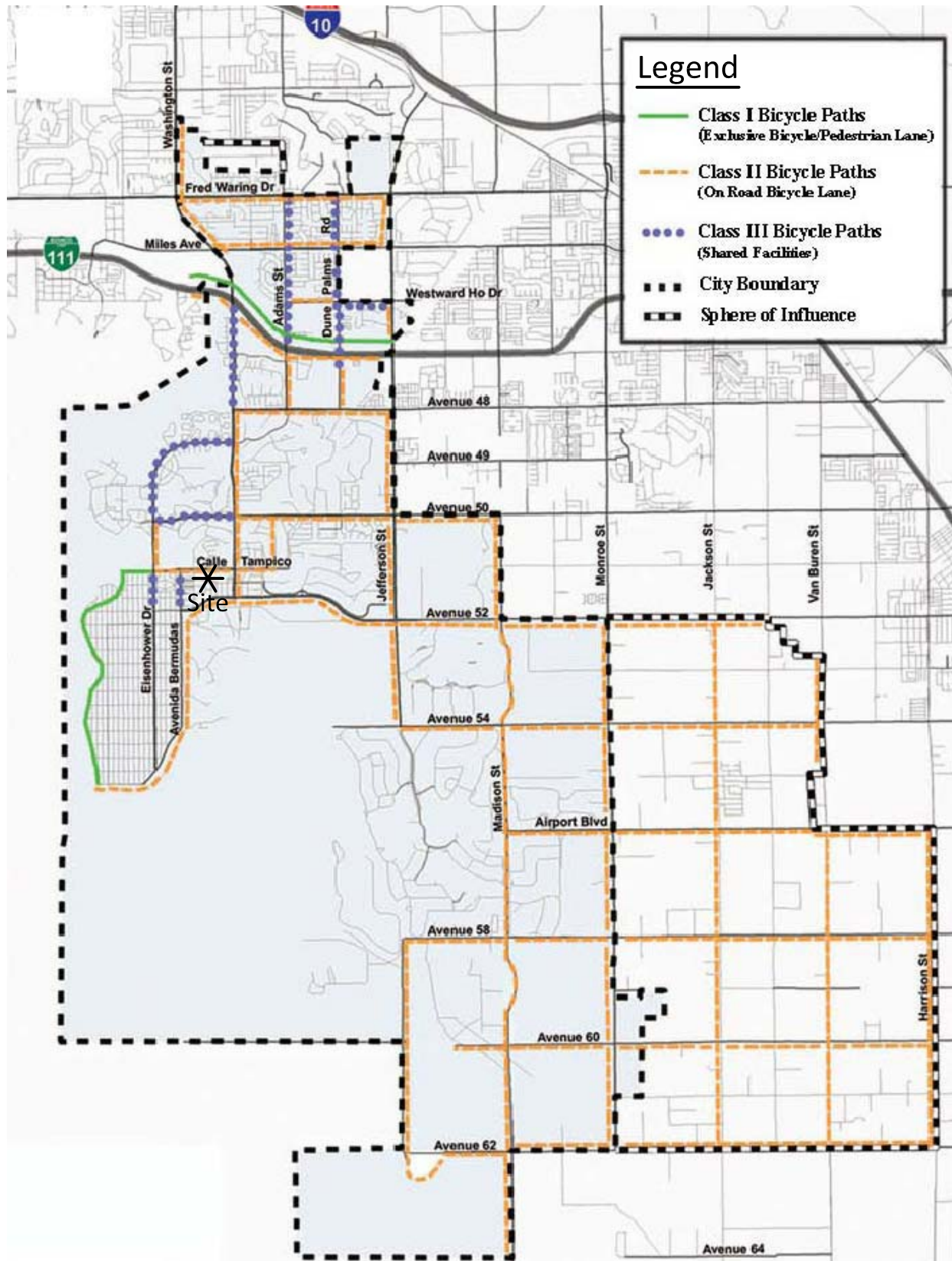
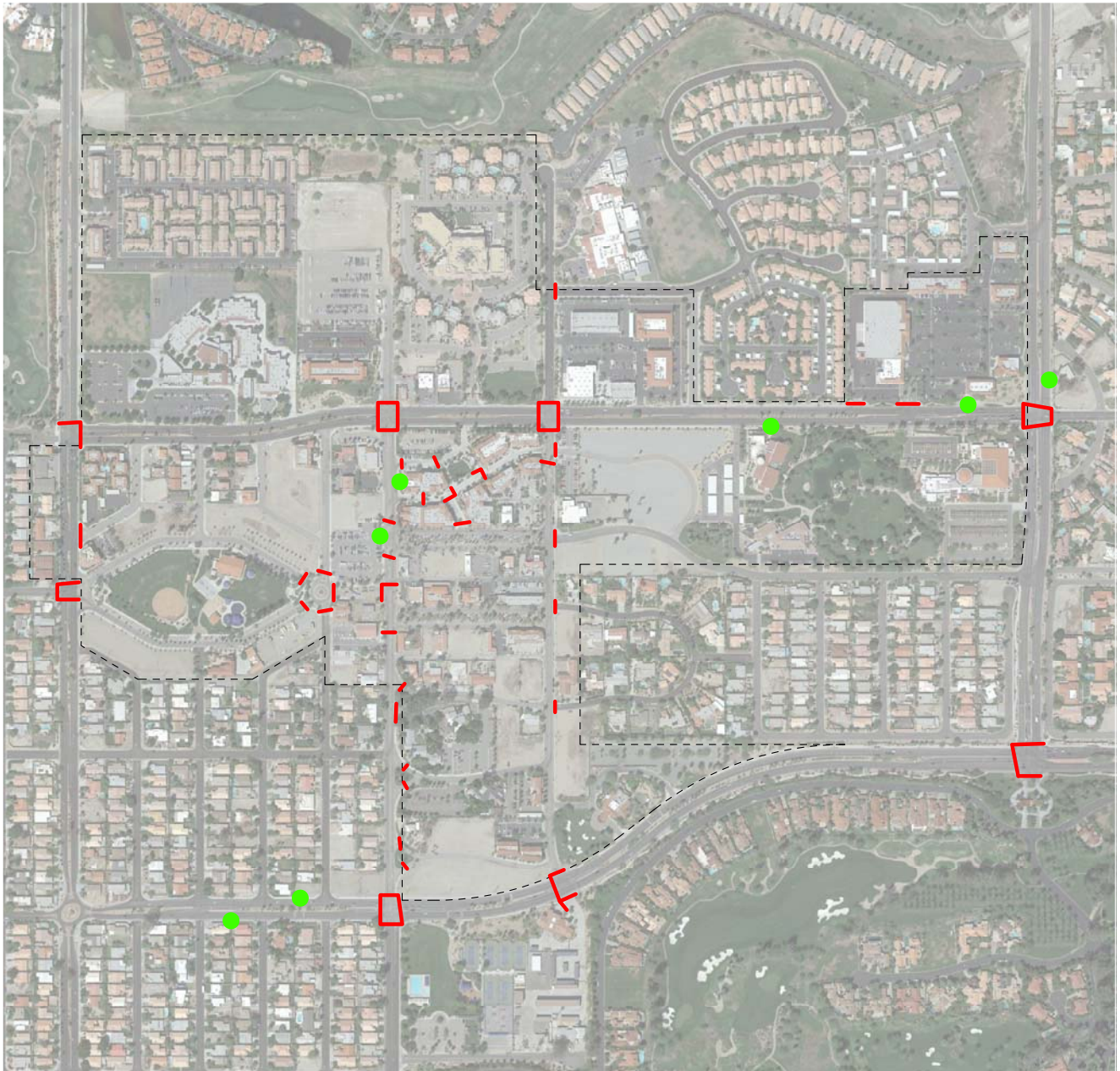


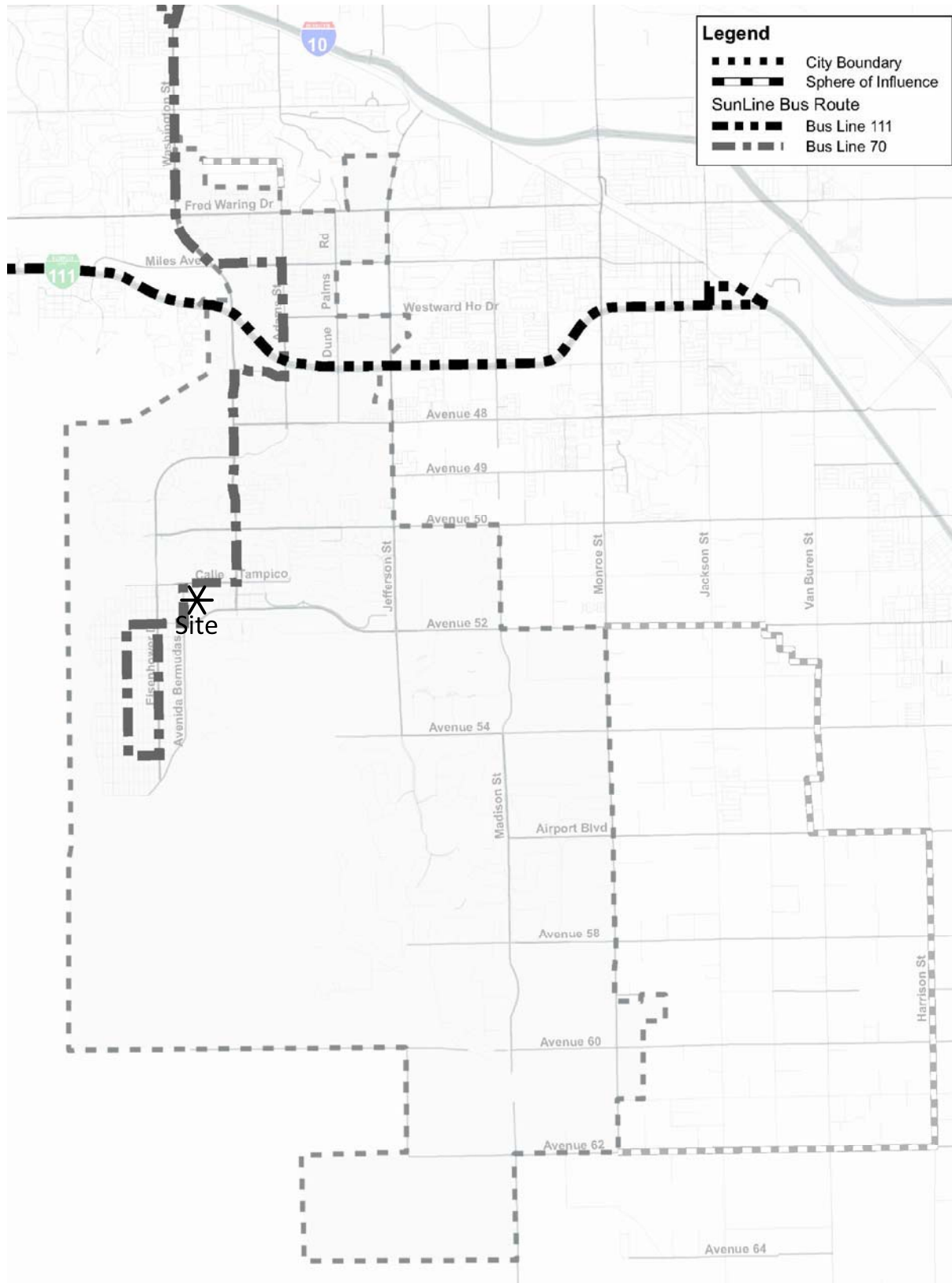
Figure 11  
Existing Pedestrian Facilities



**Legend**

- = Cross Walk
- = Bus Stop

Figure 12  
Existing SunLine Bus Routes



## **IV. PROPOSED PROJECT TRIPS**

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### **A. Trip Generation**

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities. Table 3 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.

The project trip generation shown in Table 3 accounts for the effect of internal trips resulting from the proposed mix of retail and residential land uses within the Village boundary. For example, a future resident may decide to walk to a future retail land use within the Village boundary. In this case, two vehicular trips would be reduced; one outbound trip from the residential land use and one inbound trip to the restaurant. Internal trips during the morning and evening peak hours were calculated in accordance with procedures contained in the National Cooperative Highway Research Program, Report 684, 2011. Internal daily trips were calculated in accordance with procedures contained in the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012. Both the NCHRP Report 684 and Trip Generation Manual procedures take into account inbound and outbound trips forecast to be generated by the proposed land uses to determine interaction percentages, which are then discounted from the trips generated by each individual land use. Internal trip capture worksheets are provided in Appendix E.

As shown in Table 3, at Interim Year (2021) conditions, the proposed project is forecast to generate a total of approximately 5,688 daily vehicle trips, 212 trips of which will occur during the morning peak hour and 352 trips of which will occur during the evening peak hour.

As also shown in Table 3, at project buildout, the proposed project is forecast to generate a total of approximately 37,964 daily vehicle trips, 1,381 trips of which will occur during the morning peak hour and 2,329 trips of which will occur during the evening peak hour.

### **B. Trip Distribution**

Figure 13 through Figure 18 show the retail and residential project trip distribution patterns for each of the project zones. The forecast project trip distributions were developed in consultation with City staff and based on review of existing traffic data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

### **C. Trip Assignment**

Based on the identified trip generation and distributions, project average daily traffic have been calculated and shown on Figure 19. Project morning peak hour and evening peak hour intersection turning movement volumes and shown on Figure 20 and Figure 21.

**Table 3**

**Project Trip Generation**

Land Use	Quantity	Units <sup>2</sup>	Peak Hour <sup>1</sup>						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<b>Trip Generation Rates</b>									
Specialty Retail <sup>3</sup>	-	TSF	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Multi-Family Residential	-	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
<b>Trips Generated at Interim</b>									
Specialty Retail	120.0	TSF	72	43	115	143	182	325	5,318
- Internal Trips <sup>4</sup>			-1	0	-1	-11	-36	-47	-745
- Subtotal			71	43	114	132	146	278	4,573
Multi-Family Residential	195	DU	20	79	99	78	43	121	1,297
- Internal Trips <sup>4</sup>			0	-1	-1	-36	-11	-47	-182
- Subtotal			20	78	98	42	32	74	1,115
Percent Internal			1%	1%	1%	21%	21%	21%	14%
<b>Total Interim Year Trip Generation</b>			<b>91</b>	<b>121</b>	<b>212</b>	<b>174</b>	<b>178</b>	<b>352</b>	<b>5,688</b>
<b>Trips Generated at Buildout</b>									
Specialty Retail	800.0	TSF	480	288	768	952	1,216	2,168	35,456
- Internal Trips <sup>4</sup>			-5	-2	-7	-75	-226	-301	-4,609
- Subtotal			475	286	761	877	990	1,867	30,847
Multi-Family Residential	1,230	DU	123	504	627	492	271	763	8,180
- Internal Trips <sup>4</sup>			-2	-5	-7	-226	-75	-301	-1,063
- Subtotal			121	499	620	266	196	462	7,117
Percent Internal			1%	1%	1%	21%	20%	21%	13%
<b>Total Buildout Trip Generation</b>			<b>596</b>	<b>785</b>	<b>1,381</b>	<b>1,143</b>	<b>1,186</b>	<b>2,329</b>	<b>37,964</b>

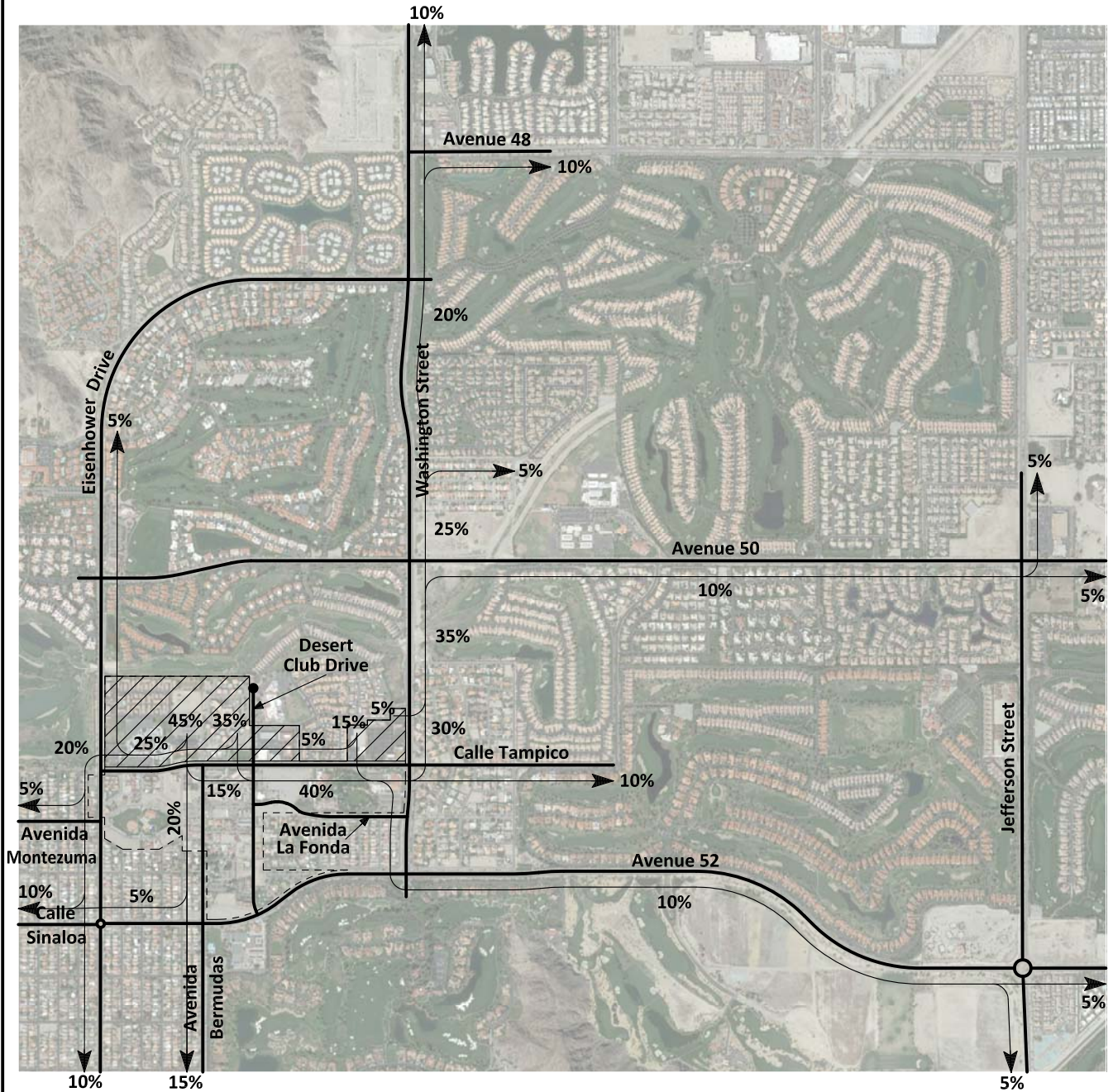
<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012, Land Use Categories 220 and 826/820.

<sup>2</sup> TSF = Thousand Square Feet; DU = Dwelling Units.

<sup>3</sup> The Institute of Transportation Engineers Trip Generation Manual does not provide a morning peak hour trip generation rate for Specialty Retail land use; therefore, the morning peak hour trip generation rate the Shopping Center land use (820) was utilized

<sup>4</sup> Internal trips during the AM and PM peak hour were calculated in accordance with procedures contained in the National Cooperative Highway Research Program, Report 684, 2011. Internal daily trips were calculated in accordance with procedures contained in the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.

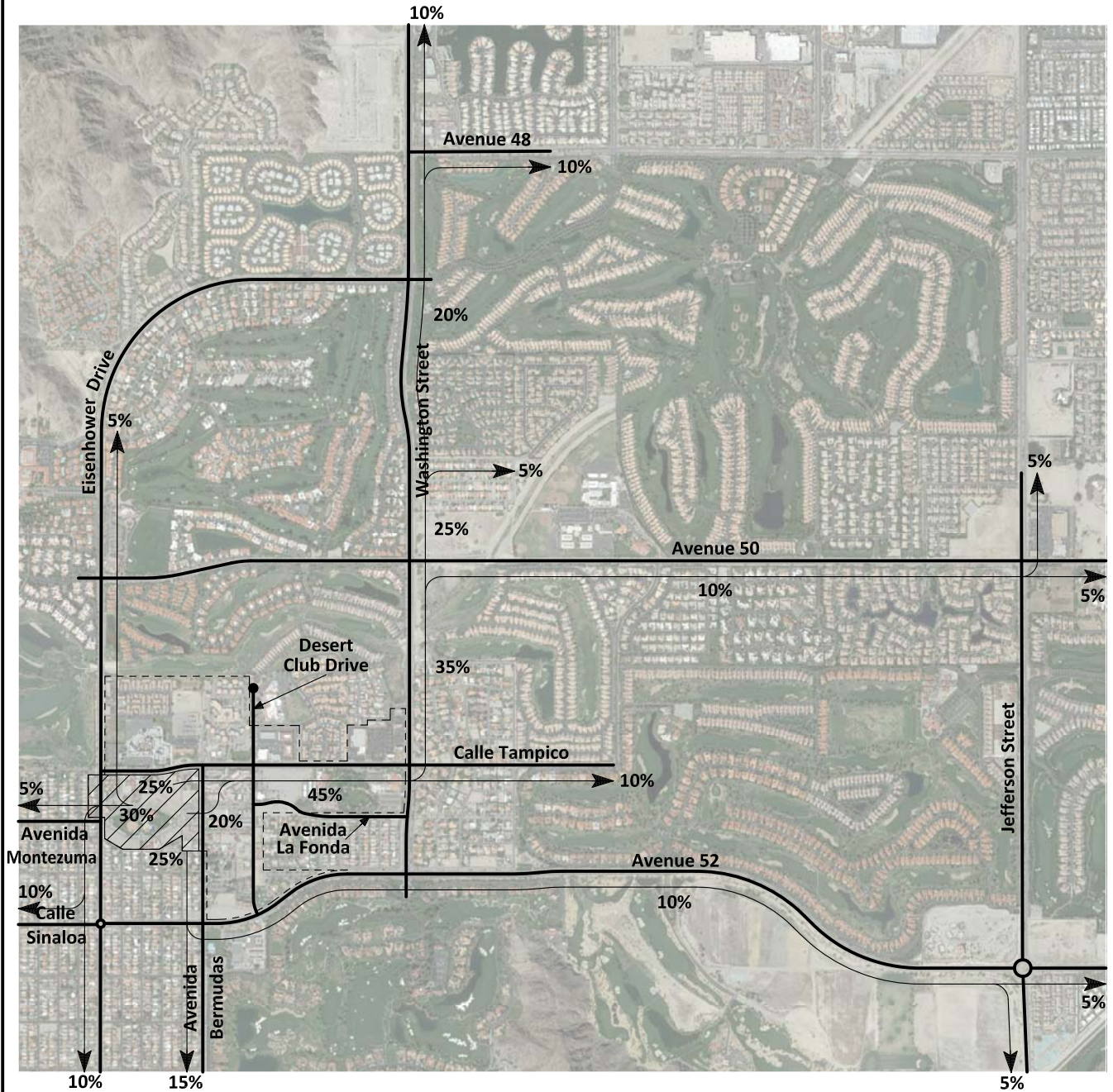
Figure 13  
Project Trip Distribution - Zone A Retail Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone A

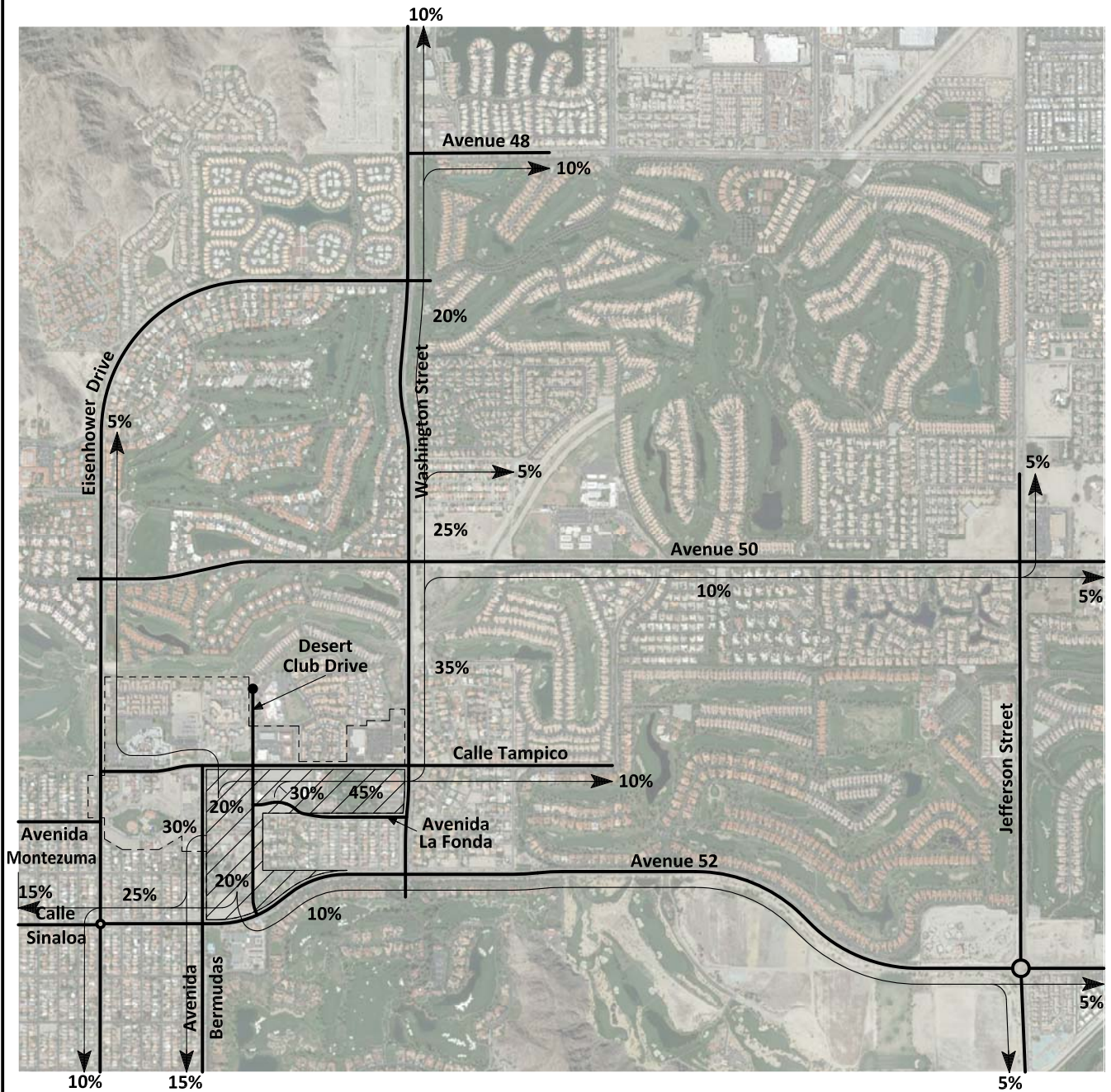
Figure 14  
Project Trip Distribution - Zone B Retail Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone B

Figure 15  
Project Trip Distribution - Zone C Retail Land Uses

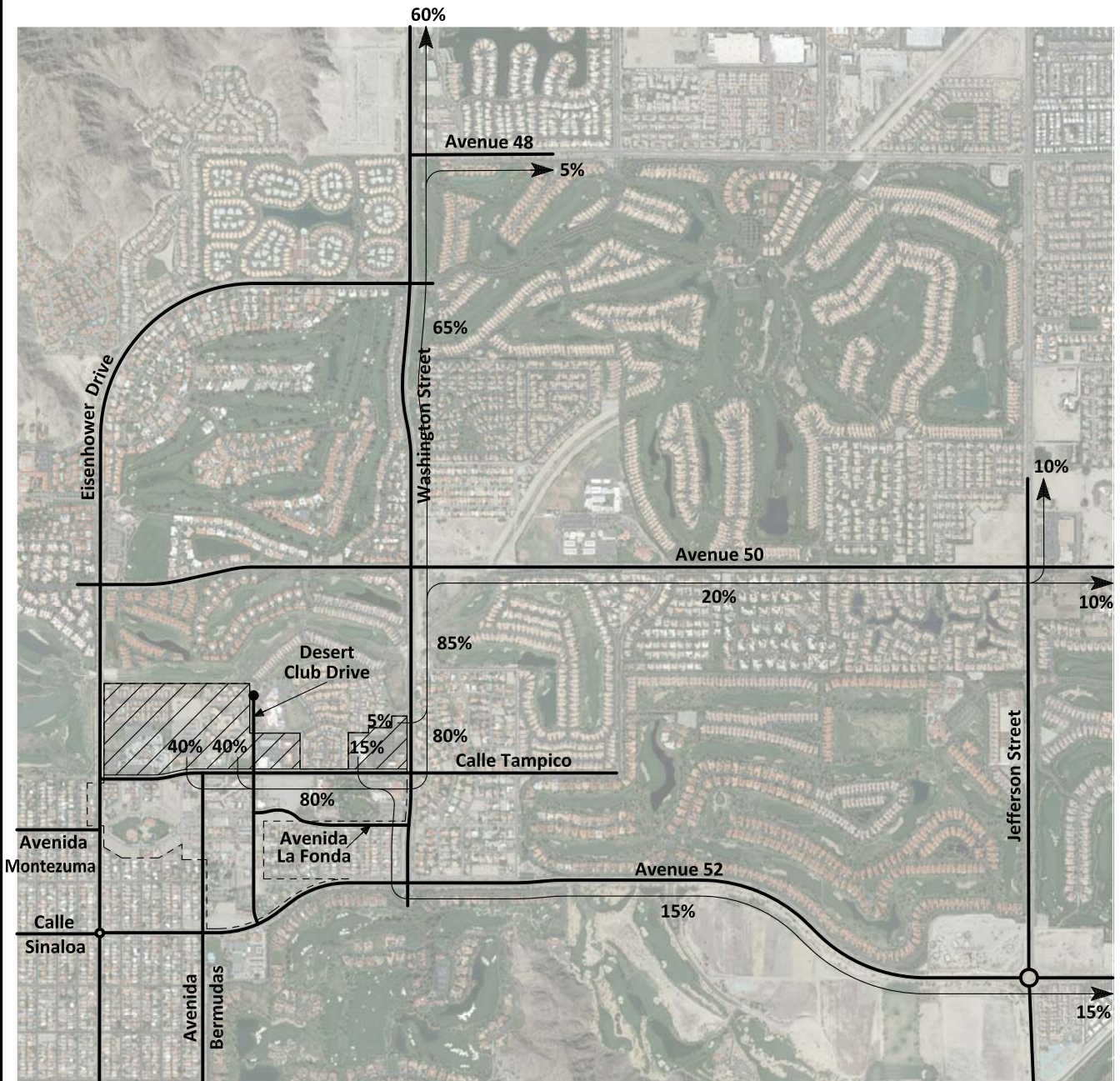


**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone C



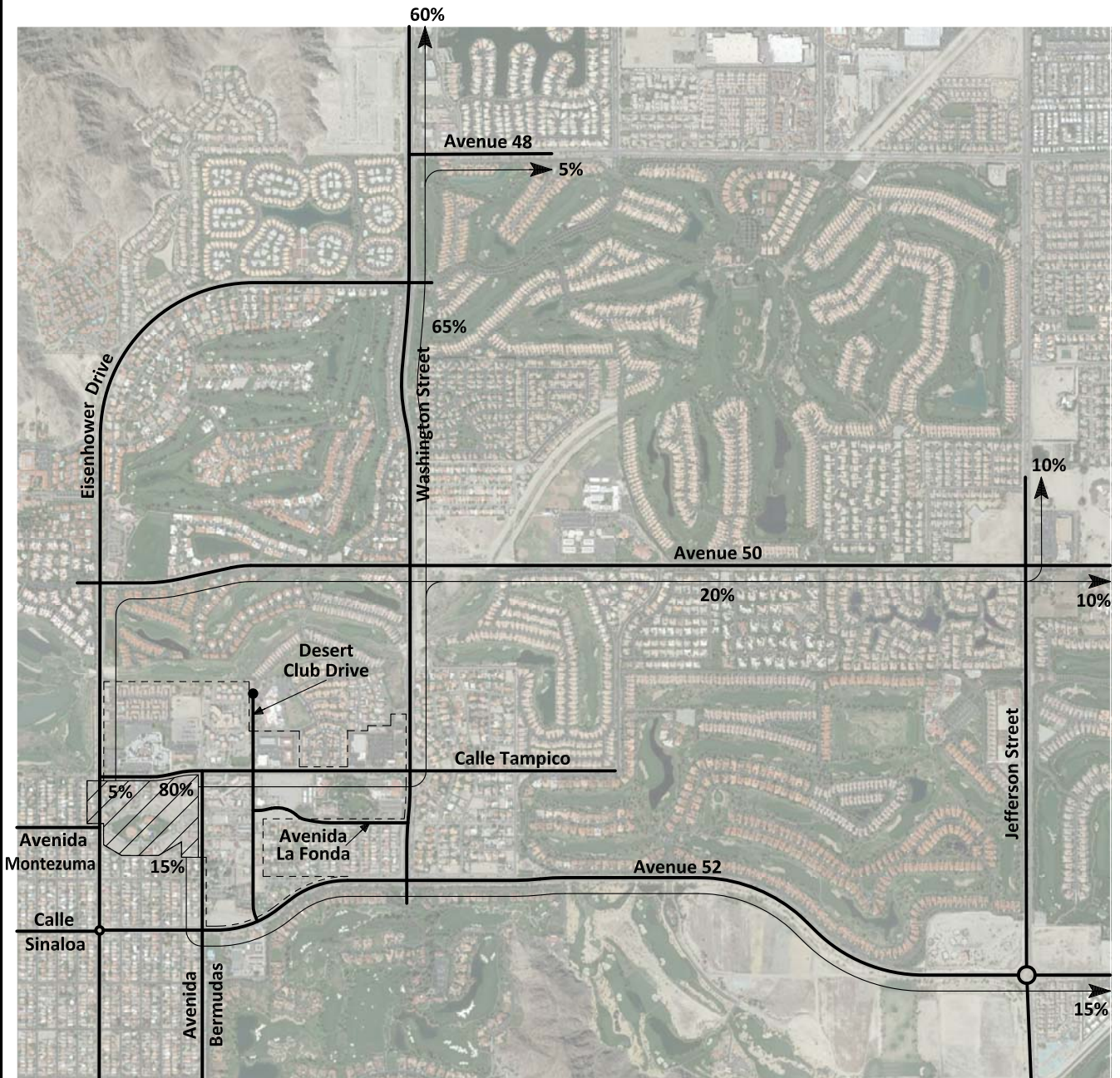
Figure 16  
Project Trip Distribution - Zone A Residential Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone A

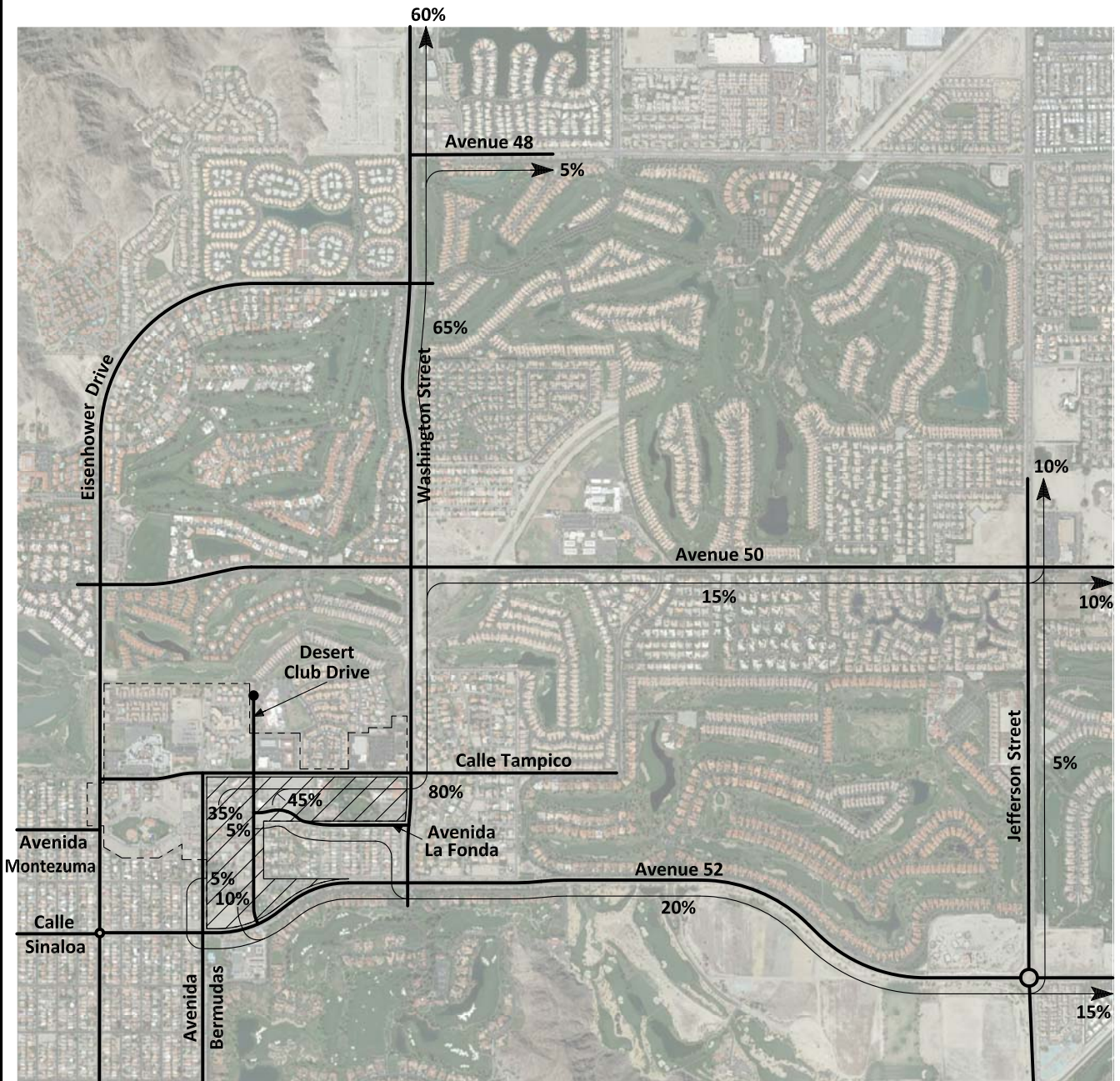
Figure 17  
 Project Trip Distribution - Zone B Residential Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone B

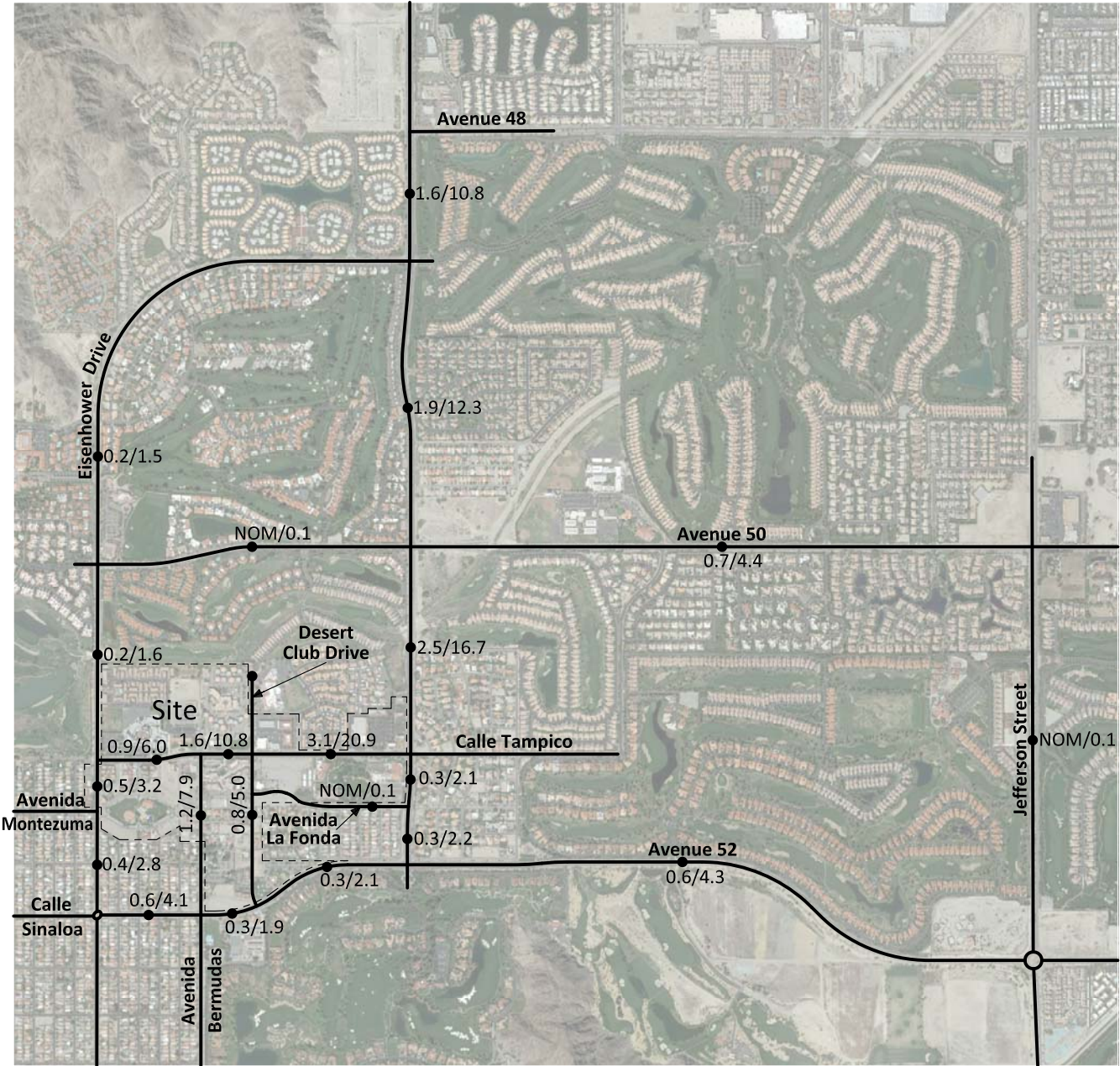
Figure 18  
 Project Trip Distribution - Zone C Residential Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone C

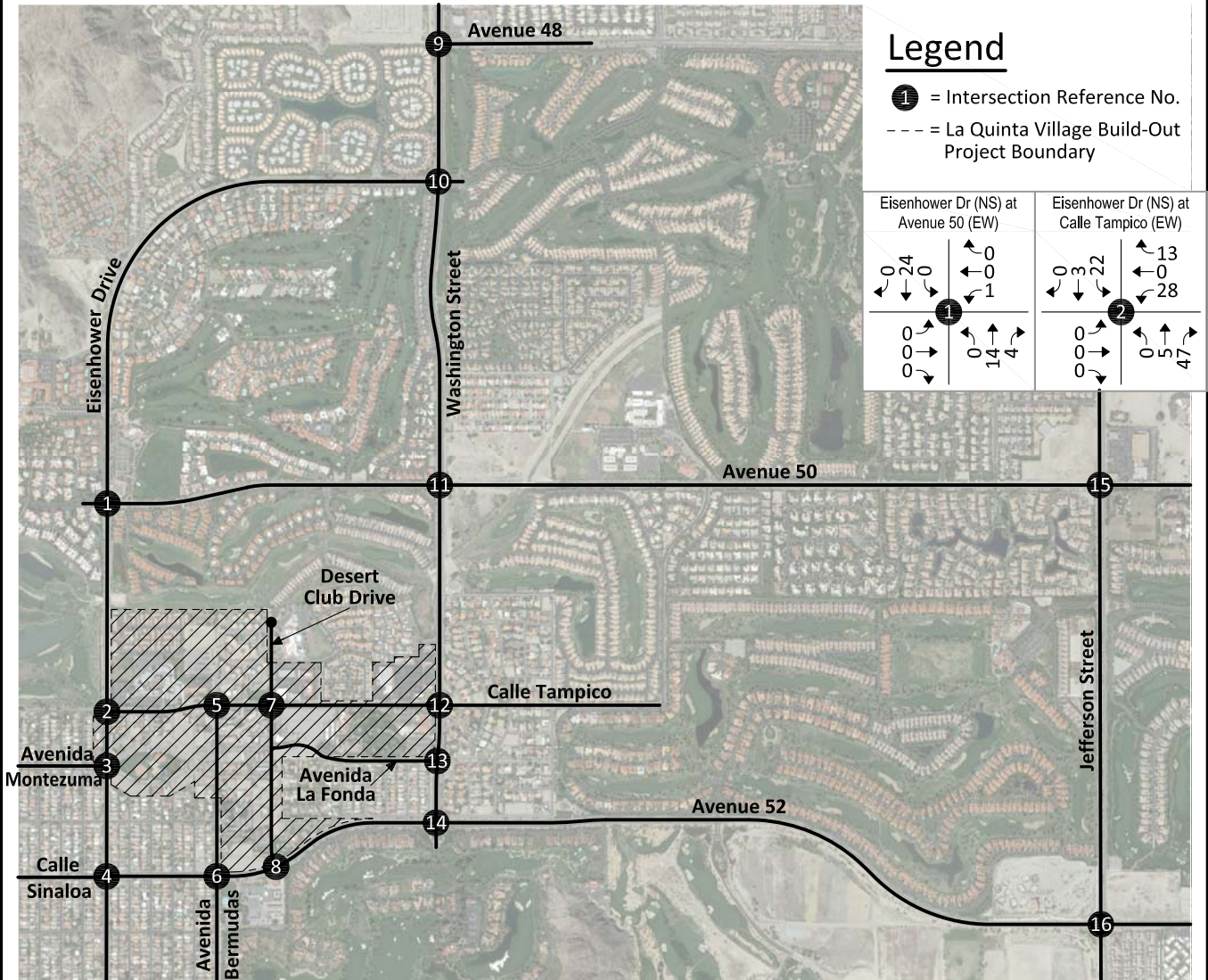
Figure 19  
 Project Average Daily Traffic Volumes



**Legend**

0.6/4.3 = Interim/Buildout  
 Vehicles Per Day (1,000's)  
 NOM = Nominal, Less Than 50  
 Vehicles Per Day

# Figure 20 Project Morning Peak Hour Intersection Turning Movement Volumes



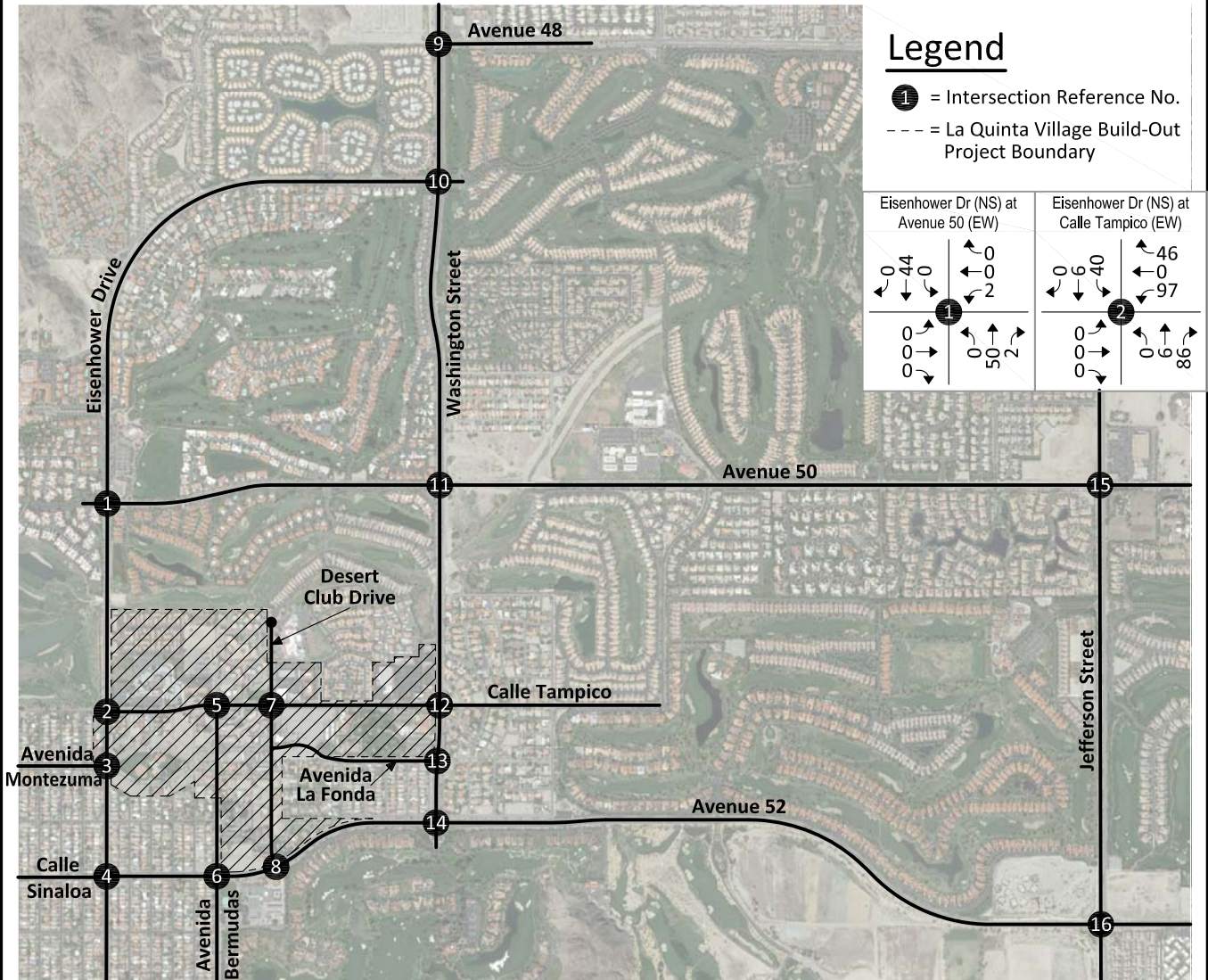
**Legend**

- 1 = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)	Eisenhower Dr (NS) at Calle Tampico (EW)

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)

# Figure 21 Project Evening Peak Hour Intersection Turning Movement Volumes



**Legend**

● = Intersection Reference No.  
 --- = La Quinta Village Build-Out Project Boundary

<p>Eisenhower Dr (NS) at Avenue 50 (EW)</p> <pre>       ↙ 0 ↘       ↖ 44 ↗       ↕ 0       ↙ 0 ↘       ↖ 2 ↗       ↕ 50       ↙ 0 ↘       ↖ 2 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 0           </pre>	<p>Eisenhower Dr (NS) at Calle Tampico (EW)</p> <pre>       ↙ 0 ↘       ↖ 6 ↗       ↕ 40       ↙ 0 ↘       ↖ 46 ↗       ↕ 97       ↙ 0 ↘       ↖ 6 ↗       ↕ 86       ↙ 0 ↘       ↖ 0 ↗       ↕ 0           </pre>
--	--

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <pre>       ↙ 24 ↘       ↖ 73 ↗       ↕ 6       ↙ 4 ↘       ↖ 16 ↗       ↕ 0       ↙ 0 ↘       ↖ 65 ↗       ↕ 14           </pre>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <pre>       ↙ 32 ↘       ↖ 56 ↗       ↕ 0       ↙ 0 ↘       ↖ 88 ↗       ↕ 43       ↙ 29 ↘       ↖ 78 ↗       ↕ 0       ↙ 0 ↘       ↖ 50 ↗       ↕ 38           </pre>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <pre>       ↙ 49 ↘       ↖ 97 ↗       ↕ 113       ↙ 0 ↘       ↖ 119 ↗       ↕ 125       ↕ 101       ↙ 43 ↘       ↖ 109 ↗       ↕ 19       ↙ 21 ↘       ↖ 86 ↗       ↕ 102           </pre>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <pre>       ↙ 88 ↘       ↖ 149 ↗       ↕ 16       ↙ 0 ↘       ↖ 18 ↗       ↕ 43       ↕ 0       ↙ 78 ↘       ↖ 38 ↗       ↕ 0       ↙ 0 ↘       ↖ 132 ↗       ↕ 0           </pre>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <pre>       ↙ 49 ↘       ↖ 0 ↗       ↕ 161       ↙ 0 ↘       ↖ 162 ↗       ↕ 296       ↕ 153       ↙ 43 ↘       ↖ 281 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 157           </pre>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <pre>       ↙ 43 ↘       ↖ 0 ↗       ↕ 49       ↙ 0 ↘       ↖ 47 ↗       ↕ 18       ↕ 0       ↙ 38 ↘       ↖ 16 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 0           </pre>	<p>Washington St (NS) at Avenue 48 (EW)</p> <pre>       ↙ 0 ↘       ↖ 248 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 101       ↙ 0 ↘       ↖ 0 ↗       ↕ 217       ↕ 109           </pre>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <pre>       ↙ 0 ↘       ↖ 349 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 0       ↙ 0 ↘       ↖ 325 ↗       ↕ 0           </pre>	<p>Washington St (NS) at Avenue 50 (EW)</p> <pre>       ↙ 0 ↘       ↖ 393 ↗       ↕ 0       ↙ 0 ↘       ↖ 200 ↗       ↕ 135       ↙ 0 ↘       ↖ 375 ↗       ↕ 133           </pre>	<p>Washington St (NS) at Calle Tampico (EW)</p> <pre>       ↙ 499 ↘       ↖ 0 ↗       ↕ 0       ↙ 0 ↘       ↖ 88 ↗       ↕ 0       ↙ 479 ↘       ↖ 99 ↗       ↕ 64       ↙ 63 ↘       ↖ 0 ↗       ↕ 0           </pre>	<p>Washington St (NS) at Avenida La Fonda (EW)</p> <pre>       ↙ 0 ↘       ↖ 64 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 0       ↙ 0 ↘       ↖ 63 ↗       ↕ 0           </pre>	<p>Washington St (NS) at Avenue 52 (EW)</p> <pre>       ↙ 0 ↘       ↖ 67 ↗       ↕ 68       ↙ 0 ↘       ↖ 64 ↗       ↕ 0       ↙ 0 ↘       ↖ 65 ↗       ↕ 0       ↙ 0 ↘       ↖ 0 ↗       ↕ 0           </pre>	<p>Jefferson St (NS) at Avenue 50 (EW)</p> <pre>       ↙ 66 ↘       ↖ 4 ↗       ↕ 0       ↙ 0 ↘       ↖ 71 ↗       ↕ 0       ↙ 66 ↘       ↖ 69 ↗       ↕ 0       ↙ 0 ↘       ↖ 3 ↗       ↕ 0           </pre>	<p>Jefferson St (NS) at Avenue 52 (EW)</p> <pre>       ↙ 4 ↘       ↖ 0 ↗       ↕ 0       ↙ 0 ↘       ↖ 84 ↗       ↕ 0       ↙ 3 ↘       ↖ 79 ↗       ↕ 50       ↙ 44 ↘       ↖ 0 ↗       ↕ 0           </pre>

## V. FUTURE TRAFFIC VOLUMES

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### A. Method of Projection

To assess future traffic conditions, existing traffic is combined with project traffic, ambient growth, and other development. The Interim Year for analysis purposes in this report is 2021 and the General Plan buildout year is 2035. The City of La Quinta Traffic Model was used to develop background and General Plan buildout traffic volumes.

#### 1. Other Development

A City-wide cumulative project summary report showing currently approved, under construction, and pending developments was provided by City staff. Appendix F contains the cumulative project summary report as well as project location and trip generation data for the other developments.

#### 2. City of La Quinta Traffic Model

To derive background and General Plan Buildout traffic volumes, the City of La Quinta Traffic Model was used. The long-range traffic volume forecasts have been determined using the growth increment approach on the Year 2009 and Year 2035 traffic volume forecasts. This difference defines the growth in traffic over the 26 year period. The incremental growth in traffic volume has been factored to reflect the forecast growth between existing traffic volumes (Year 2015) and Year 2035. For this purpose, linear growth between the Year 2009 base condition and the forecast Year 2035 condition was assumed. Since the increment between existing Year 2015 and Year 2035 is 20 years of the 26 year time frame, a factor of 0.77 (i.e., 20/26) was used. The average daily traffic forecasts for General Plan Buildout Without Project were also checked for consistency with the forecasts contained in the City of La Quinta General Plan.

To derive morning and evening peak hour intersection turning movement volumes, the traffic growth forecasts were further refined using a spreadsheet program developed by the Federal Highway Administration and consistent with traffic forecasting procedures outlined in the National Cooperative Highway Research Program Report 255. The spreadsheet program uses a linear programming algorithm to calculate future individual turning movements based on the relationship of existing intersection turning movements and forecast model growth by approach. The forecast turning movements developed by the spreadsheet program were reviewed for reasonableness and adjusted as necessary to ensure that traffic growth increased by at least ten percent. The end results of the post-processing procedures described are future traffic volumes typically suitable for analysis.

Similar to the comparison process used to establish existing conditions, the initial post-processed traffic volumes were compared to the General Plan Year 2035 forecasts contained in the General Plan Update Analysis. Traffic volumes from the General Plan Update Analysis were used at intersections where the total traffic volume was greater

than the post-processed forecasts. Finally, the intersection traffic volumes were adjusted for reasonable flow conservation between intersections.

The City of La Quinta Traffic Model data is provided in Appendix G. The growth increment calculations and post-processed intersection turning movement volume worksheets are provided in Appendix H.

Since the City of La Quinta Traffic Model assumes buildout of the City in accordance with the General Plan land use designations, the traffic forecasts contained in the traffic model already include some development within the project boundary. Based on the socioeconomic inputs for the project zones, it is estimated that the traffic model accounts for approximately 220,051 square feet of commercial development. Therefore, forecasts for the net project trip generation compared to the traffic model data are used to derive General Plan Buildout With Project traffic volumes. Table 4 shows the net project trip generation compared to the City of La Quinta Traffic Model data based on the currently adopted General Plan.

**B. Future Traffic Volumes**

1. Existing Plus Project Traffic Volumes

The traffic volumes for Existing Plus Project conditions have been derived by adding the project-generated trips to existing traffic volumes. Existing Plus Project average daily traffic volumes are shown on Figure 22. Existing Plus Project morning peak hour and evening peak hour intersection turning movement volumes are shown on Figure 23 and Figure 24.

2. Interim Year Without Project Traffic Volumes

The traffic volumes for Interim Year conditions have been derived by prorating the General Plan Buildout traffic volumes to the Interim Year and adding trips generated by other developments. Interim Year Without Project average daily traffic volumes are shown on Figure 25. Interim Year Without Project morning peak hour and evening peak hour intersection turning movement volumes are shown on Figure 26 and Figure 27.

4. Interim Year With Project Traffic Volumes

The traffic volumes for Interim Year With Project conditions have been derived by adding trips generated by the proposed project to Interim Year Without Project traffic volumes. Interim Year With Project average daily traffic volumes are shown on Figure 28. Interim Year With Project morning peak hour and evening peak hour intersection turning movement volumes are shown on Figure 29 and Figure 30.

5. General Plan Buildout Without Project Traffic Volumes

To derive General Plan Buildout Without Project traffic volumes, the City of La Quinta Traffic Model was used as previously described. General Plan Buildout Without Project



average daily traffic volumes are shown on Figure 31. General Plan Buildout Without Project morning peak hour and evening peak hour intersection turning movement volumes are shown on Figure 32 and Figure 33.

6. General Plan Buildout With Project Traffic Volumes

To derive General Plan Buildout With Project traffic volumes, project trips were added to General Plan Buildout Without Project traffic volumes. General Plan Buildout With Project average daily traffic volumes are shown on Figure 34. General Plan Buildout With Project morning peak hour and evening peak hour intersection turning movement volumes are shown on Figure 35 and Figure 36.

**Table 4**

**Net Project Trip Generation For General Plan Buildout Analysis**

Land Use	Quantity	Units <sup>2</sup>	Peak Hour <sup>1</sup>						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Trip Generation Rates</u>									
Specialty Retail <sup>3</sup>	-	TSF	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Multi-Family Residential	-	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
<u>Traffic Model/Current General Plan</u>									
Specialty Retail	220.051	TSF	132	79	211	262	334	596	9,753
<u>Proposed Village Build-Out Plan</u>									
Specialty Retail	960.711	TSF	576	346	922	1,143	1,461	2,604	42,579
- Internal Trips <sup>4</sup>			-5	-2	-7	-90	-226	-316	-4,684
- Subtotal			571	344	915	1,053	1,235	2,288	37,895
Multi-Family Residential	1,230	DU	123	504	627	492	271	763	8,180
- Internal Trips <sup>4</sup>			-2	-5	-7	-226	-90	-316	-900
- Subtotal			121	499	620	266	181	447	7,280
Percent Internal			1%	1%	1%	19%	18%	19%	11%
Total per Proposed Village Build-Out Plan			692	843	1,535	1,319	1,416	2,735	45,175
<u>Net Trip Generation for General Plan Build-Out</u>									
Specialty Retail			439	265	704	791	901	1,692	28,142
Multi-Family Residential			121	499	620	266	181	447	7,280
<b>Total Net Trip Generation</b>			<b>560</b>	<b>764</b>	<b>1,324</b>	<b>1,057</b>	<b>1,082</b>	<b>2,139</b>	<b>35,422</b>

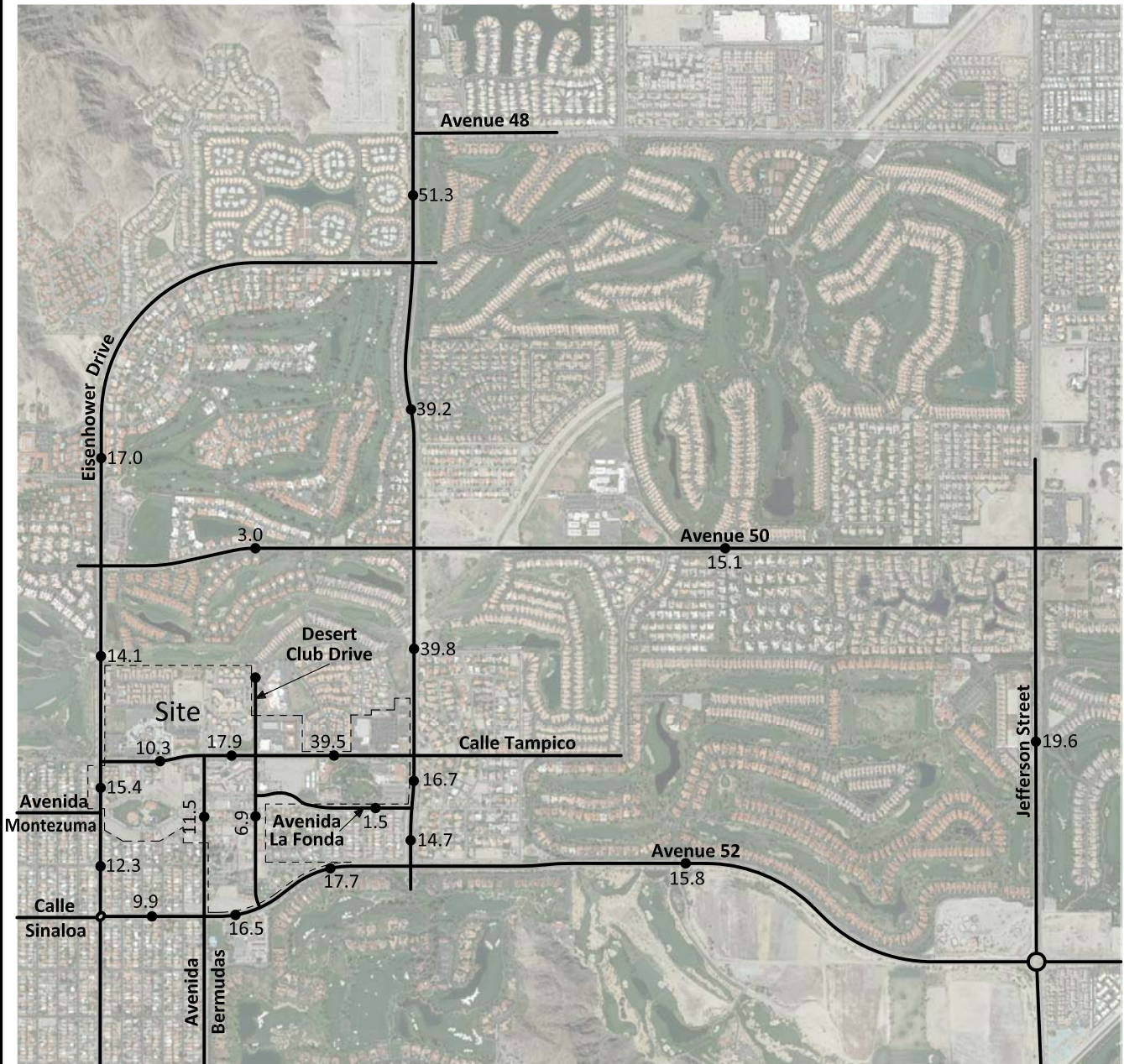
<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012, Land Use Categories 220 and 826/820.

<sup>2</sup> TSF = Thousand Square Feet; DU = Dwelling Units.

<sup>3</sup> The Institute of Transportation Engineers Trip Generation Manual does not provide morning peak hour trip generation rates for the specialty retail land use; therefore, the morning peak hour trip generation rate the shopping center land use (820) was utilized.

<sup>4</sup> Internal trips during the AM and PM peak hour were calculated in accordance with procedures contained in the National Cooperative Highway Research Program, Report 684, 2011. Internal daily trips were calculated in accordance with procedures contained in the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.

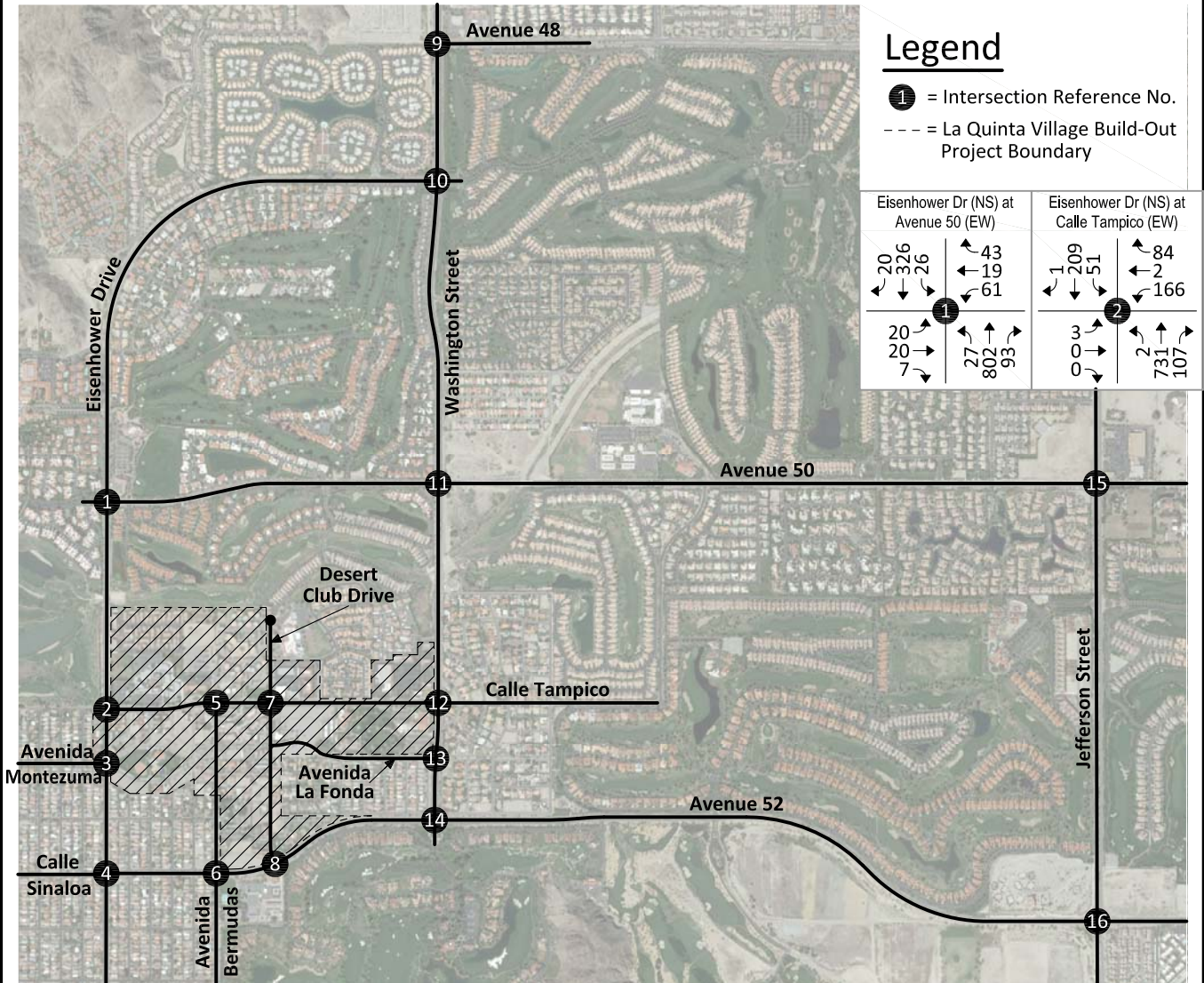
Figure 22  
Existing Plus Project Average Daily Traffic Volumes



**Legend**

15.8 = Vehicles Per Day (1,000's)

# Figure 23 Existing Plus Project Morning Peak Hour Intersection Turning Movement Volumes



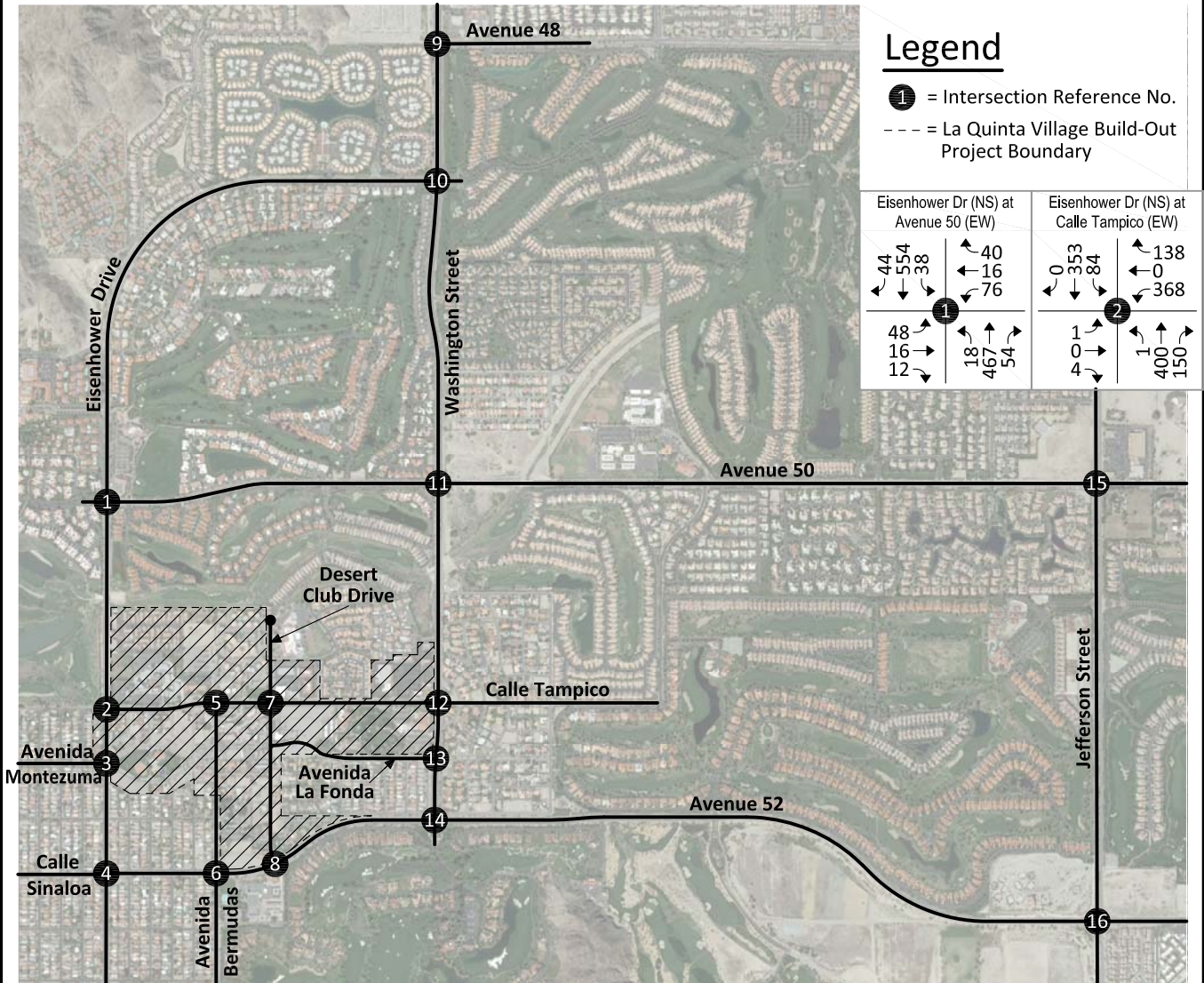
### Legend

- 1 = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)	Eisenhower Dr (NS) at Calle Tampico (EW)

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)

## Figure 24 Existing Plus Project Evening Peak Hour Intersection Turning Movement Volumes



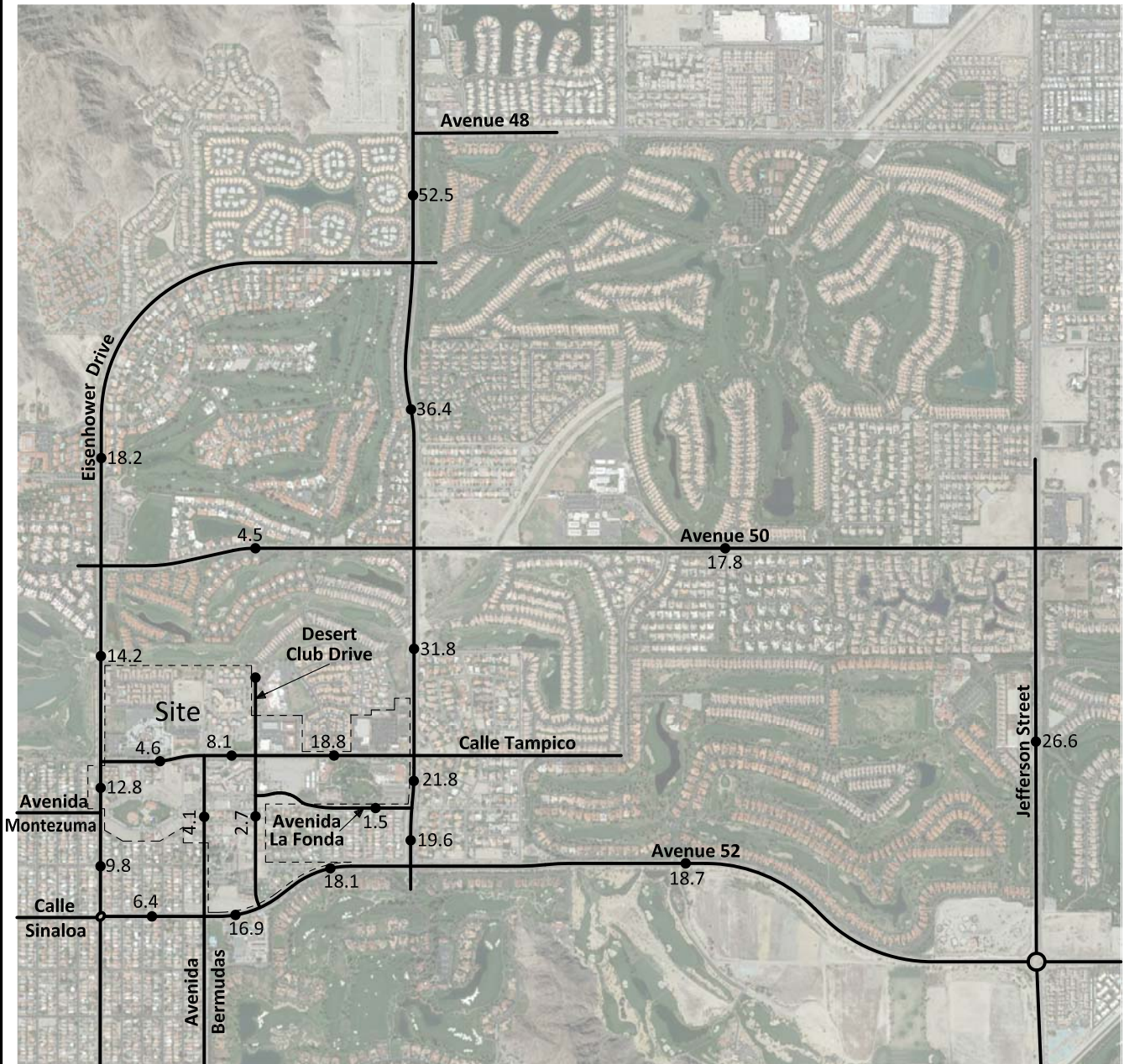
### Legend

- 1 = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)	Eisenhower Dr (NS) at Calle Tampico (EW)

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)

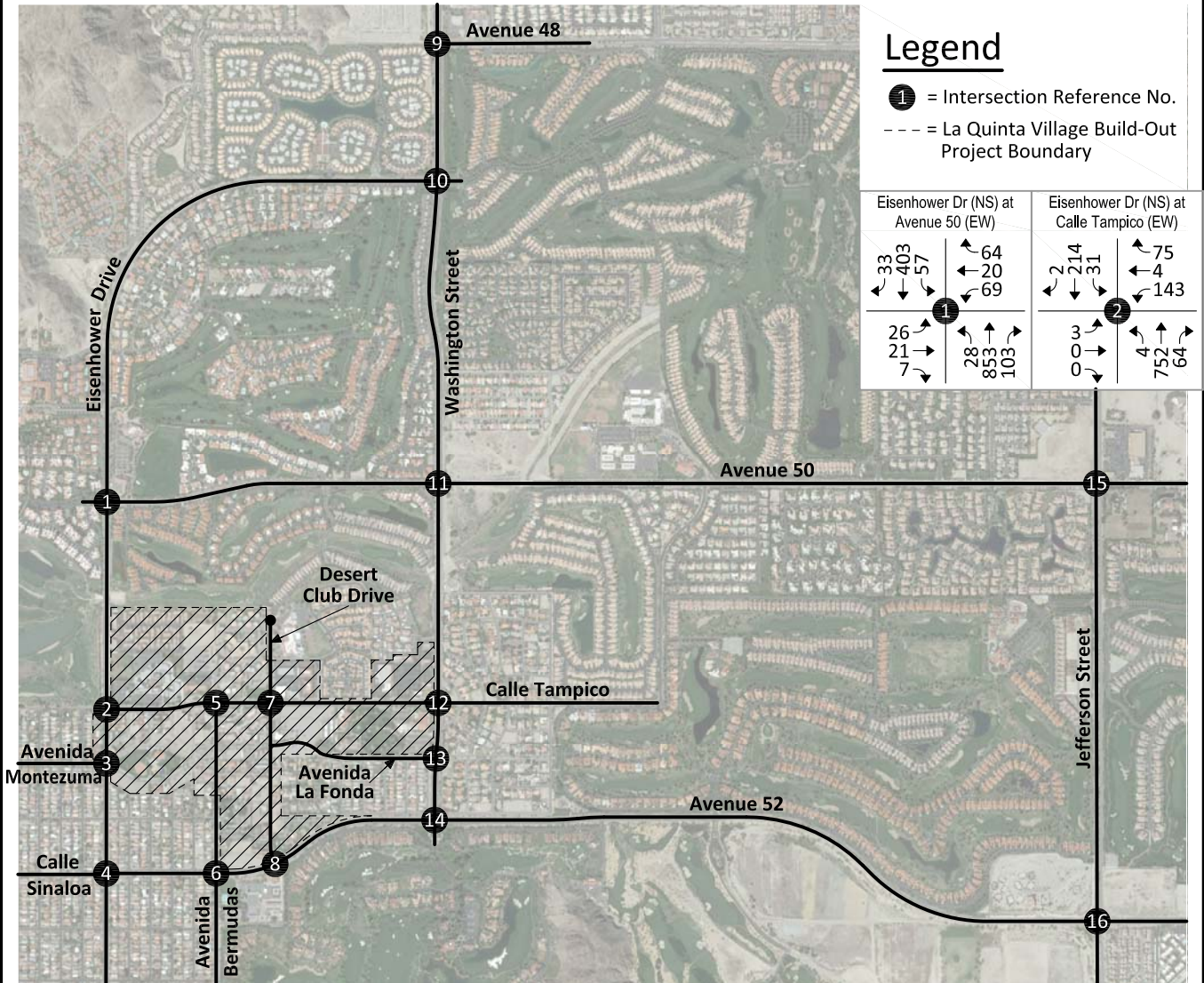
Figure 25  
Interim Year Without Project Average Daily Traffic Volumes



**Legend**

18.7 = Vehicles Per Day (1,000's)

**Figure 26**  
**Interim Year Without Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**



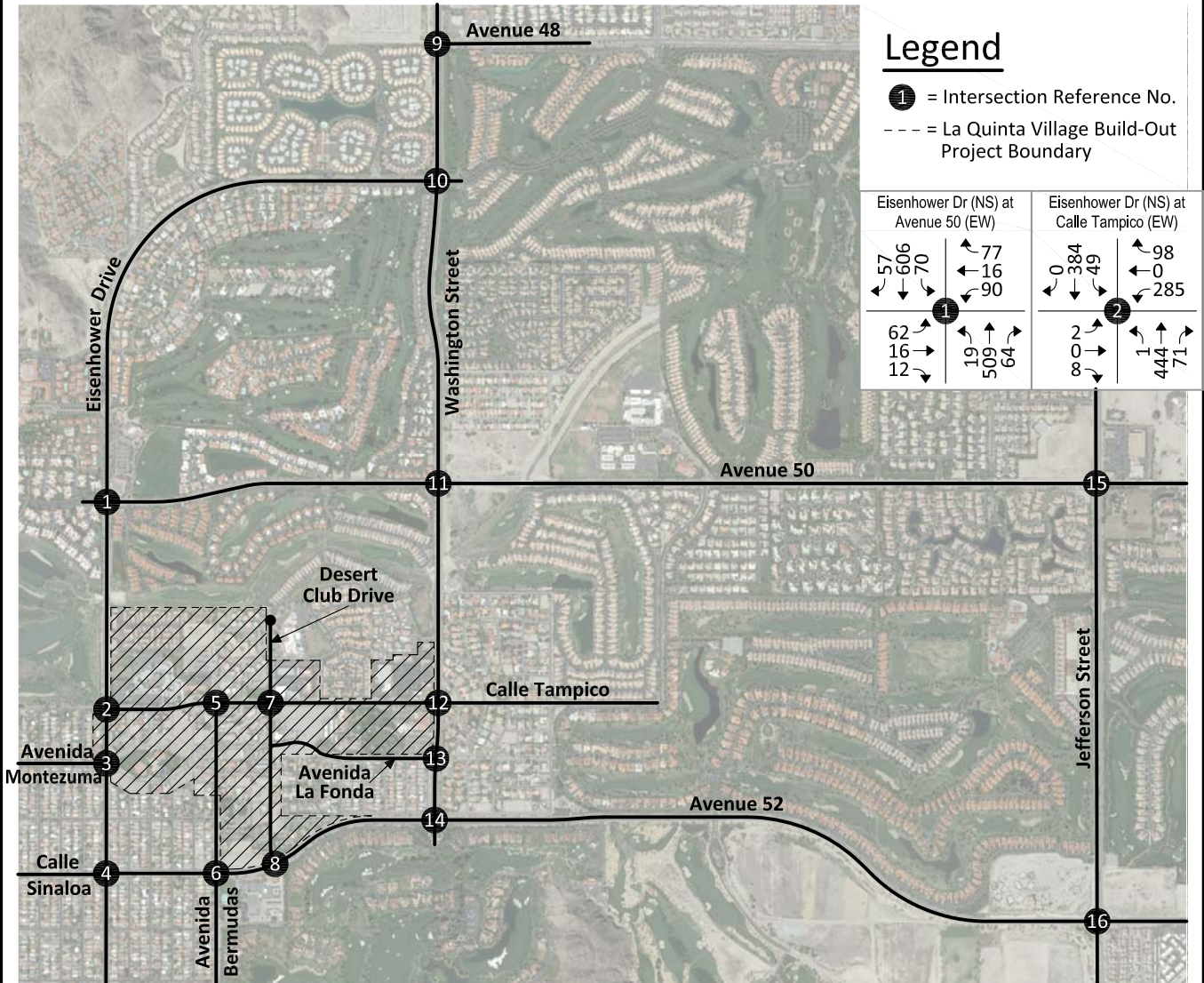
**Legend**

- = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 33	← 403	← 64	← 75
→ 57	→ 20	→ 31	→ 4
○ 2	○ 69	○ 2	○ 143
○ 26	○ 21	○ 3	○ 4
○ 7	○ 28	○ 3	○ 752
	○ 853		○ 64
	○ 103		

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <p>← 114 ← 243 → 0</p> <p>↑ 11 ↑ 5 ↑ 16</p> <p>○ 272 ○ 24</p> <p>○ 10 ○ 562 ○ 0</p>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <p>← 29 ← 238 → 20</p> <p>↑ 44 ↑ 72 ↑ 120</p> <p>○ 1 ○ 204 ○ 0</p> <p>○ 0 ○ 585 ○ 148</p>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <p>← 11 ← 0 → 1</p> <p>↑ 37 ↑ 194 ↑ 126</p> <p>○ 23 ○ 128 ○ 15</p> <p>○ 45 ○ 1 ○ 102</p>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <p>← 19 ← 34 → 31</p> <p>↑ 20 ↑ 201 ↑ 215</p> <p>○ 32 ○ 334 ○ 3</p> <p>○ 11 ○ 109 ○ 983</p>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <p>← 87 ← 59 → 213</p> <p>↑ 113 ↑ 240 ↑ 71</p> <p>○ 105 ○ 140 ○ 2</p> <p>○ 13 ○ 98 ○ 62</p>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <p>← 41 ← 11 → 32</p> <p>↑ 45 ↑ 395 ↑ 18</p> <p>○ 73 ○ 1217 ○ 1</p> <p>○ 1 ○ 10 ○ 0</p>	<p>Washington St (NS) at Avenue 48 (EW)</p> <p>← 0 ← 1022 → 60</p> <p>↑ 285 ↑ 0 ↑ 476</p> <p>○ 0 ○ 0 ○ 0</p> <p>○ 0 ○ 2109 ○ 612</p>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <p>← 447 ← 975 → 28</p> <p>↑ 15 ↑ 3 ↑ 15</p> <p>○ 812 ○ 4 ○ 18</p> <p>○ 20 ○ 1826 ○ 8</p>	<p>Washington St (NS) at Avenue 50 (EW)</p> <p>← 49 ← 777 → 200</p> <p>↑ 412 ↑ 142 ↑ 107</p> <p>○ 42 ○ 150 ○ 15</p> <p>○ 68 ○ 1320 ○ 105</p>	<p>Washington St (NS) at Calle Tampico (EW)</p> <p>← 236 ← 624 → 32</p> <p>↑ 72 ↑ 78 ↑ 48</p> <p>○ 244 ○ 77 ○ 17</p> <p>○ 36 ○ 1016 ○ 133</p>	<p>Washington St (NS) at Avenida La Fonda (EW)</p> <p>← 66 ← 614 → 2</p> <p>↑ 0 ↑ 0 ↑ 0</p> <p>○ 42 ○ 14 ○ 0</p> <p>○ 56 ○ 1131 ○ 0</p>	<p>Washington St (NS) at Avenue 52 (EW)</p> <p>← 269 ← 12 → 360</p> <p>↑ 396 ↑ 189 ↑ 37</p> <p>○ 787 ○ 443 ○ 1</p> <p>○ 6 ○ 33 ○ 11</p>	<p>Jefferson St (NS) at Avenue 50 (EW)</p> <p>← 266 ← 916 → 185</p> <p>↑ 296 ↑ 381 ↑ 108</p> <p>○ 221 ○ 277 ○ 49</p> <p>○ 56 ○ 909 ○ 57</p>	<p>Jefferson St (NS) at Avenue 52 (EW)</p> <p>← 104 ← 702 → 184</p> <p>↑ 373 ↑ 338 ↑ 55</p> <p>○ 65 ○ 261 ○ 228</p> <p>○ 184 ○ 546 ○ 251</p>

**Figure 27**  
**Interim Year Without Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



**Legend**

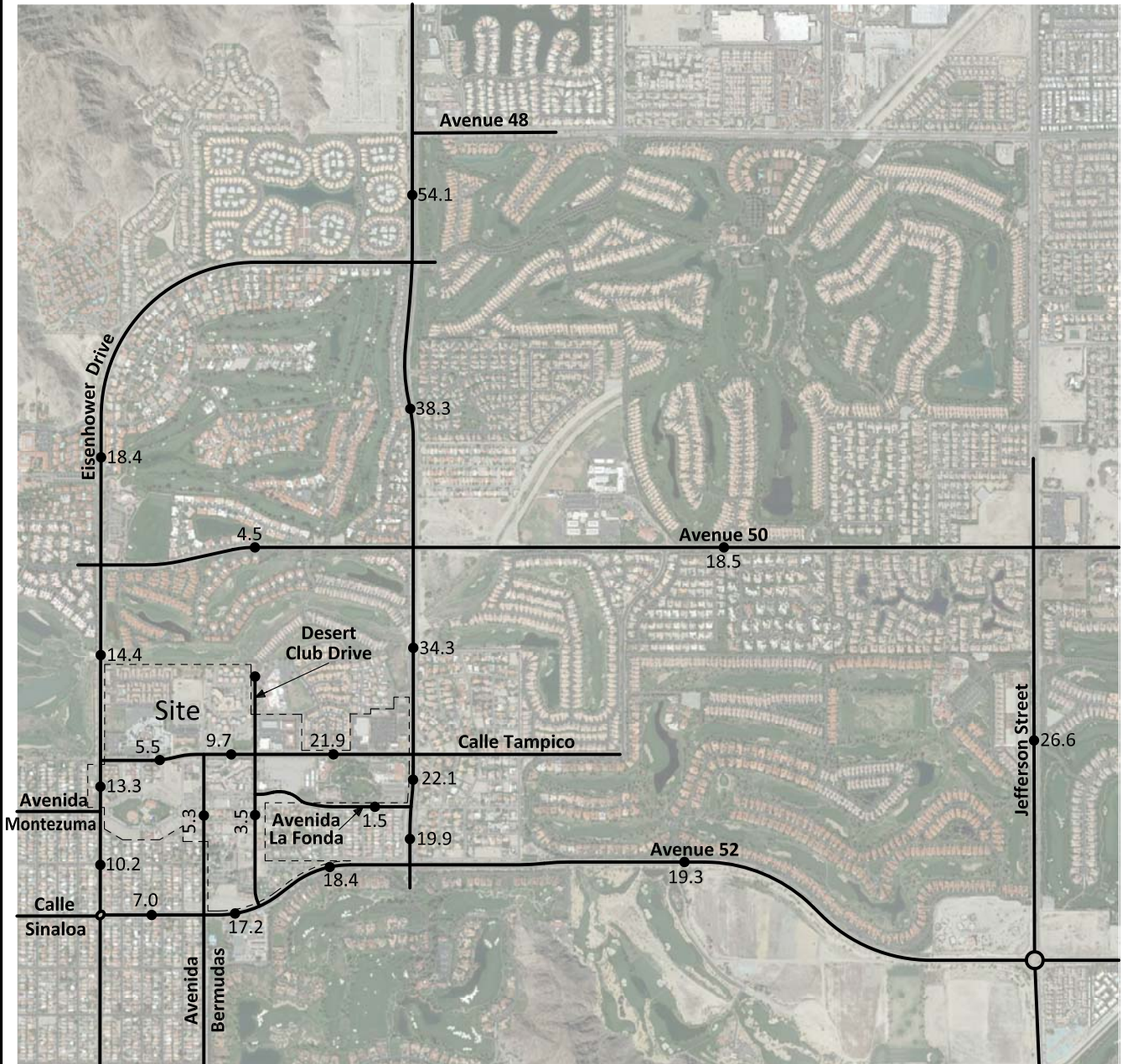
- 1 = Intersection Reference No.
- - - = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 57	← 606	← 77	← 98
→ 70	→ 16	→ 16	→ 0
↖ 70	↖ 90	↖ 49	↖ 285
↗ 62	↗ 19	↗ 2	↗ 1
↘ 16	↘ 509	↘ 2	↘ 444
↙ 12	↙ 64	↙ 2	↙ 71

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
← 202	← 60	← 32	← 55	← 61	← 79	← 0
← 457	← 442	← 7	← 112	← 34	← 0	← 1691
→ 2	→ 26	→ 37	→ 36	→ 120	→ 61	→ 146
↖ 37	↖ 50	↖ 44	↖ 42	↖ 24	↖ 70	↖ 214
↖ 25	↖ 98	↖ 276	↖ 385	↖ 408	↖ 763	↖ 0
↖ 50	↖ 300	↖ 200	↖ 424	↖ 138	↖ 10	↖ 612
↗ 143	↗ 84	↗ 9	↗ 34	↗ 51	↗ 42	↗ 0
↗ 25	↗ 0	↗ 139	↗ 139	↗ 249	↗ 495	↗ 0
↘ 2	↘ 291	↘ 47	↘ 5	↘ 38	↘ 0	↘ 0
↘ 318	↘ 72	↘ 10	↘ 75	↘ 34	↘ 6	↘ 0
↙ 2	↙ 291	↙ 116	↙ 373	↙ 113	↙ 4	↙ 1711
↙ 531						
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)
← 702	← 85	← 373	← 48	← 479	← 166	← 209
← 1500	← 1142	← 810	← 893	← 28	← 1178	← 867
→ 38	→ 342	→ 51	→ 12	→ 490	→ 301	→ 241
↖ 49	↖ 345	↖ 56	↖ 0	↖ 422	↖ 235	↖ 354
↖ 3	↖ 110	↖ 68	↖ 0	↖ 411	↖ 379	↖ 363
↖ 3	↖ 143	↖ 33	↖ 0	↖ 42	↖ 194	↖ 50
↗ 660	↗ 47	↗ 358	↗ 76	↗ 298	↗ 254	↗ 58
↗ 21	↗ 137	↗ 120	↗ 0	↗ 264	↗ 402	↗ 317
↘ 31	↘ 97	↘ 59	↘ 17	↘ 6	↘ 82	↘ 219
↘ 1480	↘ 1130	↘ 711	↘ 722	↘ 31	↘ 1151	↘ 776
↙ 12	↙ 94	↙ 59	↙ 0	↙ 23	↙ 120	↙ 275



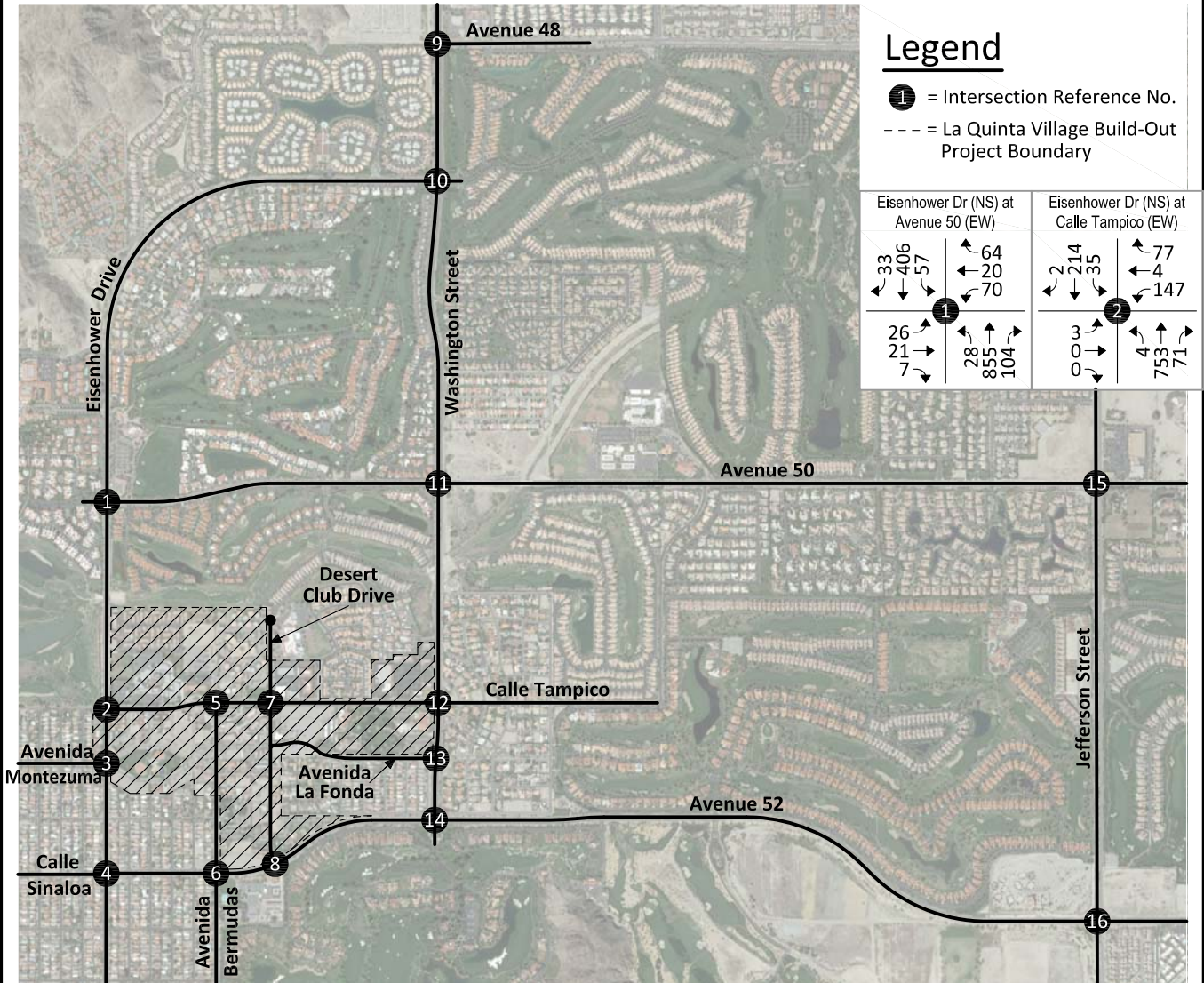
Figure 28  
Interim Year With Project Average Daily Traffic Volumes



**Legend**

19.3 = Vehicles Per Day (1,000's)

**Figure 29**  
**Interim Year With Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**



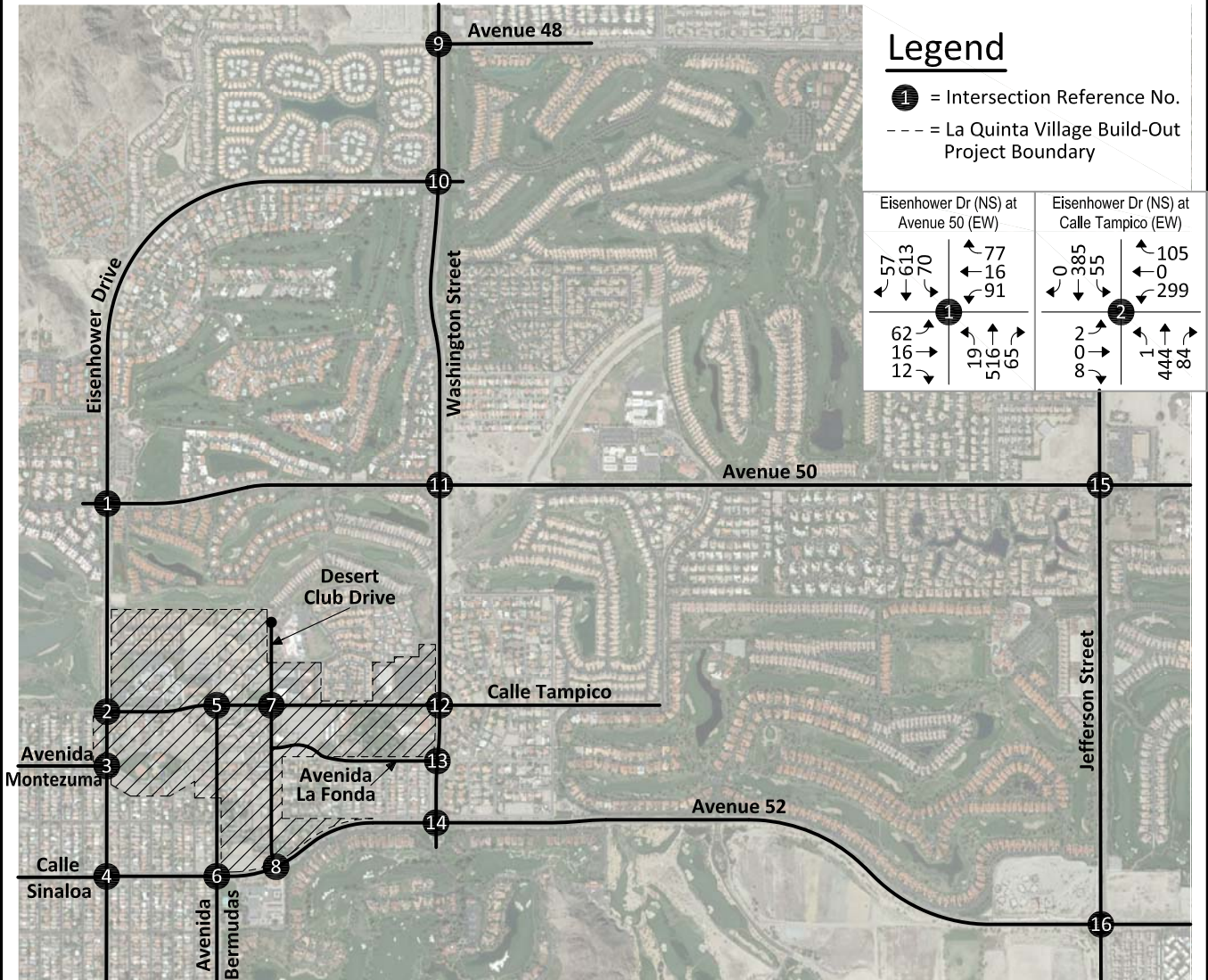
**Legend**

- = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 33	← 406	← 64	← 77
→ 57	→ 20	→ 35	→ 4
↖ 2	↖ 214	↖ 147	↖ 147
↗ 26	↗ 28	↗ 4	↗ 753
↘ 21	↘ 855	↘ 71	↘ 71
↙ 7	↙ 104	↙ 0	↙ 0

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <p>← 115 ← 246 → 0</p> <p>↖ 12 ↖ 6 ↖ 16</p> <p>↗ 274 ↗ 0 ↘ 24</p> <p>↘ 10 ↘ 567 ↘ 1</p>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <p>← 30 ← 240 → 20</p> <p>↖ 44 ↖ 75 ↖ 121</p> <p>↗ 210 ↗ 3 ↘ 0</p> <p>↘ 0 ↘ 589 ↘ 151</p>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <p>← 13 ← 4 → 20</p> <p>↖ 46 ↖ 201 ↖ 135</p> <p>↗ 27 ↗ 143 ↘ 17</p> <p>↘ 46 ↘ 8 ↘ 114</p>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <p>← 23 ← 41 → 34</p> <p>↖ 21 ↖ 203 ↖ 215</p> <p>↗ 38 ↗ 337 ↘ 3</p> <p>↘ 11 ↘ 120 ↘ 983</p>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <p>← 89 ← 59 → 234</p> <p>↖ 126 ↖ 263 ↖ 83</p> <p>↗ 108 ↗ 183 ↘ 2</p> <p>↘ 13 ↘ 98 ↘ 80</p>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <p>← 43 ← 11 → 37</p> <p>↖ 49 ↖ 397 ↖ 18</p> <p>↗ 76 ↗ 1220 ↘ 1</p> <p>↘ 1 ↘ 10 ↘ 0</p>	<p>Washington St (NS) at Avenue 48 (EW)</p> <p>← 0 ← 1041 → 60</p> <p>↖ 285 ↖ 0 ↖ 484</p> <p>↗ 0 ↗ 0 ↘ 0</p> <p>↘ 0 ↘ 2160 ↘ 620</p>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <p>← 447 ← 1003 → 28</p> <p>↖ 15 ↖ 3 ↖ 3</p> <p>↗ 812 ↗ 4 ↘ 18</p> <p>↘ 20 ↘ 1885 ↘ 8</p>	<p>Washington St (NS) at Avenue 50 (EW)</p> <p>← 49 ← 808 → 200</p> <p>↖ 412 ↖ 142 ↖ 118</p> <p>↗ 42 ↗ 150 ↘ 15</p> <p>↘ 68 ↘ 1381 ↘ 123</p>	<p>Washington St (NS) at Calle Tampico (EW)</p> <p>← 276 ← 624 → 32</p> <p>↖ 72 ↖ 85 ↖ 48</p> <p>↗ 320 ↗ 82 ↘ 25</p> <p>↘ 41 ↘ 1016 ↘ 133</p>	<p>Washington St (NS) at Avenida La Fonda (EW)</p> <p>← 66 ← 622 → 2</p> <p>↖ 0 ↖ 0 ↖ 0</p> <p>↗ 42 ↗ 50 ↘ 15</p> <p>↘ 56 ↘ 1136 ↘ 0</p>	<p>Washington St (NS) at Avenue 52 (EW)</p> <p>← 269 ← 12 → 369</p> <p>↖ 402 ↖ 194 ↖ 37</p> <p>↗ 787 ↗ 451 ↘ 1</p> <p>↘ 6 ↘ 33 ↘ 11</p>	<p>Jefferson St (NS) at Avenue 50 (EW)</p> <p>← 272 ← 916 → 185</p> <p>↖ 296 ↖ 387 ↖ 108</p> <p>↗ 230 ↗ 287 ↘ 49</p> <p>↘ 56 ↘ 910 ↘ 57</p>	<p>Jefferson St (NS) at Avenue 52 (EW)</p> <p>← 104 ← 702 → 184</p> <p>↖ 373 ↖ 345 ↖ 55</p> <p>↗ 66 ↗ 275 ↘ 230</p> <p>↘ 188 ↘ 546 ↘ 251</p>

### Figure 30 Interim Year With Project Evening Peak Hour Intersection Turning Movement Volumes



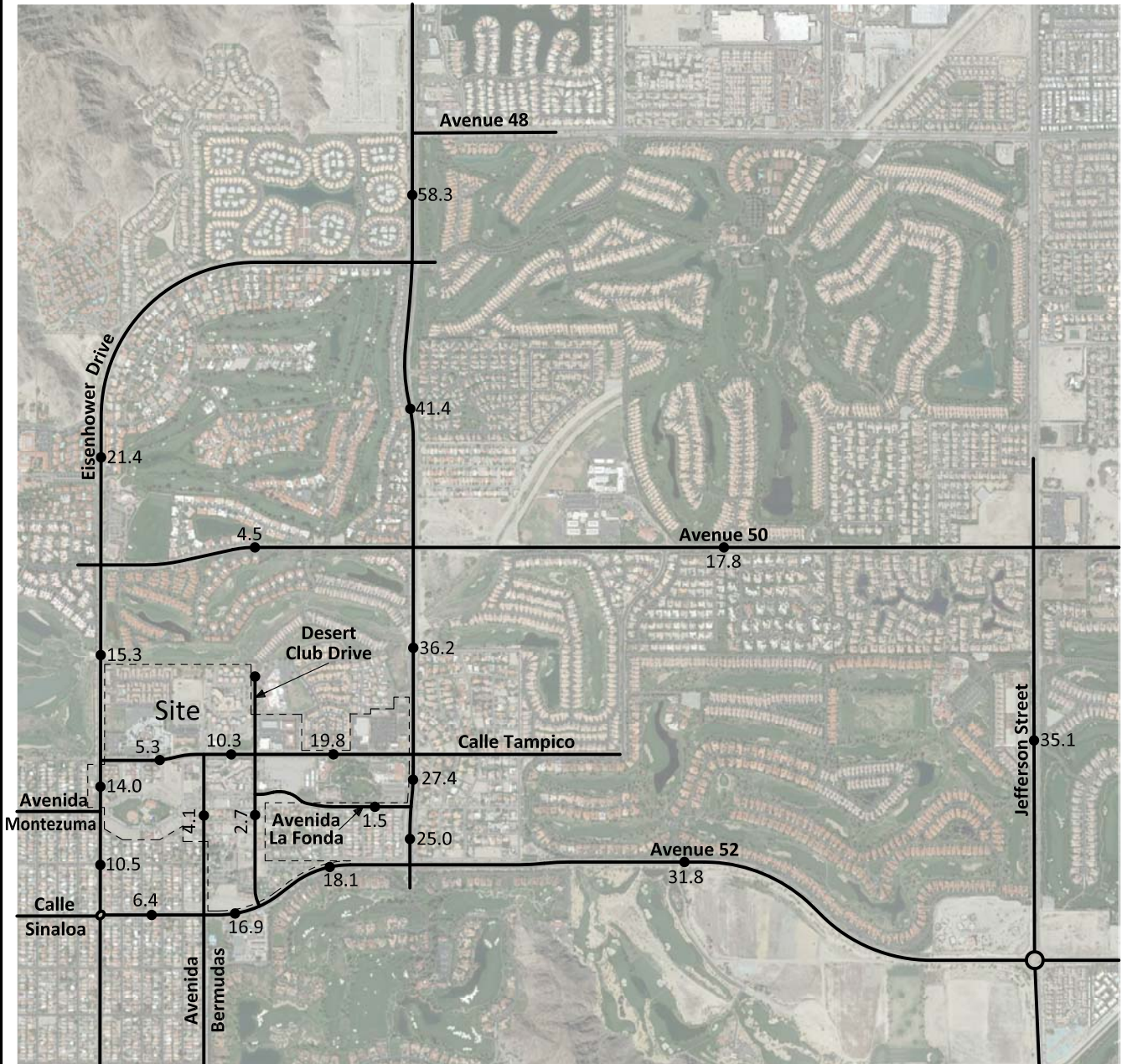
**Legend**

- 1 = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)	Eisenhower Dr (NS) at Calle Tampico (EW)

Eisenhower Dr (NS) at Ave Montezuma (EW)	Eisenhower Dr (NS) at Calle Sinaloa (EW)	Ave Bermudas (NS) at Calle Tampico (EW)	Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)	Desert Club Dr (NS) at Calle Tampico (EW)	Desert Club Dr (NS) at Avenue 52 (EW)	Washington St (NS) at Avenue 48 (EW)
Washington St (NS) at Eisenhower Dr (EW)	Washington St (NS) at Avenue 50 (EW)	Washington St (NS) at Calle Tampico (EW)	Washington St (NS) at Avenida La Fonda (EW)	Washington St (NS) at Avenue 52 (EW)	Jefferson St (NS) at Avenue 50 (EW)	Jefferson St (NS) at Avenue 52 (EW)

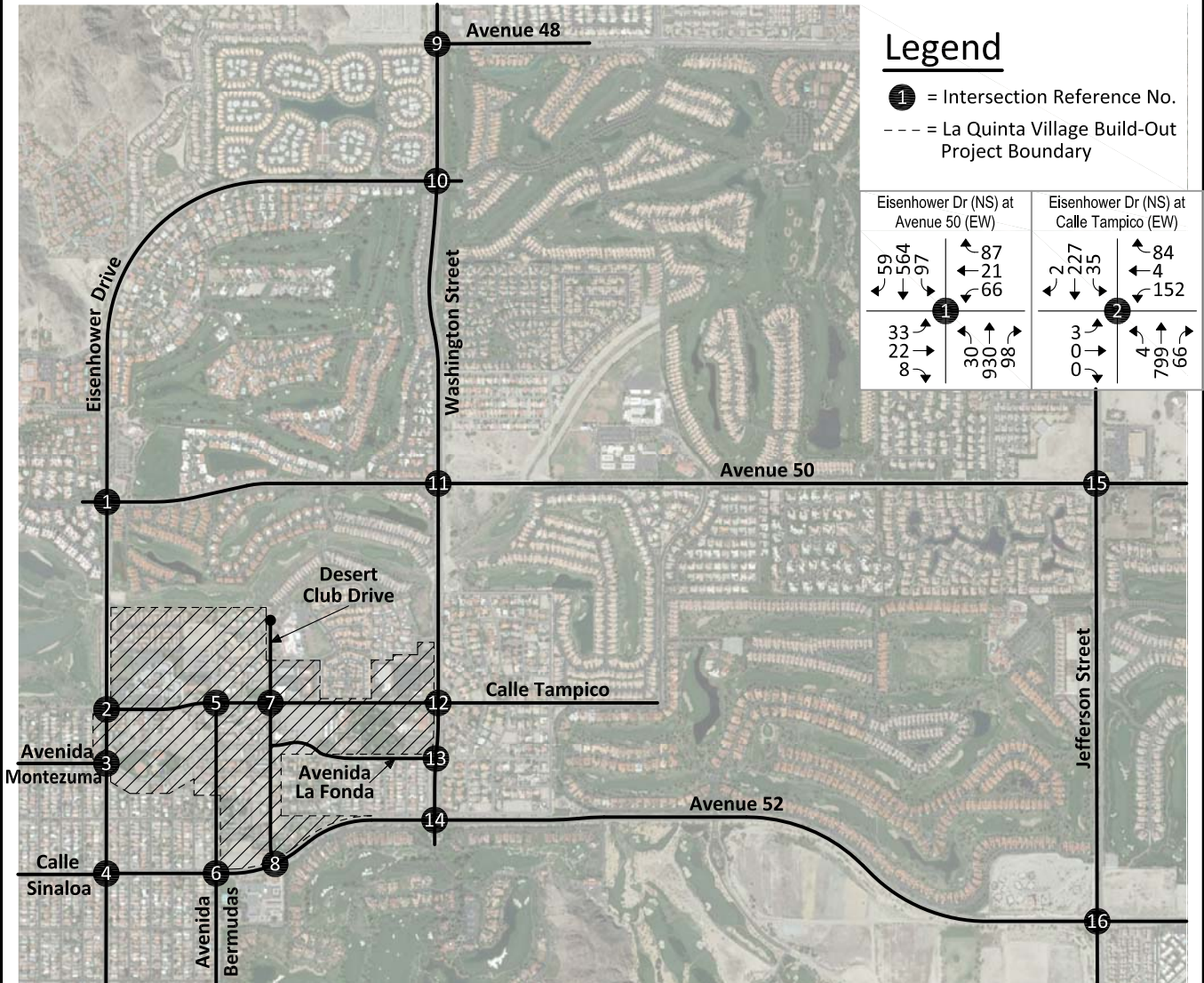
Figure 31  
 General Plan Buildout Without Project Average Daily Traffic Volumes



**Legend**

31.8 = Vehicles Per Day (1,000's)

**Figure 32**  
**General Plan Buildout Without Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**



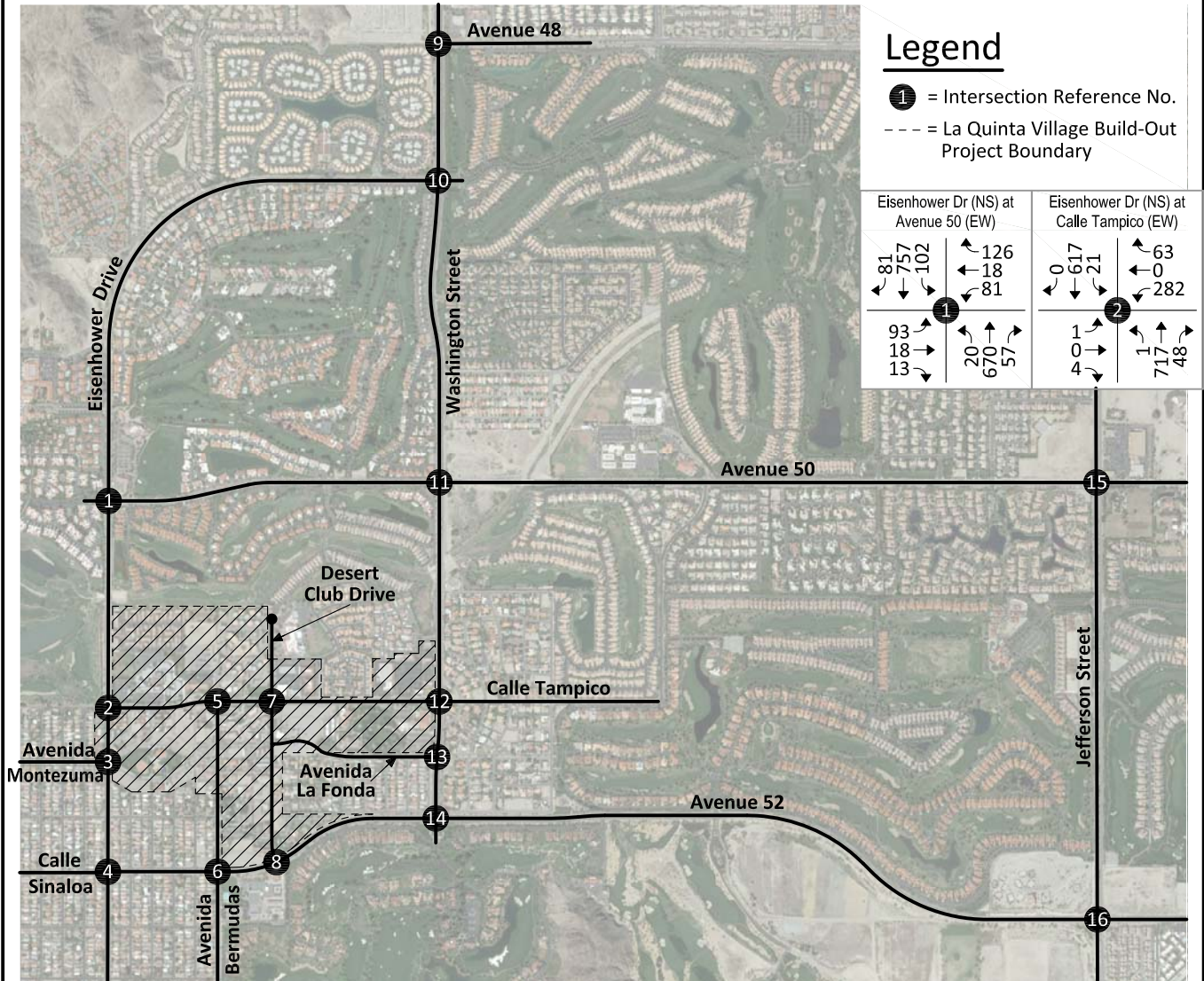
**Legend**

- 1 = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 59	← 564	← 87	← 227
→ 97	→ 21	→ 4	→ 35
↔ 66	↔ 66	↔ 84	↔ 152
↻ 33	↻ 30	↻ 4	↻ 799
↻ 22	↻ 930	↻ 66	

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <p>← 120</p> <p>← 259</p> <p>→ 0</p> <p>↔ 11</p> <p>↔ 15</p> <p>↻ 278</p> <p>↻ 25</p> <p>↻ 11</p> <p>↻ 593</p> <p>↻ 0</p> <p><b>3</b></p>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <p>← 30</p> <p>← 253</p> <p>→ 20</p> <p>↔ 48</p> <p>↔ 123</p> <p>↻ 216</p> <p>↻ 0</p> <p>↻ 625</p> <p>↻ 155</p> <p><b>4</b></p>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <p>← 12</p> <p>← 0</p> <p>→ 1</p> <p>↔ 40</p> <p>↔ 158</p> <p>↻ 32</p> <p>↻ 141</p> <p>↻ 22</p> <p>↻ 53</p> <p>↻ 1</p> <p>↻ 105</p> <p><b>5</b></p>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <p>← 10</p> <p>← 29</p> <p>→ 38</p> <p>↔ 29</p> <p>↔ 222</p> <p>↻ 29</p> <p>↻ 354</p> <p>↻ 3</p> <p>↻ 12</p> <p>↻ 113</p> <p>↻ 1011</p> <p><b>6</b></p>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <p>← 98</p> <p>← 61</p> <p>→ 223</p> <p>↔ 118</p> <p>↔ 67</p> <p>↻ 112</p> <p>↻ 156</p> <p>↻ 2</p> <p>↻ 15</p> <p>↻ 101</p> <p>↻ 50</p> <p><b>7</b></p>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <p>← 53</p> <p>← 11</p> <p>→ 17</p> <p>↔ 38</p> <p>↔ 18</p> <p>↻ 79</p> <p>↻ 1323</p> <p>↻ 1</p> <p>↻ 1</p> <p>↻ 11</p> <p>↻ 0</p> <p><b>8</b></p>	<p>Washington St (NS) at Avenue 48 (EW)</p> <p>← 0</p> <p>← 1694</p> <p>→ 84</p> <p>↔ 279</p> <p>↔ 479</p> <p>↻ 0</p> <p>↻ 0</p> <p>↻ 2953</p> <p>↻ 701</p> <p><b>9</b></p>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <p>← 896</p> <p>← 1256</p> <p>→ 21</p> <p>↔ 14</p> <p>↔ 2</p> <p>↻ 1155</p> <p>↻ 10</p> <p>↻ 24</p> <p>↻ 2485</p> <p>↻ 6</p> <p><b>10</b></p>	<p>Washington St (NS) at Avenue 50 (EW)</p> <p>← 45</p> <p>← 1044</p> <p>→ 251</p> <p>↔ 605</p> <p>↔ 168</p> <p>↻ 28</p> <p>↻ 17</p> <p>↻ 1761</p> <p>↻ 170</p> <p><b>11</b></p>	<p>Washington St (NS) at Calle Tampico (EW)</p> <p>← 127</p> <p>← 1034</p> <p>→ 33</p> <p>↔ 91</p> <p>↔ 70</p> <p>↻ 237</p> <p>↻ 155</p> <p>↻ 16</p> <p>↻ 15</p> <p>↻ 1452</p> <p>↻ 159</p> <p><b>12</b></p>	<p>Washington St (NS) at Avenida La Fonda (EW)</p> <p>← 89</p> <p>← 1031</p> <p>→ 0</p> <p>↔ 0</p> <p>↔ 0</p> <p>↻ 38</p> <p>↻ 0</p> <p>↻ 71</p> <p>↻ 1626</p> <p>↻ 0</p> <p><b>13</b></p>	<p>Washington St (NS) at Avenue 52 (EW)</p> <p>← 223</p> <p>← 8</p> <p>→ 838</p> <p>↔ 916</p> <p>↔ 39</p> <p>↻ 746</p> <p>↻ 579</p> <p>↻ 15</p> <p>↻ 4</p> <p>↻ 35</p> <p>↻ 18</p> <p><b>14</b></p>	<p>Jefferson St (NS) at Avenue 50 (EW)</p> <p>← 288</p> <p>← 1474</p> <p>→ 353</p> <p>↔ 461</p> <p>↔ 293</p> <p>↻ 144</p> <p>↻ 321</p> <p>↻ 50</p> <p>↻ 58</p> <p>↻ 1211</p> <p>↻ 153</p> <p><b>15</b></p>	<p>Jefferson St (NS) at Avenue 52 (EW)</p> <p>← 206</p> <p>← 1126</p> <p>→ 386</p> <p>↔ 568</p> <p>↔ 60</p> <p>↻ 103</p> <p>↻ 519</p> <p>↻ 621</p> <p>↻ 425</p> <p>↻ 651</p> <p>↻ 68</p> <p><b>16</b></p>

### Figure 33 General Plan Buildout Without Project Evening Peak Hour Intersection Turning Movement Volumes



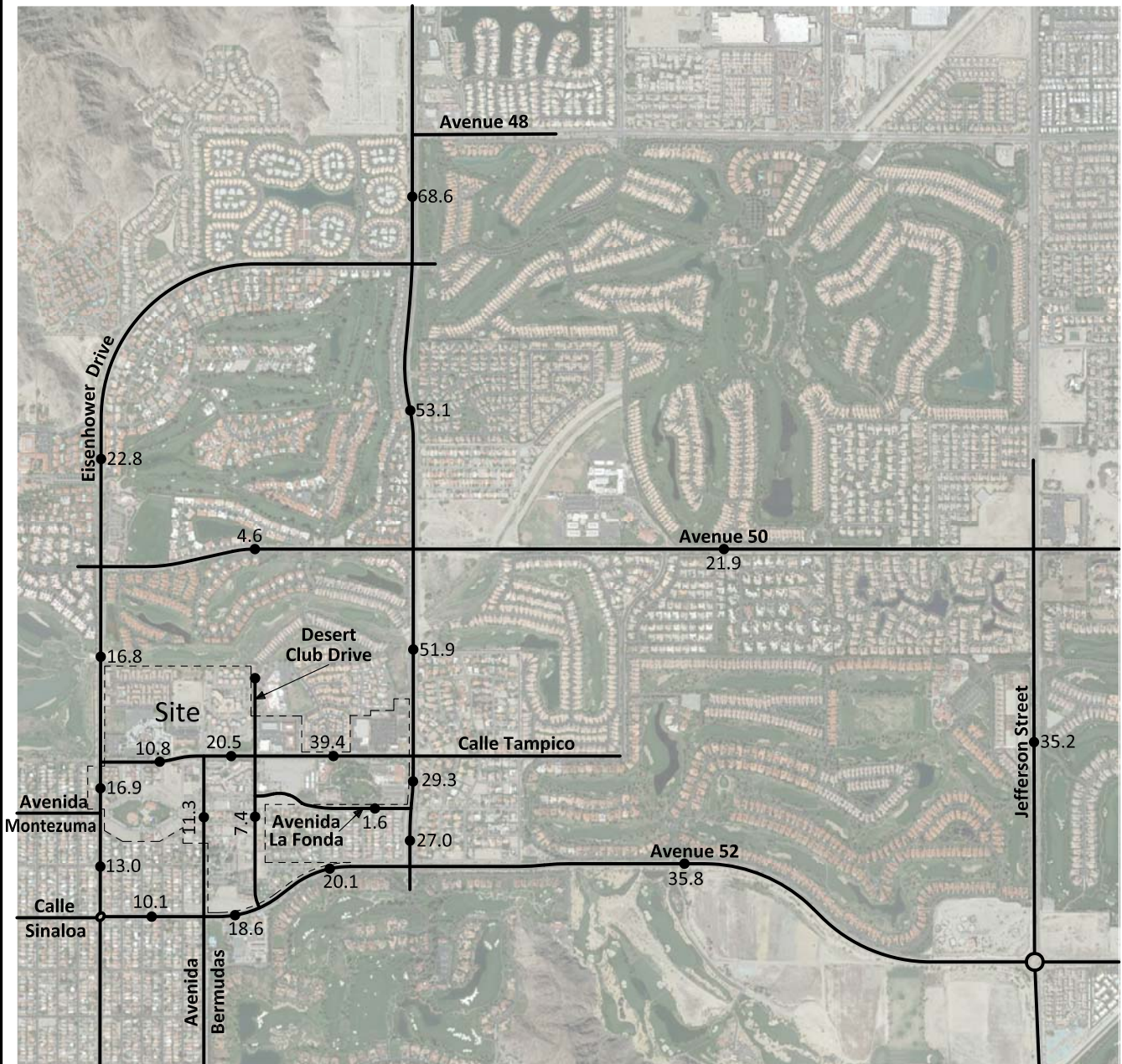
**Legend**

- = Intersection Reference No.
- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 81	← 757	← 126	← 63
→ 102	→ 18	→ 81	→ 282
↖ 93	↖ 18	↖ 20	↖ 1
↗ 13	↗ 57	↗ 670	↗ 48

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <p>← 267</p> <p>← 634</p> <p>→ 3</p> <p>↖ 53</p> <p>↖ 27</p> <p>↖ 55</p> <p>● 3</p>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <p>← 90</p> <p>← 553</p> <p>→ 40</p> <p>↖ 99</p> <p>↖ 103</p> <p>↖ 314</p> <p>● 4</p>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <p>← 34</p> <p>← 8</p> <p>→ 44</p> <p>↖ 52</p> <p>↖ 290</p> <p>↖ 211</p> <p>● 5</p>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <p>← 48</p> <p>← 119</p> <p>→ 40</p> <p>↖ 51</p> <p>↖ 463</p> <p>↖ 439</p> <p>● 6</p>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <p>← 64</p> <p>← 30</p> <p>→ 120</p> <p>↖ 25</p> <p>↖ 458</p> <p>↖ 125</p> <p>● 7</p>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <p>← 78</p> <p>← 0</p> <p>→ 49</p> <p>↖ 65</p> <p>↖ 875</p> <p>↖ 12</p> <p>● 8</p>	<p>Washington St (NS) at Avenue 48 (EW)</p> <p>← 0</p> <p>← 2330</p> <p>→ 156</p> <p>↖ 259</p> <p>↖ 0</p> <p>↖ 860</p> <p>● 9</p>
<p>203</p> <p>↖ 30</p> <p>↖ 31</p> <p>↖ 510</p> <p>↖ 2</p> <p>● 10</p>	<p>19</p> <p>↖ 93</p> <p>↖ 0</p> <p>↖ 408</p> <p>↖ 69</p> <p>● 11</p>	<p>10</p> <p>↖ 161</p> <p>↖ 34</p> <p>↖ 48</p> <p>↖ 11</p> <p>↖ 129</p> <p>● 12</p>	<p>23</p> <p>↖ 152</p> <p>↖ 6</p> <p>↖ 73</p> <p>↖ 341</p> <p>● 13</p>	<p>57</p> <p>↖ 287</p> <p>↖ 13</p> <p>↖ 41</p> <p>↖ 31</p> <p>↖ 101</p> <p>● 14</p>	<p>41</p> <p>↖ 492</p> <p>↖ 0</p> <p>↖ 6</p> <p>↖ 4</p> <p>● 15</p>	<p>0</p> <p>↖ 0</p> <p>↖ 0</p> <p>↖ 2539</p> <p>↖ 698</p> <p>● 16</p>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <p>← 1307</p> <p>← 1847</p> <p>→ 36</p> <p>↖ 27</p> <p>↖ 2</p> <p>↖ 2</p> <p>● 10</p>	<p>17</p> <p>↖ 1131</p> <p>↖ 612</p> <p>↖ 632</p> <p>↖ 32</p> <p>↖ 258</p> <p>● 11</p>	<p>354</p> <p>↖ 1138</p> <p>→ 39</p> <p>↖ 47</p> <p>↖ 65</p> <p>↖ 51</p> <p>● 12</p>	<p>61</p> <p>↖ 1218</p> <p>→ 0</p> <p>↖ 0</p> <p>↖ 0</p> <p>● 13</p>	<p>447</p> <p>↖ 43</p> <p>→ 820</p> <p>↖ 922</p> <p>↖ 498</p> <p>↖ 107</p> <p>● 14</p>	<p>296</p> <p>↖ 1603</p> <p>→ 439</p> <p>↖ 285</p> <p>↖ 565</p> <p>↖ 458</p> <p>● 15</p>	<p>251</p> <p>↖ 1520</p> <p>→ 324</p> <p>↖ 567</p> <p>↖ 894</p> <p>↖ 38</p> <p>● 16</p>
<p>1120</p> <p>↖ 18</p> <p>↖ 1</p> <p>↖ 35</p> <p>↖ 2090</p> <p>↖ 12</p> <p>● 10</p>	<p>28</p> <p>↖ 111</p> <p>↖ 2</p> <p>↖ 2486</p> <p>↖ 422</p> <p>● 11</p>	<p>342</p> <p>↖ 121</p> <p>↖ 90</p> <p>↖ 94</p> <p>↖ 1045</p> <p>↖ 90</p> <p>● 12</p>	<p>90</p> <p>↖ 0</p> <p>↖ 24</p> <p>↖ 1229</p> <p>↖ 0</p> <p>● 13</p>	<p>266</p> <p>↖ 274</p> <p>↖ 5</p> <p>↖ 7</p> <p>↖ 65</p> <p>↖ 62</p> <p>● 14</p>	<p>192</p> <p>↖ 585</p> <p>↖ 122</p> <p>↖ 162</p> <p>↖ 1500</p> <p>↖ 301</p> <p>● 15</p>	<p>68</p> <p>↖ 627</p> <p>↖ 636</p> <p>↖ 569</p> <p>↖ 997</p> <p>↖ 102</p> <p>● 16</p>

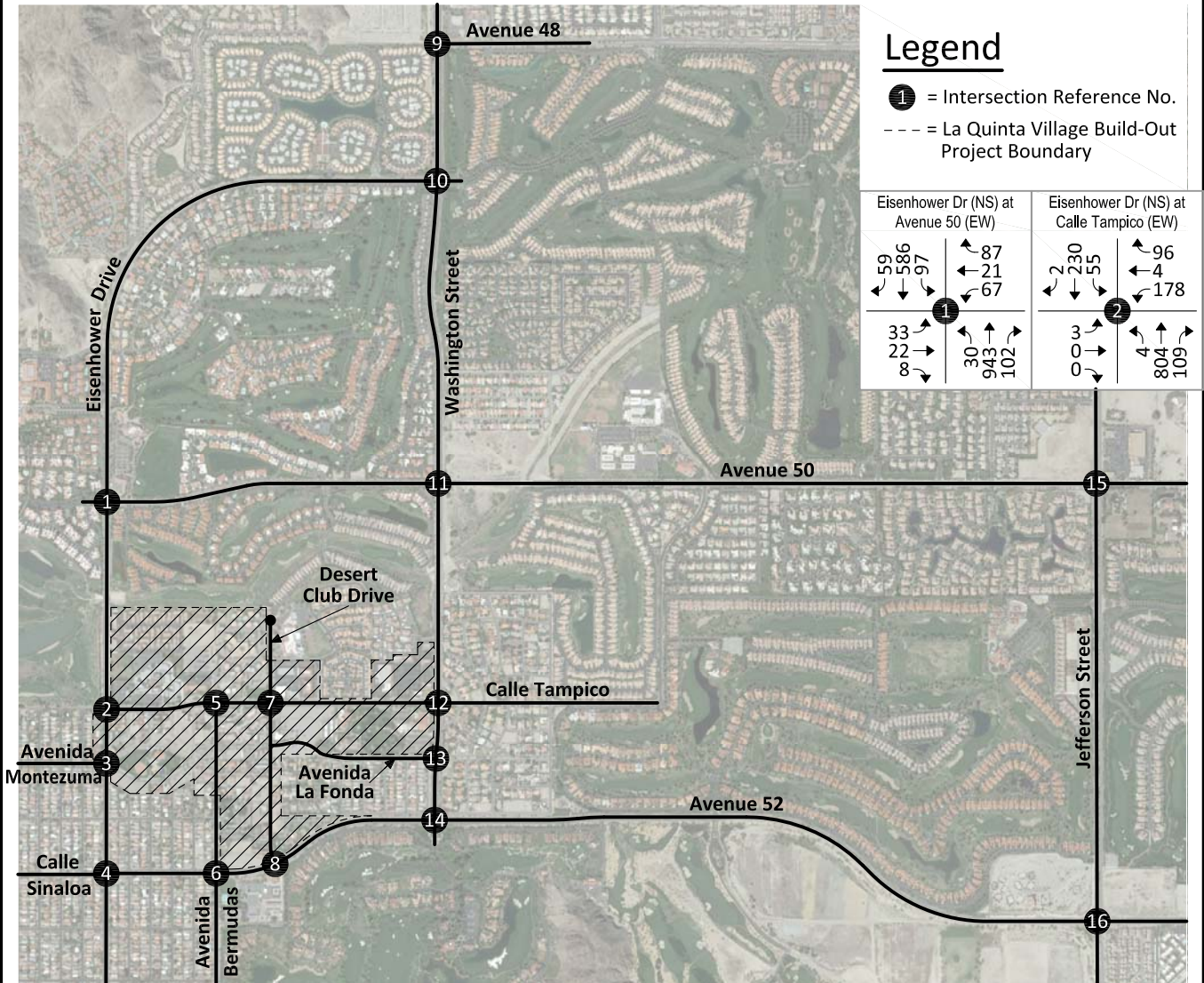
Figure 34  
 General Plan Buildout With Project Average Daily Traffic Volumes



**Legend**

35.8 = Vehicles Per Day (1,000's)

**Figure 35**  
**General Plan Buildout With Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**



**Legend**

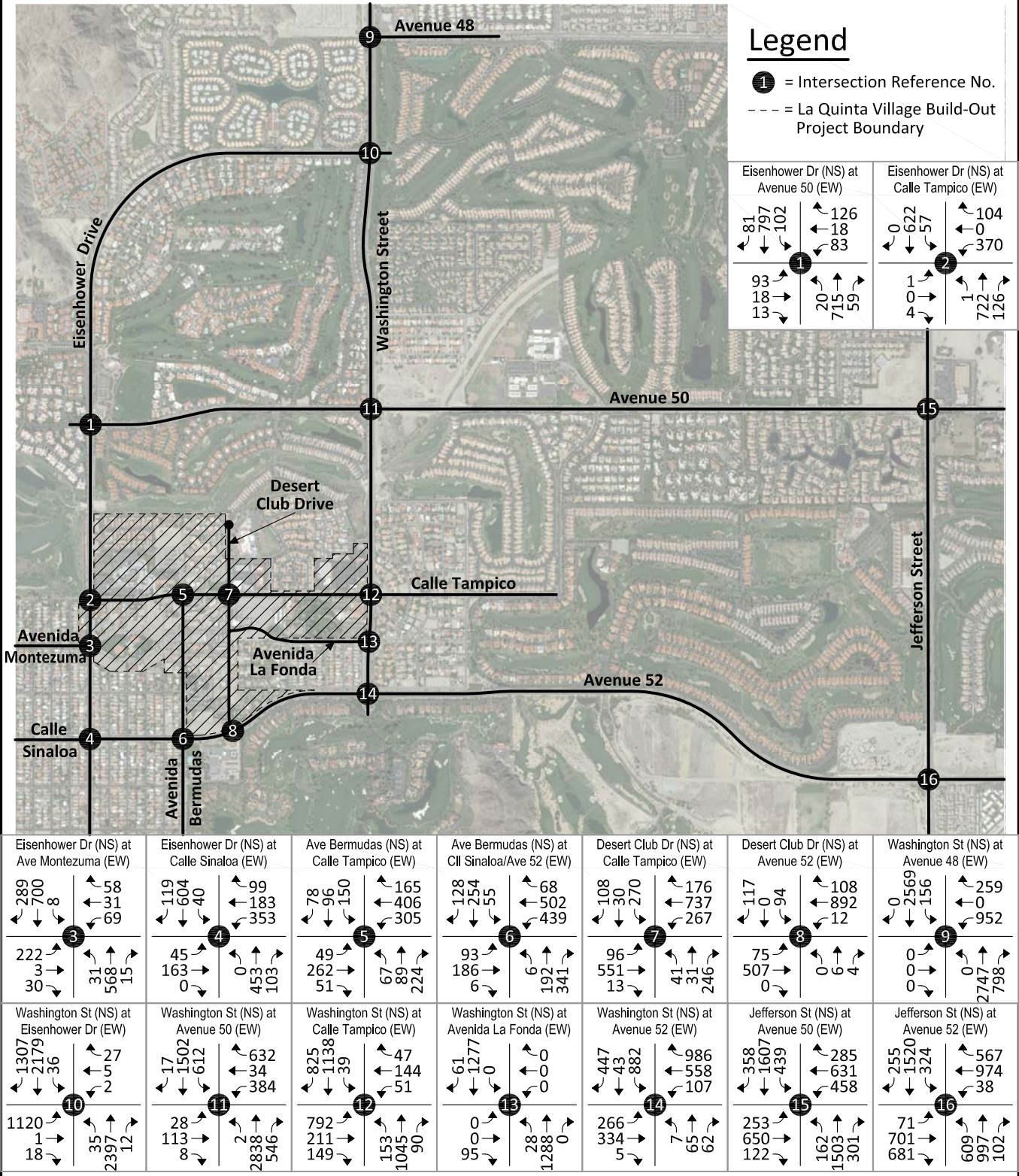
● = Intersection Reference No.  
 --- = La Quinta Village Build-Out Project Boundary

Eisenhower Dr (NS) at Avenue 50 (EW)		Eisenhower Dr (NS) at Calle Tampico (EW)	
← 59	← 586	← 87	← 230
→ 97	→ 21	→ 4	→ 55
↖ 16	↖ 67	↖ 96	↖ 4
↗ 33	↗ 30	↗ 4	↗ 178
↘ 22	↘ 943	↘ 4	↘ 804
↙ 0	↙ 102	↙ 0	↙ 109

<p>Eisenhower Dr (NS) at Ave Montezuma (EW)</p> <p>← 127 ← 279 → 3 ↖ 16 ↖ 19</p> <p>● 3</p> <p>289 → 2 → 25 ↖ 11 ↖ 625 ↖ 7 ↖ 19</p>	<p>Eisenhower Dr (NS) at Calle Sinaloa (EW)</p> <p>← 39 ← 268 → 20 ↖ 48 ↖ 134</p> <p>● 4</p> <p>15 → 0 → 255 ↖ 0 ↖ 650 ↖ 174</p>	<p>Ave Bermudas (NS) at Calle Tampico (EW)</p> <p>← 25 ← 26 → 122 ↖ 97 ↖ 249 ↖ 207</p> <p>● 5</p> <p>54 → 242 → 31 ↖ 59 ↖ 44 ↖ 184</p>	<p>Ave Bermudas (NS) at Cll Sinaloa/Ave 52 (EW)</p> <p>← 34 ← 69 → 60 ↖ 37 ↖ 230 ↖ 222</p> <p>● 6</p> <p>68 → 373 → 3 ↖ 12 ↖ 179 ↖ 1011</p>	<p>Desert Club Dr (NS) at Calle Tampico (EW)</p> <p>← 111 ← 61 → 357 ↖ 197 ↖ 418 ↖ 142</p> <p>● 7</p> <p>134 → 436 → 2 ↖ 15 ↖ 101 ↖ 158</p>	<p>Desert Club Dr (NS) at Avenue 52 (EW)</p> <p>← 64 ← 11 → 45 ↖ 61 ↖ 424 ↖ 18</p> <p>● 8</p> <p>98 → 1345 → 1 ↖ 1 ↖ 11 ↖ 0</p>	<p>Washington St (NS) at Avenue 48 (EW)</p> <p>← 0 ← 1811 → 84 ↖ 279 ↖ 529</p> <p>● 9</p> <p>0 → 0 → 0 ↖ 0 ↖ 3279 ↖ 752</p>
<p>Washington St (NS) at Eisenhower Dr (EW)</p> <p>← 896 ← 1422 → 21 ↖ 14 ↖ 2</p> <p>● 10</p> <p>1155 → 10 → 24 → 2862 ↖ 6</p>	<p>Washington St (NS) at Avenue 50 (EW)</p> <p>← 45 ← 1232 → 251 ↖ 605 ↖ 137 ↖ 233</p> <p>● 11</p> <p>8 → 32 → 17 → 2152 ↖ 284</p>	<p>Washington St (NS) at Calle Tampico (EW)</p> <p>← 367 ← 1034 → 33 ↖ 91 ↖ 75 ↖ 70</p> <p>● 12</p> <p>722 → 82 → 67 ↖ 46 ↖ 1452 ↖ 159</p>	<p>Washington St (NS) at Avenida La Fonda (EW)</p> <p>← 89 ← 1082 → 0 ↖ 0 ↖ 0 ↖ 0</p> <p>● 13</p> <p>0 → 0 → 4 ↖ 73 ↖ 1657 ↖ 0</p>	<p>Washington St (NS) at Avenue 52 (EW)</p> <p>← 223 ← 8 → 897 ↖ 949 ↖ 276 ↖ 39</p> <p>● 14</p> <p>746 → 629 → 15 ↖ 4 ↖ 35 ↖ 18</p>	<p>Jefferson St (NS) at Avenue 50 (EW)</p> <p>← 320 ← 1476 → 353 ↖ 461 ↖ 568 ↖ 293</p> <p>● 15</p> <p>199 → 384 → 50 ↖ 58 ↖ 1219 ↖ 153</p>	<p>Jefferson St (NS) at Avenue 52 (EW)</p> <p>← 208 ← 1126 → 386 ↖ 568 ↖ 605 ↖ 60</p> <p>● 16</p> <p>111 → 607 → 634 ↖ 447 ↖ 651 ↖ 68</p>



**Figure 36**  
**General Plan Buildout With Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



## VI. FUTURE LEVELS OF SERVICE

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### A. Future Intersection Delay and Level of Service

Detailed delay and Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix I.

#### 1. Existing Plus Project Levels of Service

Table 5 shows the roadway segment capacity analysis for Existing Plus Project traffic conditions based on existing lane geometry. As shown in Table 5, the study area roadway segments are projected to operate within acceptable Levels of Service for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study area roadway segments for Existing Plus Project traffic conditions.

Table 6 shows intersection delay and Level of Service for Existing Plus Project traffic conditions based on existing lane geometry. As shown in Table 6, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Existing Plus Project traffic conditions.

#### 2. Interim Year Without Project Levels of Service

Table 7 shows the roadway segment capacity analysis for Interim Year Without Project traffic conditions based on existing lane geometry. As shown in Table 7, the study area roadway segments are projected to operate within acceptable Levels of Service for Interim Year Without Project traffic conditions.

Table 8 shows intersection delay and Level of Service for Interim Year Without Project traffic conditions based on existing lane geometry. As shown in Table 6, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year Without Project traffic conditions, with the exception of the following study intersections:

- Washington Street/Avenida La Fonda (#13) (Level of Service E during the evening peak hour); and
- Jefferson Street/Avenue 52 (#16) (Level of Service F during both morning and evening peak hours).

#### 3. Interim Year With Project Levels of Service

Table 9 shows the roadway segment capacity analysis for Interim Year With Project traffic conditions based on existing lane geometry. As shown in Table 9, the study area roadway segments are projected to operate within acceptable Levels of Service for

Interim Year With Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study area roadway segments for Interim Year With Project traffic conditions.

Table 10 shows intersection delay and Level of Service for Interim Year With Project traffic conditions based on existing lane geometry. As shown in Table 10, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year With Project traffic conditions with the exception of the following study intersections:

- Washington Street/Avenida La Fonda (#13) (Level of Service E during the evening peak hour); and
- Jefferson Street/Avenue 52 (#16) (Level of Service F during both morning and evening peak hours).

The following mitigation measures are recommended for Interim Year With Project traffic conditions:

**Mitigation Measure 1**      **Washington Street/Avenida La Fonda (#13)**: Construct a raised “worm” median to allow northbound left-turns and restrict eastbound left-turns.

**Mitigation Measure 2**      **Jefferson Street/Avenue 52 (#16)**: Reconstruct the existing roundabout to provide two circulating lanes and two entry lanes at the northbound and southbound approaches. The new two lane roundabout should be constructed with consideration for conversion to a three lane roundabout by General Plan Buildout conditions.

As shown in Table 10, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year With Project traffic conditions with implementation of Mitigation Measures 1 and 2. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Interim Year With Project traffic conditions with implementation of Mitigation Measures 1 and 2.

4. General Plan Buildout Without Project Levels of Service (With Current General Plan Circulation Network)

In accordance with the City of La Quinta traffic study guidelines, General Plan buildout conditions assumes the roadway network identified in the current General Plan Circulation Element.

Table 11 shows the roadway segment capacity analysis for General Plan Buildout Without Project traffic conditions based on the roadway improvements identified in the current General Plan Circulation Element. As shown in Table 11, the study area roadway segments are projected to operate within acceptable Levels of Service for

General Plan Buildout Without Project traffic conditions, with the exception of Washington Street between Avenue 48 and Eisenhower Drive which is forecast to operate at Level of Service E. The forecast roadway segment deficiency at Washington Street between Avenue 48 and Eisenhower Drive is identified as a special focus area in the City's General Plan Circulation Element.

Table 12 shows intersection delay and Level of Service for General Plan Buildout Without Project traffic conditions based on the roadway improvements identified in the General Plan Circulation Element. As shown in Table 12, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Without Project traffic conditions.

5. General Plan Buildout With Project Level of Service (With Current General Plan Circulation Network)

Table 13 shows the roadway segment capacity analysis for General Plan Buildout With Project traffic conditions based on the roadway improvements identified in the current General Plan Circulation Element. As shown in Table 13, the study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout With Project traffic conditions, with the exception of the following roadway segments:

- Washington Street between Avenue 48 and Eisenhower Drive (Level of Service F); and
- Calle Tampico between Desert Club Drive and Washington Street (Level of Service E).

Improvements that would help reduce, but not fully mitigate, the identified roadway segment impacts are discussed in the following section regarding the Village Buildout Circulation Plan. Since the roadway segment impacts would not be fully mitigated, the proposed project is forecast to result in a potentially significant and unavoidable traffic impact at Washington Street between Avenue 48 and Eisenhower Drive and Calle Tampico between Desert Club Drive and Washington Street for General Plan Buildout With Project conditions.

Table 14 shows intersection delay and Level of Service for General Plan Buildout With Project traffic conditions based on the roadway improvements identified in the current General Plan Circulation Element. As shown in Table 14, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project traffic conditions, with the exception of the Eisenhower Drive/Avenida Montezuma intersection which is forecast to operate at Level of Service F during the evening peak hour.

The following mitigation measure is recommended for General Plan Buildout With Project traffic conditions:

**Mitigation Measure 3**      **Eisenhower Drive/Avenida Montezuma (#3)**: Convert Eisenhower Drive/Avenida Montezuma from an all-way stop control to a yield-controlled roundabout.

As shown in Table 14, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project traffic conditions with implementation of Mitigation Measure 3. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for General Plan Buildout With Project traffic conditions with implementation of Mitigation Measure 3.

**B. Exclusive Turn Lane Recommendations**

The City's traffic study guidelines recommend dual left-turn lanes where the movement is forecast to exceed 250 vehicles per peak hour and exclusive right-turn lanes where the movement is forecast to exceed 200 vehicles per peak hour. Based on these criteria, the following circulation improvements are recommended for the current General Plan Circulation Network in addition to the roadway improvements identified in the current General Plan Circulation Element:

- **Eisenhower Drive/Calle Tampico (#2)**: Construct one additional westbound left-turn lane to provide dual left-turn lanes.
- **Avenida Bermudas/Calle Tampico (#5)**: Construct one additional westbound left-turn lane.
- **Desert Club Drive/Calle Tampico (#7)**: Construct one exclusive northbound right-turn lane and one additional westbound left-turn lane.
- **Washington Street/Avenue 48 (#9)**: Construct one exclusive northbound right-turn lane.
- **Washington Street/Avenue 52 (#14)**: Construct one additional eastbound left-turn lane to provide triple left-turn lanes. Provide one additional southbound left-turn lane to provide triple left-turn lanes.

These recommendations are not required based on the City's Level of Service and Thresholds of Significance criteria, but are recommended in accordance with the City's traffic study guidelines. It should be noted, exclusive lane improvements may not be feasible at the following intersections due to right-of-way constraints: Eisenhower Drive/Calle Tampico (#2), Eisenhower Drive/Avenida Montezuma (#3), Avenida Bermudas/Calle Tampico (#5), Desert Club Drive/Calle Tampico (#7). The proposed Village Buildout Circulation Plan shown in the following section provides alternative traffic controls at these locations that would eliminate the need for exclusive lanes.

**Table 5**

**Existing Plus Project Roadway Segment Capacity Analysis**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	17,000	0.40	A
	Avenue 50 to Calle Tampico	4D	42,600	14,100	0.33	A
	Calle Tampico to Avenida Montezuma	4D	42,600	15,400	0.36	A
	Avenida Montezuma to Calle Sinaloa	4D	42,600	12,300	0.29	A
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	11,300	0.59	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	6,900	0.49	A
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	51,300	0.84	D
	Eisenhower Drive to Avenue 50	6D	61,100	39,200	0.64	B
	Avenue 50 to Calle Tampico	6D	61,100	39,800	0.65	B
	Calle Tampico to Avenida La Fonda	6D	61,100	16,700	0.27	A
	Avenida La Fonda to Avenue 52	6D	61,100	14,700	0.24	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	19,600	0.32	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	3,000	0.07	A
	Washington Street to Jefferson Street	4D	42,600	15,100	0.35	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	4D	42,600	10,300	0.24	A
	Avenida Bermudas to Desert Club Drive	4D	42,600	17,900	0.42	A
	Desert Club Drive to Washington Street	4D	42,600	37,500	0.88	D
Avenida La Fonda	West of Washington Street	2U	14,000	1,500	0.11	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	9,900	0.23	A
Avenue 52	Avenida Bermudas to Desert Club Drive	4D	42,600	16,500	0.39	A
	Desert Club Drive to Washington Street	4D	42,600	17,700	0.42	A
	Washington Street to Jefferson Street	4D	42,600	15,800	0.37	A

**Table 6**

**Existing Plus Project Intersection Delay and Level of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Intersection Approach Lanes <sup>3</sup>												Peak Hour Delay-LOS <sup>4</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Eisenhower Drive (NS) at:																
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.5-B	20.6-C
Calle Tampico (EW) - #2	LQ	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	0.5	1>	23.9-C	30.8-C
Avenida Montezuma (EW) - #3	LQ	AWS	1	2	1>>	1	1.5	0.5	0	1	0	0.5	0.5	1	24.1-C	19.6-C
Calle Sinaloa (EW) - #4	LQ	RBT	0	1	0	0	1	0	0	1	0	0	1	0	10.0-A	8.4-A
Avenida Bermudas (NS) at:																
Calle Tampico (EW) - #5	LQ	TS	1	1	1	1	0.5	0.5	1	2	d	1	2	d	27.6-C	27.2-C
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	TS	0.5	0.5	1>	1	0.5	0.5	1	2	d	2	2	d	46.8-D	35.5-D
Desert Club Drive (NS) at:																
Calle Tampico (EW) - #7	LQ	TS	1	0.5	0.5	1.3	0.3	0.3	1	2	d	1	2	d	40.7-D	39.0-D
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	11.9-B	18.9-B
Washington Street (NS) at:																
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	1	27.8-C	19.8-B
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	3	1>	2.3	0.3	0.3	0	1	0	24.2-C	20.4-C
Avenue 50 (EW) - #11	LQ	TS	1	2.5	0.5	2	2.5	0.5	1	1.5	0.5	2	1	1>	28.5-C	23.2-C
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	1>	2.5	0.5	1	1	0.5	0.5	30.0-C	33.4-C
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	1	2.5	0.5	0.5	0	0.5	0	0	0	20.2-C	21.1-C
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	2>	2	2	d	1	2	1>	23.7-C	25.1-C
Jefferson Street (NS) at:																
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	1	2	1	1	1	1	34.6-C	34.8-C
Avenue 52 (EW) - #16	LQ	RBT	0	1	1>>	0	1	1>>	0	1	1>>	0	1	1>>	7.4-A	8.6-A

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.  
L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

**Table 7**

**Interim Year Without Project Roadway Segment Capacity Analysis**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	18,200	0.43	A
	Avenue 50 to Calle Tampico	4D	42,600	14,200	0.33	A
	Calle Tampico to Avenida Montezuma	4D	42,600	12,800	0.30	A
	Avenida Montezuma to Calle Sinaloa	4D	42,600	9,800	0.23	A
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	4,100	0.22	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	2,700	0.19	A
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	52,500	0.86	D
	Eisenhower Drive to Avenue 50	6D	61,100	36,400	0.60	A
	Avenue 50 to Calle Tampico	6D	61,100	31,800	0.52	A
	Calle Tampico to Avenida La Fonda	6D	61,100	21,800	0.36	A
	Avenida La Fonda to Avenue 52	6D	61,100	19,600	0.32	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	26,600	0.44	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	4,500	0.11	A
	Washington Street to Jefferson Street	4D	42,600	17,800	0.42	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	4D	42,600	4,600	0.11	A
	Avenida Bermudas to Desert Club Drive	4D	42,600	8,100	0.19	A
	Desert Club Drive to Washington Street	4D	42,600	18,800	0.44	A
Avenida La Fonda	West of Washington Street	2U	14,000	1,500	0.11	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	6,400	0.15	A
Avenue 52	Avenida Bermudas to Desert Club Drive	4D	42,600	16,900	0.40	A
	Desert Club Drive to Washington Street	4D	42,600	18,100	0.42	A
	Washington Street to Jefferson Street	4D	42,600	18,700	0.44	A



**Table 8**

**Interim Year Without Project Intersection Delay and Level of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Intersection Approach Lanes <sup>3</sup>												Peak Hour Delay-LOS <sup>4</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Eisenhower Drive (NS) at:																
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	18.8-B	22.8-C
Calle Tampico (EW) - #2	LQ	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	0.5	1>	22.5-C	28.5-C
Avenida Montezuma (EW) - #3	LQ	AWS	1	2	1>>	1	1.5	0.5	0	1	0	0.5	0.5	1	23.2-C	16.2-C
Calle Sinaloa (EW) - #4	LQ	RBT	0	1	0	0	1	0	0	1	0	0	1	0	8.8-A	6.6-A
Avenida Bermudas (NS) at:																
Calle Tampico (EW) - #5	LQ	TS	1	1	1	1	0.5	0.5	1	2	d	1	2	d	27.3-C	26.6-C
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	TS	0.5	0.5	1>	1	0.5	0.5	1	2	d	2	2	d	45.6-D	29.7-C
Desert Club Drive (NS) at:																
Calle Tampico (EW) - #7	LQ	TS	1	0.5	0.5	1.3	0.3	0.3	1	2	d	1	2	d	35.1-D	32.9-C
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	10.7-B	14.3-B
Washington Street (NS) at:																
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	1	29.8-C	19.6-B
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	3	1>	2.3	0.3	0.3	0	1	0	25.5-C	21.8-C
Avenue 50 (EW) - #11	LQ	TS	1	2.5	0.5	2	2.5	0.5	1	1.5	0.5	2	1	1>	32.3-C	27.6-C
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	1>	2.5	0.5	1	1	0.5	0.5	25.0-C	25.5-C
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	1	2.5	0.5	0.5	0	0.5	0	0	0	32.5-D	41.2-E
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	2>	2	2	d	1	2	1>	28.0-C	25.4-C
Jefferson Street (NS) at:																
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	1	2	1	1	1	1	38.2-D	38.2-D
Avenue 52 (EW) - #16	LQ	RBT	0	1	1>>	0	1	1>>	0	1	1>>	0	1	1>>	53.0-F	144.0-F

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.  
L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

**Table 9**

**Interim Year With Project Roadway Segment Capacity Analysis**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	18,400	0.43	A
	Avenue 50 to Calle Tampico	4D	42,600	14,400	0.34	A
	Calle Tampico to Avenida Montezuma	4D	42,600	13,300	0.31	A
	Avenida Montezuma to Calle Sinaloa	4D	42,600	10,200	0.24	A
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	5,300	0.28	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	3,500	0.25	A
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	54,100	0.89	D
	Eisenhower Drive to Avenue 50	6D	61,100	38,300	0.63	B
	Avenue 50 to Calle Tampico	6D	61,100	34,300	0.56	A
	Calle Tampico to Avenida La Fonda	6D	61,100	22,100	0.36	A
	Avenida La Fonda to Avenue 52	6D	61,100	19,900	0.33	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	26,600	0.44	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	4,500	0.11	A
	Washington Street to Jefferson Street	4D	42,600	18,500	0.43	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	4D	42,600	5,500	0.13	A
	Avenida Bermudas to Desert Club Drive	4D	42,600	9,700	0.23	A
	Desert Club Drive to Washington Street	4D	42,600	21,900	0.51	A
Avenida La Fonda	West of Washington Street	2U	14,000	1,500	0.11	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	7,000	0.16	A
Avenue 52	Avenida Bermudas to Desert Club Drive	4D	42,600	17,200	0.40	A
	Desert Club Drive to Washington Street	4D	42,600	18,400	0.43	A
	Washington Street to Jefferson Street	4D	42,600	19,300	0.45	A

**Table 10**

**Interim Year With Project Intersection Delay and Level of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Eisenhower Drive (NS) at:																
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	18.8-B	22.7-C
Calle Tampico (EW) - #2	LQ	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	0.5	1>	22.7-C	28.8-C
Avenida Montezuma (EW) - #3	LQ	AWS	1	2	1>>	1	1.5	0.5	0	1	0	0.5	0.5	1	23.8-C	16.9-C
Calle Sinaloa (EW) - #4	LQ	RBT	0	1	0	0	1	0	0	1	0	0	1	0	9.1-A	6.9-A
Avenida Bermudas (NS) at:																
Calle Tampico (EW) - #5	LQ	TS	1	1	1	1	0.5	0.5	1	2	d	1	2	d	27.3-C	26.7-C
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	TS	0.5	0.5	1>	1	0.5	0.5	1	2	d	2	2	d	45.6-D	30.7-C
Desert Club Drive (NS) at:																
Calle Tampico (EW) - #7	LQ	TS	1	0.5	0.5	1.3	0.3	0.3	1	2	d	1	2	d	35.5-D	33.6-C
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	11.0-B	15.1-B
Washington Street (NS) at:																
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	1	31.5-C	19.7-B
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	3	1>	2.3	0.3	0.3	0	1	0	25.7-C	21.9-C
Avenue 50 (EW) - #11	LQ	TS	1	2.5	0.5	2	2.5	0.5	1	1.5	0.5	2	1	1>	32.7-C	27.6-C
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	1>	2.5	0.5	1	1	0.5	0.5	26.3-C	26.6-C
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	1	2.5	0.5	0.5	0	0.5	0	0	0	32.8-D	42.9-E
- With Mitigation	LQ	CSS	1	3	0	1	2.5	0.5	0	0	<u>1</u>	0	0	0	11.5-B	11.2-B
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	2>	2	2	d	1	2	1>	28.2-C	25.4-C
Jefferson Street (NS) at:																
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	1	2	1	1	1	1	37.7-D	38.8-D
Avenue 52 (EW) - #16	LQ	RBT	0	1	1>>	0	1	1>>	0	1	1>>	0	1	1>>	55.1-F	149.9-F
- With Mitigation	LQ	RBT	0	<b>2</b>	1>>	0	<b>2</b>	1>>	0	1	1>>	0	1	1>>	6.7-A	11.2-B

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.  
L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

**Table 11**

**General Plan Buildout Without Project Roadway Segment Capacity Analysis  
(Current General Plan Circulation Network)**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	21,400	0.50	A
	Avenue 50 to Calle Tampico	4D	42,600	15,300	0.36	A
	Calle Tampico to Avenida Montezuma	4D	42,600	14,000	0.33	A
	Avenida Montezuma to Calle Sinaloa	4D	42,600	10,500	0.25	A
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	4,100	0.22	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	2,700	0.19	A
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	58,300	0.95	E
	Eisenhower Drive to Avenue 50	6D	61,100	41,400	0.68	B
	Avenue 50 to Calle Tampico	6D	61,100	36,200	0.59	A
	Calle Tampico to Avenida La Fonda	6D	61,100	27,400	0.45	A
	Avenida La Fonda to Avenue 52	6D	61,100	25,000	0.41	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	35,100	0.57	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	4,500	0.11	A
	Washington Street to Jefferson Street	4D	42,600	17,800	0.42	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	4D	42,600	5,300	0.12	A
	Avenida Bermudas to Desert Club Drive	4D	42,600	10,300	0.24	A
	Desert Club Drive to Washington Street	4D	42,600	19,800	0.46	A
Avenida La Fonda	West of Washington Street	2U	14,000	1,500	0.11	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	6,400	0.15	A
Avenue 52	Avenida Bermudas to Desert Club Drive	4D	42,600	16,900	0.40	A
	Desert Club Drive to Washington Street	4D	42,600	18,100	0.42	A
	Washington Street to Jefferson Street	4D	42,600	31,800	0.75	C

**Table 12**

**General Plan Buildout Without Project Intersection Delay and Level of Service  
(Current General Plan Circulation Network)**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Eisenhower Drive (NS) at:																
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.4-B	22.9-C
Calle Tampico (EW) - #2	LQ	TS	1	2	<u>1</u>	1	1.5	0.5	0	1	0	0.5	0.5	1>	16.4-B	20.0-C
Avenida Montezuma (EW) - #3	LQ	AWS	1	2	1>>	1	1.5	0.5	0	1	0	0.5	0.5	1	16.6-C	34.4-D
Calle Sinaloa (EW) - #4	LQ	RBT	0	1	0	0	1	0	0	1	0	0	1	0	8.4-A	8.7-A
Avenida Bermudas (NS) at:																
Calle Tampico (EW) - #5	LQ	TS	1	1	1	1	0.5	0.5	1	2	d	1	2	d	24.3-C	22.1-C
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	TS	0.5	0.5	1>	1	<u>1</u>	<u>1</u>	1	2	d	2	2	d	41.1-D	25.2-C
Desert Club Drive (NS) at:																
Calle Tampico (EW) - #7	LQ	TS	1	0.5	0.5	1.3	0.3	0.3	1	2	d	1	2	d	34.1-C	32.0-C
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	8.8-A	10.5-B
Washington Street (NS) at:																
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	1≥	24.2-C	22.6-C
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	2.5	<u>1.5</u>	2.3	0.3	0.3	0	1	0	23.8-C	25.6-C
Avenue 50 (EW) - #11	LQ	TS	1	3	<u>1</u>	2	2.5	0.5	<u>2</u>	1.5	0.5	2	<u>1.5</u>	<u>1.5&gt;</u>	20.2-C	27.0-C
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	1>	2.5	0.5	1	1	0.5	0.5	18.1-B	22.0-C
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	0	2.5	0.5	0	0	<u>1</u>	0	0	0	11.4-B	12.5-B
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	2>	2	2	d	1	2	1>	48.0-D	34.6-C
Jefferson Street (NS) at:																
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	<u>2</u>	2	1	<u>2</u>	<u>1.5</u>	0.5	33.8-C	38.0-D
Avenue 52 (EW) - #16	LQ	RBT	0	<u>2</u>	0	0	<u>2</u>	0	0	<u>3</u>	0	0	<u>3</u>	0	6.5-A	25.8-D

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.  
L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **Underlined** = Improvement

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

**Table 13**

**General Plan Buildout With Project Roadway Segment Capacity Analysis  
(Current General Plan Circulation Network)**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	22,800	0.54	A
	Avenue 50 to Calle Tampico	4D	42,600	16,800	0.39	A
	Calle Tampico to Avenida Montezuma	4D	42,600	16,900	0.40	A
	Avenida Montezuma to Calle Sinaloa	4D	42,600	13,000	0.31	A
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	11,300	0.59	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	7,400	0.53	A
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	68,600	<b>1.12</b>	<b>F</b>
	Eisenhower Drive to Avenue 50	6D	61,100	53,100	0.87	D
	Avenue 50 to Calle Tampico	6D	61,100	51,900	0.85	D
	Calle Tampico to Avenida La Fonda	6D	61,100	29,300	0.48	A
	Avenida La Fonda to Avenue 52	6D	61,100	27,000	0.44	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	35,200	0.58	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	4,600	0.11	A
	Washington Street to Jefferson Street	4D	42,600	21,900	0.51	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	4D	42,600	10,800	0.25	A
	Avenida Bermudas to Desert Club Drive	4D	42,600	20,500	0.48	A
	Desert Club Drive to Washington Street	4D	42,600	39,400	<b>0.92</b>	<b>E</b>
Avenida La Fonda	West of Washington Street	2U	14,000	1,600	0.11	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	10,100	0.24	A
Avenue 52	Avenida Bermudas to Desert Club Drive	4D	42,600	18,600	0.44	A
	Desert Club Drive to Washington Street	4D	42,600	20,100	0.47	A
	Washington Street to Jefferson Street	4D	42,600	35,800	0.84	D

**Table 14**

**General Plan Buildout With Project Intersection Delay and Level of Service  
(Current General Plan Circulation Network)**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>		
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening	
			L	T	R	L	T	R	L	T	R	L	T	R			
Eisenhower Drive (NS) at:																	
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.2-B	22.4-C	
Calle Tampico (EW) - #2	LQ	TS	1	2	<u>1</u>	1	1.5	0.5	0	1	0	0.5	0.5	1>	18.2-B	23.2-C	
Avenida Montezuma (EW) - #3	LQ	AWS	1	2	1>>	1	1.5	0.5	0	1	0	0.5	0.5	1	18.3-C	55.1-F	
- With Mitigation	LQ	<b>RBT</b>	0	1	0	0	1	0	0	1	0	0	1	0	6.6-A	14.1-B	
Calle Sinaloa (EW) - #4	LQ	RBT	0	0	1	0	0	1	0	0	1	0	0	1	10.1-B	13.3-B	
Avenida Bermudas (NS) at:																	
Calle Tampico (EW) - #5	LQ	TS	1	1	1	1	0.5	0.5	1	2	d	1	2	d	26.1-C	25.3-C	
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	TS	0.5	0.5	1>	1	<u>1</u>	<u>1</u>	1	2	d	2	2	d	46.7-D	31.4-C	
Desert Club Drive (NS) at:																	
Calle Tampico (EW) - #7	LQ	TS	1	0.5	0.5	1.3	0.3	0.3	1	2	d	1	2	d	38.6-D	38.0-D	
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	10.3-B	14.3-B	
Washington Street (NS) at:																	
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	1>	38.2-D	32.4-C	
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	2.5	<u>1.5</u>	2.3	0.3	0.3	0	1	0	25.7-C	27.3-C	
Avenue 50 (EW) - #11	LQ	TS	1	3	<u>1</u>	2	2.5	0.5	<u>2</u>	1.5	0.5	2	<u>1.5</u>	<u>1.5&gt;</u>	20.0-C	36.3-D	
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	1>	2.5	0.5	1	1	0.5	0.5	27.0-C	32.6-C	
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	0	2.5	0.5	0	0	<u>1</u>	0	0	0	11.8-B	12.8-B	
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	2>	2	2	d	1	2	1>	52.0-D	38.3-D	
Jefferson Street (NS) at:																	
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	<u>2</u>	2	1	<u>2</u>	<u>1.5</u>	0.5	35.4-D	40.5-D	
Avenue 52 (EW) - #16	LQ	RBT	0	<u>3</u>	1>>	0	<u>3</u>	1>>	0	<u>3</u>	1>>	0	<u>3</u>	1>>	6.7-A	29.0-D	

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.  
L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **Underlined** = Improvement

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

## **VII. PREFERRED VILLAGE BUILDOUT CIRCULATION PLAN**

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Part of the vision for the Village Build-out Plan is to provide enhanced multi-modal facilities that encourage alternative modes of transportation such as walking, bicycling, Neighborhood Electric Vehicles (NEV), and transit. Slowing vehicle travel speeds while maintaining traffic flow and providing a walkable environment are key elements of a successful and vibrant downtown.

### **A. Village Buildout Circulation Plan**

Figure 37 shows an aerial image of the proposed Village Buildout Circulation Plan. As shown on Figure 37, the proposed Village Buildout Circulation Plan includes the following modifications to the existing roadway network that would contribute to a multi-modal environment and directly affect the operations of the facilities analyzed in this study:

- Conversion of Eisenhower Drive/Calle Tampico from a traffic signal control to a yield-controlled roundabout;
- Conversion of Eisenhower Drive/Avenida Montezuma from an all-way stop control to a yield-controlled roundabout;
- Conversion of Avenida Bermudas/Calle Tampico from a traffic signal control to a yield controlled roundabout;
- Conversion of Avenida Bermudas/Calle Sinaloa from a traffic signal control to a yield controlled roundabout (with a northbound right-turn bypass lane);
- Conversion of Desert Club Drive/Calle Tampico from a traffic signal control to a yield-controlled roundabout;
- Modification of Eisenhower Drive between Calle Tampico and Calle Sinaloa from two lanes in each direction to one lane in each direction;
- Modification of Calle Tampico between Eisenhower Drive and Desert Club Drive from two lanes in each direction to one lane in each direction;
- Modification of Calle Sinaloa between Eisenhower Drive and Avenida Bermudas from two lanes in each direction to one lane in each direction;
- Construct a raised median at Washington Street/Avenida La Fonda to restrict the eastbound left-turn movement;
- Back-in parking on Calle Tampico between Avenida Bermudas and Desert Club Drive; and
- Mid-block crosswalks at four locations along Calle Tampico and one location at Calle Sinaloa/Avenida Villa.



Properly designed modern roundabouts can reduce unnecessary traffic stops, traffic collisions, and vehicle speeds, while improving efficiency and overall multi-modal mobility. Final roundabout design considerations should include turning radius for large vehicles, approach deflection, bicycle/pedestrian accommodations, and right-of-way constraints.

The proposed lane modifications would provide additional capacity for enhanced parkway facilities, on-street parking, and/or protected bicycle/NEV facilities. Additional circulation improvements include mini roundabouts along Avenida Bermudas near Calle Estado and additional sidewalk infrastructure throughout the Village. As a whole, the Village Buildout Circulation Plan is likely to result in reduced vehicle speeds and provide the facilities necessary for a multi-modal and vibrant downtown environment within the Village.

Figure 38 shows an example of some of the possible features that could be implemented as a result of the proposed Village Buildout Circulation Plan (source: walklive.org).

**B. Level of Service With Village Buildout Circulation Plan**

1. General Plan Buildout With Project With Village Buildout Circulation Plan Roadway Segments Levels of Service

Table 15 shows the roadway segment capacity analysis for General Plan Buildout With Project traffic conditions based on the Village Buildout Circulation Plan. As shown in Table 15, the study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions, with the exception of the following roadway segments:

- Washington Street between Avenue 48 and Eisenhower Drive (Level of Service F);
- Calle Tampico between Avenida Bermudas and Desert Club Drive (Level of Service E);
- Calle Tampico between Desert Club Drive and Washington Street (Level of Service E).

As previously noted, the forecast roadway segment deficiency at Washington Street between Avenue 48 and Eisenhower Drive is identified as a special focus area in the City's General Plan Circulation Element. Although roadway widening of Washington Street between Avenue 48 and Eisenhower Drive is not currently identified as a feasible improvement in the General Plan Circulation Element, the following measure would improve northbound traffic flow at the Washington Street/Avenue 48 intersection and lessen the project impact:

**Mitigation Measure #4** Washington Street/Avenue 48 (#9): Construct the northbound approach to consist of three through lanes and one right-turn lane. Remove the pedestrian crosswalk at the north leg of the intersection<sup>1</sup>.

As noted in the City of La Quinta General Plan Circulation Element, “intersections are the ultimate arbiters of roadway capacity, being generally the most constraining and defining portions of roadway network.” Based on the acceptable intersection Levels of Service during the peak hours at the two endpoints of Washington Street/Avenue 48 and Washington Street/Eisenhower Drive, it is possible that the daily roadway segment capacity will be adequate for Washington Street between Avenue 48 and Eisenhower Drive. Similarly, based on the acceptable intersection Levels of Service during the peak hours at the two endpoints of Avenida Bermudas/Calle Tampico and Washington Street/Calle Tampico it is possible that the daily roadway segment capacity will be adequate for Calle Tampico between Desert Club Drive and Washington Street.

While additional Citywide Transportation Demand Management and Transportation Systems Management measures would effectively reduce traffic and improve operations, the significantly impacted roadway segments may still operate at a deficient Level of Service. Therefore, the proposed project is forecast to result in a potentially significant and unavoidable traffic impact at the following roadway segments for General Plan Buildout With Project With Village Buildout Circulation Plan conditions:

- Washington Street between Avenue 48 and Eisenhower Drive;
- Calle Tampico between Avenida Bermudas and Desert Club Drive; and
- Calle Tampico between Desert Club Drive and Washington Street.

It should be noted, Level of Service E at Calle Tampico roadway segments between Avenida Bermudas and Washington Street indicate the roadway is forecast to operate within capacity. Although Level of Service E indicates typically undesirable levels of congestion, the resulting decrease in vehicle speeds could be considered a benefit to other modes of travel. The City may want to consider allowing Level of Service E as an acceptable automobile performance measure for roadway segments within the Village boundary as a means of discouraging cut-through traffic and promoting alternative modes of transportation. The City may also consider adopting performance measures for bicycles and pedestrians as a means of quantifying performance for alternative modes of transportation within the Village boundary.

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<sup>1</sup> Based on review of pedestrian access points to surrounding land uses, removal of the crosswalk at the north leg of Washington Street/Avenue 48 is forecast to have no substantial impact on pedestrian circulation.

2. General Plan Buildout With Project With Village Buildout Circulation Plan Intersection Delay and Levels of Service

Table 16 shows intersection delay and Level of Service for General Plan Buildout With Project traffic conditions based on the Village Buildout Circulation Plan. As shown in Table 16, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions.

Detailed delay and Level of Service calculation worksheets are provided in Appendix I.

**Table 15**

**General Plan Buildout With Project Roadway Segment Capacity Analysis  
(Village Buildout Circulation Plan)**

Roadway	Segment	Roadway Section	Maximum Daily Capacity	Average Daily Traffic Volume	Volume to Capacity (V/C) Ratio	Level of Service
Eisenhower Drive	North of Avenue 50	4D	42,600	24,300	0.57	A
	Avenue 50 to Calle Tampico	4D	42,600	18,300	0.43	A
	Calle Tampico to Avenida Montezuma	2D	19,000	16,900	0.89	D
	Avenida Montezuma to Calle Sinaloa	2D	19,000	13,000	0.68	B
Avenida Bermudas	Calle Tampico to Avenue 52	2D	19,000	11,300	0.59	A
Desert Club Drive	Calle Tampico to Avenue 52	2U	14,000	8,900	0.64	B
Washington Street	Avenue 48 to Eisenhower Drive	6D	61,100	68,600	<b>1.12</b>	<b>F</b>
	Eisenhower Drive to Avenue 50	6D	61,100	53,100	0.87	D
	Avenue 50 to Calle Tampico	6D	61,100	51,900	0.85	D
	Calle Tampico to Avenida La Fonda	6D	61,100	29,300	0.48	A
	Avenida La Fonda to Avenue 52	6D	61,100	27,000	0.44	A
Jefferson Street	Avenue 50 to Avenue 52	6D	61,100	35,200	0.58	A
Avenue 50	Eisenhower Drive to Washington Street	4D	42,600	4,600	0.11	A
	Washington Street to Jefferson Street	4D	42,600	21,900	0.51	A
Calle Tampico	Eisenhower Drive to Avenida Bermudas	2D	19,000	12,300	0.65	B
	Avenida Bermudas to Desert Club Drive	2D	19,000	19,000	<b>1.00</b>	<b>E</b>
	Desert Club Drive to Washington Street	4D	42,600	39,400	<b>0.92</b>	<b>E</b>
Avenida La Fonda	West of Washington Street	2U	14,000	1,600	0.11	A
Calle Sinaloa	Eisenhower Drive to Avenida Bermudas	4D	42,600	10,100	0.24	A
Avenue 52	Avenida Bermudas to Desert Club Drive	2D	19,000	17,100	0.90	D
	Desert Club Drive to Washington Street	4D	42,600	20,100	0.47	A
	Washington Street to Jefferson Street	4D	42,600	35,800	0.84	D

**Table 16**

**General Plan Buildout With Project Intersection Delay and Level of Service  
(Village Buildout Circulation Plan)**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Eisenhower Drive (NS) at:																
Avenue 50 (EW) - #1	LQ	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.2-B	22.4-C
Calle Tampico (EW) - #2	LQ	<b>RBT</b>	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	10.4-B	10.7-B
Avenida Montezuma (EW) - #3	LQ	<b>RBT</b>	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	6.6-A	14.1-B
Calle Sinaloa (EW) - #4	LQ	RBT	0	1	0	0	1	0	0	1	0	0	1	0	10.1-B	13.3-B
Avenida Bermudas (NS) at:																
Calle Tampico (EW) - #5	LQ	<b>RBT</b>	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	5.7-A	10.7-B
Calle Sinaloa/Avenue 52 (EW) - #6	LQ	<b>RBT</b>	0	<u>1</u>	<u>1&gt;&gt;</u>	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	5.9-A	23.2-C
Desert Club Drive (NS) at:																
Calle Tampico (EW) - #7	LQ	<b>RBT</b>	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	10.4-B	34.7-D
Avenue 52 (EW) - #8	LQ	TS	0	1	0	0.5	0.5	d	1	2	d	1	2	d	10.3-B	14.3-B
Washington Street (NS) at:																
Avenue 48 (EW) - #9	LQ	TS	0	2.5	0.5	2	3	0	0	0	0	3	0	<u>1&gt;</u>	38.2-D	32.4-C
Eisenhower Drive (EW) - #10	LQ	TS	1	3	1	1	2.5	<u>1.5</u>	2.3	0.3	0.3	0	1	0	25.7-C	27.3-C
Avenue 50 (EW) - #11	LQ	TS	1	3	<u>1</u>	2	2.5	0.5	<u>2</u>	1.5	0.5	2	<u>1.5</u>	<u>1.5&gt;</u>	20.0-C	36.3-D
Calle Tampico (EW) - #12	LQ	TS	1	2.5	0.5	1	2	<u>1&gt;</u>	2.5	0.5	1	1	0.5	0.5	27.0-C	32.6-C
Avenida La Fonda (EW) - #13	LQ	CSS	1	3	0	0	2.5	0.5	0	0	<u>1</u>	0	0	0	11.8-B	12.8-B
Avenue 52 (EW) - #14	LQ	TS	0	1	0	1.5	0.5	<u>2&gt;</u>	2	2	d	1	2	<u>1&gt;</u>	52.0-D	38.3-D
Jefferson Street (NS) at:																
Avenue 50 (EW) - #15	LQ/I	TS	1	3	1	2	3	1	<u>2</u>	2	1	<u>2</u>	<u>1.5</u>	0.5	35.4-D	40.5-D
Avenue 52 (EW) - #16	LQ	RBT	0	<u>3</u>	<u>1&gt;&gt;</u>	0	<u>3</u>	<u>1&gt;&gt;</u>	0	<u>3</u>	<u>1&gt;&gt;</u>	0	<u>3</u>	<u>1&gt;&gt;</u>	6.7-A	29.0-D

<sup>1</sup> LQ = City of La Quinta; I = City of Indio

<sup>2</sup> TS = Traffic Signal; AWS = All Way Stop; RBT = Roundabout; CSS = Cross Street Stop

<sup>3</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **Underlined** = Improvement

<sup>4</sup> Intersection delay and Level of Service (LOS) has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal, all way stop, and roundabout yield controls. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Figure 37  
 Village Buildout Circulation Plan



Figure 38  
Example of Multi-Modal Street



## VIII. CONCLUSIONS

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### A. Project Trip Generation

At Interim Year (2021) conditions, the proposed project is forecast to generate a total of approximately 5,688 daily vehicle trips, 212 trips of which will occur during the morning peak hour and 352 trips of which will occur during the evening peak hour.

At project buildout, the proposed project is forecast to generate a total of approximately 37,964 daily vehicle trips, 1,381 trips of which will occur during the morning peak hour and 2,329 trips of which will occur during the evening peak hour.

### B. Mitigation Measures

The following mitigation measures are recommended for Interim Year With Project traffic conditions:

**Mitigation Measure 1**      **Washington Street/Avenida La Fonda (#13)**: Construct a raised “worm” median to allow northbound left-turns and restrict eastbound left-turns.

**Mitigation Measure 2**      **Jefferson Street/Avenue 52 (#16)**: Reconstruct the existing roundabout to provide two circulating lanes and two entry lanes at the northbound and southbound approaches. The new two lane roundabout should be constructed with consideration for conversion to a three lane roundabout by General Plan Buildout conditions.

The following mitigation measures are recommended for General Plan Buildout With Project traffic conditions:

**Mitigation Measure 3**      **Eisenhower Drive/Avenida Montezuma (#3)**: Convert Eisenhower Drive/Avenida Montezuma from an all-way stop control to a yield-controlled roundabout [this improvement is assumed in the Village Buildout Circulation Plan].

**Mitigation Measure 4**      **Washington Street/Avenue 48 (#9)**: Construct the northbound approach to consist of three through lanes and one right-turn lane. Remove the pedestrian crosswalk at the north leg of the intersection.

Based on the City’s traffic study guidelines, the following circulation improvements are recommended for the current General Plan Circulation Network in addition to the roadway improvements identified in the current General Plan Circulation Element:

- **Eisenhower Drive/Calle Tampico (#2)**: Construct one additional westbound left-turn lane to provide dual left-turn lanes.



- **Avenida Bermudas/Calle Tampico (#5)**: Construct one additional westbound left-turn lane.
- **Desert Club Drive/Calle Tampico (#7)**: Construct one exclusive northbound right-turn lane and one additional westbound left-turn lane.
- **Washington Street/Avenue 48 (#9)**: Construct one exclusive northbound right-turn lane.
- **Washington Street/Avenue 52 (#14)**: Construct one additional eastbound left-turn lane to provide triple left-turn lanes. Provide one additional southbound left-turn lane to provide triple left-turn lanes.

These recommendations are not required based on the City's Level of Service and Thresholds of Significance criteria, but are recommended in accordance with the City's traffic study guidelines. It should be noted, exclusive lane improvements may not be feasible at the following intersections due to right-of-way constraints: Eisenhower Drive/Calle Tampico (#2), Eisenhower Drive/Avenida Montezuma (#3), Avenida Bermudas/Calle Tampico (#5), Desert Club Drive/Calle Tampico (#7). The proposed Village Buildout Circulation Plan provides alternative traffic controls at these locations that would eliminate the need for exclusive lanes.

### C. **Summary of Traffic Conditions**

The study roadway segments and intersections currently operate within acceptable Levels of Service for Existing traffic conditions.

The study area roadway segments are projected to operate within acceptable Levels of Service for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study area roadway segments for Existing Plus Project traffic conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Existing Plus Project traffic conditions.

The study area roadway segments are projected to operate within acceptable Levels of Service for Interim Year Without Project traffic conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year Without Project traffic conditions, with the exception of the following study intersections:

- Washington Street/Avenida La Fonda (#13) (Level of Service E during the evening peak hour); and

- Jefferson Street/Avenue 52 (#16) (Level of Service F during both morning and evening peak hours).

The study area roadway segments are projected to operate within acceptable Levels of Service for Interim Year With Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study area roadway segments for Interim Year With Project traffic conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year With Project traffic conditions, with the exception of the following study intersections:

- Washington Street/Avenida La Fonda (#13) (Level of Service E during the evening peak hour); and
- Jefferson Street/Avenue 52 (#16) (Level of Service F during both morning and evening peak hours).

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year With Project traffic conditions with implementation of Mitigation Measures #1 and #2. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Interim Year With Project traffic conditions with implementation of Mitigation Measures #1 and #2.

The study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout Without Project traffic conditions, with the exception of Washington Street between Avenue 48 and Eisenhower Drive which is forecast to operate at Level of Service E. The forecast roadway segment deficiency at Washington Street between Avenue 48 and Eisenhower Drive is identified as a special focus area in the City's General Plan Circulation Element.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Without Project traffic conditions.

The study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout With Project traffic conditions, with the exception of the following roadway segments:

- Washington Street between Avenue 48 and Eisenhower Drive (Level of Service F); and
- Calle Tampico between Desert Club Drive and Washington Street (Level of Service E).

Implementation of Mitigation Measure #4 and Citywide Transportation Demand Management and Transportation Systems Management measures would help reduce, but not fully mitigate, the identified roadway segment impacts. Since the roadway segment

impacts would not be fully mitigated, the proposed project is forecast to result in a potentially significant and unavoidable traffic impact at Washington Street between Avenue 48 and Eisenhower Drive and Calle Tampico between Desert Club Drive and Washington Street for General Plan Buildout With Project conditions.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project traffic conditions, with the exception of the Eisenhower Drive/Avenida Montezuma intersection which is forecast to operate at Level of Service F during the evening peak hour.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project traffic conditions with implementation of Mitigation Measure #3. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for General Plan Buildout With Project traffic conditions with implementation of Mitigation Measure #3.

The study area roadway segments are projected to operate within acceptable Levels of Service for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions, with the exception of the following roadway segments:

- Washington Street between Avenue 48 and Eisenhower Drive (Level of Service F);
- Calle Tampico between Avenida Bermudas and Desert Club Drive (Level of Service E);
- Calle Tampico between Desert Club Drive and Washington Street (Level of Service E).

Although Mitigation Measure #4 and additional Citywide Transportation Demand Management and Transportation Systems Management measures would effectively reduce traffic and improve operations, the significantly impacted roadway segments may still operate at a deficient Level of Service. Therefore, the proposed project is forecast to result in a potentially significant and unavoidable traffic impact at the following roadway segments for General Plan Buildout With Project With Village Buildout Circulation Plan conditions:

- Washington Street between Avenue 48 and Eisenhower Drive;
- Calle Tampico between Avenida Bermudas and Desert Club Drive; and
- Calle Tampico between Desert Club Drive and Washington Street.

It should be noted, Level of Service E at Calle Tampico roadway segments between Avenida Bermudas and Washington Street indicate the roadway is forecast to operate within capacity. Although Level of Service E indicates typically undesirable levels of congestion, the resulting decrease in vehicle speeds could be considered a benefit to other modes of travel. The City may want to consider allowing Level of Service E as an acceptable

automobile performance measure for roadway segments within the Village boundary as a means of discouraging cut-through traffic and promoting alternative modes of transportation. The City may also consider adopting performance measures for bicycles and pedestrians as a means of quantifying performance for alternative modes of transportation within the Village boundary.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections for General Plan Buildout With Project With Village Buildout Circulation Plan traffic conditions.

## **APPENDICES**

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Appendix A – Glossary of Transportation Terms

Appendix B – Scoping Agreement

Appendix C – Traffic Count Worksheets

Appendix D – Existing Intersection Delay and Level of Service Worksheets

Appendix E – Internal Trip Capture Worksheets

Appendix F – Cumulative Project Data

Appendix G – City of La Quinta Traffic Model Data

Appendix H – Traffic Model Growth Increment Calculation & Post-Processing Worksheets

Appendix I – Future Intersection Delay and Level of Service Worksheets

**APPENDIX A**

**Glossary of Transportation Terms**

## GLOSSARY OF TRANSPORTATION TERMS

### COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

### TERMS

**AVERAGE DAILY TRAFFIC:** The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

**BANDWIDTH:** The number of seconds of green time available for through traffic in a signal progression.

**BOTTLENECK:** A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

**CAPACITY:** The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

**CHANNELIZATION:** The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

**CLEARANCE INTERVAL:** Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

**CORDON:** An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

**CYCLE LENGTH:** The time period in seconds required for one complete signal cycle.

**CUL-DE-SAC STREET:** A local street open at one end only, and with special provisions for turning around.

**DAILY CAPACITY:** The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

**DELAY:** The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

**DEMAND RESPONSIVE SIGNAL:** Same as traffic-actuated signal.

**DENSITY:** The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

**DETECTOR:** A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

**DESIGN SPEED:** A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

**DIRECTIONAL SPLIT:** The percent of traffic in the peak direction at any point in time.

**DIVERSION:** The rerouting of peak hour traffic to avoid congestion.

**FORCED FLOW:** Opposite of free flow.

**FREE FLOW:** Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

**GAP:** Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

**HEADWAY:** Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

**INTERCONNECTED SIGNAL SYSTEM:** A number of intersections that are connected to achieve signal progression.

**LEVEL OF SERVICE:** A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.



**LOOP DETECTOR:** A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

**MINIMUM ACCEPTABLE GAP:** Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

**MULTI-MODAL:** More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

**OFFSET:** The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

**PLATOON:** A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

**PASSENGER CAR EQUIVALENTS (PCE):** One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

**PEAK HOUR:** The 60 consecutive minutes with the highest number of vehicles.

**PRETIMED SIGNAL:** A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

**PROGRESSION:** A term used to describe the progressive movement of traffic through several signalized intersections.

**SCREEN-LINE:** An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

**SIGNAL CYCLE:** The time period in seconds required for one complete sequence of signal indications.

**SIGNAL PHASE:** The part of the signal cycle allocated to one or more traffic movements.

**STARTING DELAY:** The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

**TRAFFIC-ACTUATED SIGNAL:** A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

**TRIP:** The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

**TRIP-END:** One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

**TRIP GENERATION RATE:** The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

**TRUCK:** A vehicle having dual tires on one or more axles, or having more than two axles.

**UNBALANCED FLOW:** Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

**VEHICLE MILES OF TRAVEL:** A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

**APPENDIX B**

**Scoping Agreement**

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

PROJECT NAME La Quinta Village Build-Out Plan	LOCATION "Downtown" La Quinta	DATE 11/9/2015
DEVELOPER City Project	CONSULTANT Kunzman Associates, Inc.	CITY DEPARTMENT Planning
DEVELOPER CONTACT EIR Consultant - Nancy Ferguson	CONSULTANT CONTACT Giancarlo Ganddini	CITY CONTACT Wallace Nesbit
DEVELOPER PHONE NO. (760) 346-4750	CONSULTANT PHONE NUMBER 714-973-8383 x 213	CITY PHONE NO.

<b>STUDY AREA BOUNDARIES</b>	NORTH Eisenhower Dr	SOUTH Calle Sinaloa/Ave 52
	EAST Washington St	WEST Eisenhower Dr

TYPE OF APPLICATION	ITEMS TO BE ADDRESSED IN THE TRAFFIC ANALYSIS	SITE SPECIFIC IMPACTS	STUDY AREA IMPACTS	RECOMMENDING METHOD
		Yes / No	Yes / No	
CHANGE OF ZONE	LAND USE DESCRIPTION	Yes		See Attachment A.
TENTATIVE TRACT MAP	TRIP GENERATION (+REDUCTION FACTORS)	Yes	Yes	See Attachment B.
TENATIVE PARCEL MAP	TRIP DISTRIBUTION/ASSIGNMENT	Yes	Yes	See Attachment B.
S.D.P.	TDM REDUCTIONS			
SPECIFIC PLAN	<input checked="" type="checkbox"/> PARKING ANALYSIS (+SHARED PARKING)			
BUILDING PERMIT	SAFETY ANALYSIS			
MODIFICATION	TRAFFIC SIGNAL WARRANTS		Yes	CA MUTCD
LAND DIVISION	INTERNAL CIRCULATION	Yes		
OTHER	ACCESS DESIGN/AUXILIARY LANES			

INTERSECTION TO BE ANALYZED	ANALYSIS PERIODS				TRAFFIC VOLUMES (PEAK HOUR)			NOTES
	A.M	NOON	P.M.	OTHER	EXISTING	+PROJ	+CUMUL	
See Attachment C.	X		X		X	X	X	Counts to be collected from 7-9am & 2:30-4:30 pm

ROADWAY SEGMENTS TO BE ANALYZED	TRAFFIC VOLUMES (ADT)			NOTES
	EXISTING	+PROJ	+CUMUL	
See Attachment C.	X	X	X	Existing, Interim (TBD), Buildout 2035

ATTACHMENTS	YES	NO	
A - Land Use Map			

B - Trip Generation/Distributions  
C - Study Area

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

DATE \_\_\_\_\_

DRAFT

**ATTACHMENT A**  
**La Quinta Village Build-Out Plan**



**DRAFT**

**ATTACHMENT B**

**Project Trip Generation/Distributions**

**Table B-1**  
**Project Trip Generation**

Land Use	Quantity	Units <sup>2</sup>	Peak Hour <sup>1</sup>						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<b><u>Trip Generation Rates</u></b>									
Specialty Retail <sup>3</sup>	-	TSF	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Multi-Family Residential	-	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
<b><u>Trips Generated</u></b>									
Specialty Retail	800.0	TSF	480	288	768	952	1,216	2,168	35,456
- Internal Trips <sup>4</sup>			-5	-2	-7	-75	-226	-301	-4,609
- Subtotal			475	286	761	877	990	1,867	30,847
Multi-Family Residential	1,230	DU	123	504	627	492	271	763	8,180
- Internal Trips <sup>4</sup>			-2	-5	-7	-226	-75	-301	-1,063
- Subtotal			121	499	620	266	196	462	7,117
<b>Total</b>			<b>596</b>	<b>785</b>	<b>1,381</b>	<b>1,143</b>	<b>1,186</b>	<b>2,329</b>	<b>37,964</b>

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012, Land Use Categories 220 and 826/820.

<sup>2</sup> TSF = Thousand Square Feet; DU = Dwelling Units.

<sup>3</sup> The Institute of Transportation Engineers Trip Generation Manual does not provide morning peak hour trip generation rates for the specialty retail land use; therefore, the morning peak hour trip generation rate the shopping center land use (820) was utilized.

<sup>4</sup> Internal trips during the AM and PM peak hour were calculated in accordance with procedures contained in the National Cooperative Highway Research Program, Report 684, 2011. Internal daily trips were calculated in accordance with procedures contained in the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.



<b>Project Name:</b>	La Quinta Village Build-Out Plan
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	480	480	1.00	288	288
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	123	123	1.00	504	504
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	84		37	0	40	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	5	101	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		154	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	38		0	6	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	82	0	0		0
Hotel	0	19	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	5	475	480	475	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	121	123	121	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	286	288	286	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	499	504	499	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	La Quinta Village Build-Out Plan
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	952	952	1.00	1216	1216
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	492	492	1.00	271	271
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	24		353	49	304	61
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	90	57	0		8
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		76	0	0	20	0
Retail	0		0	0	226	0
Restaurant	0	476		0	79	0
Cinema/Entertainment	0	38	0		20	0
Residential	0	75	0	0		0
Hotel	0	19	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	75	877	952	877	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	226	266	492	266	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	226	990	1216	990	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	75	196	271	196	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

### Multi-Use Trip Generation Calculation (Internal Capture)

Analyst G.J.G  
Date 10/26/2015

Project La Quinta Village (6115)  
Time Period Daily

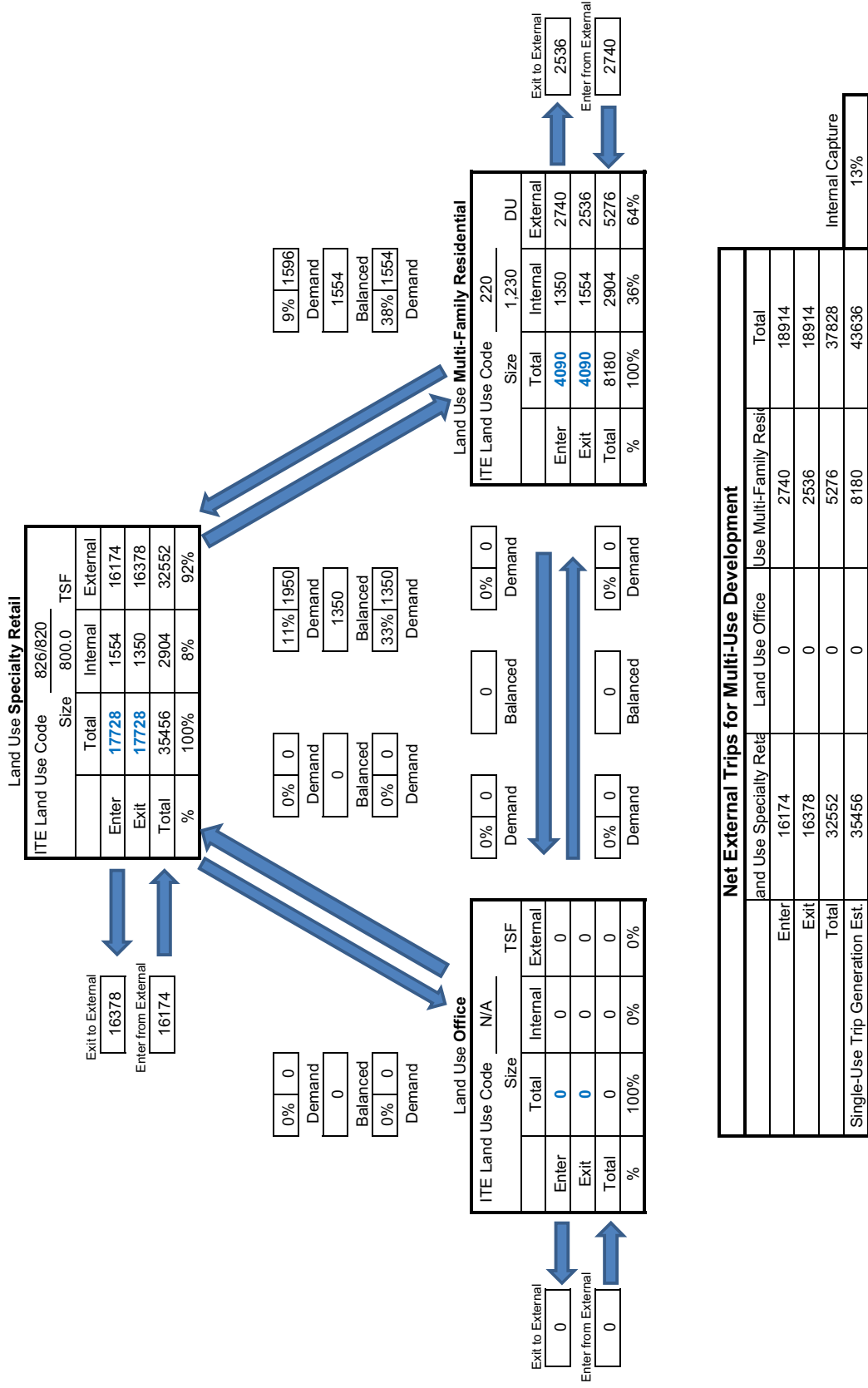
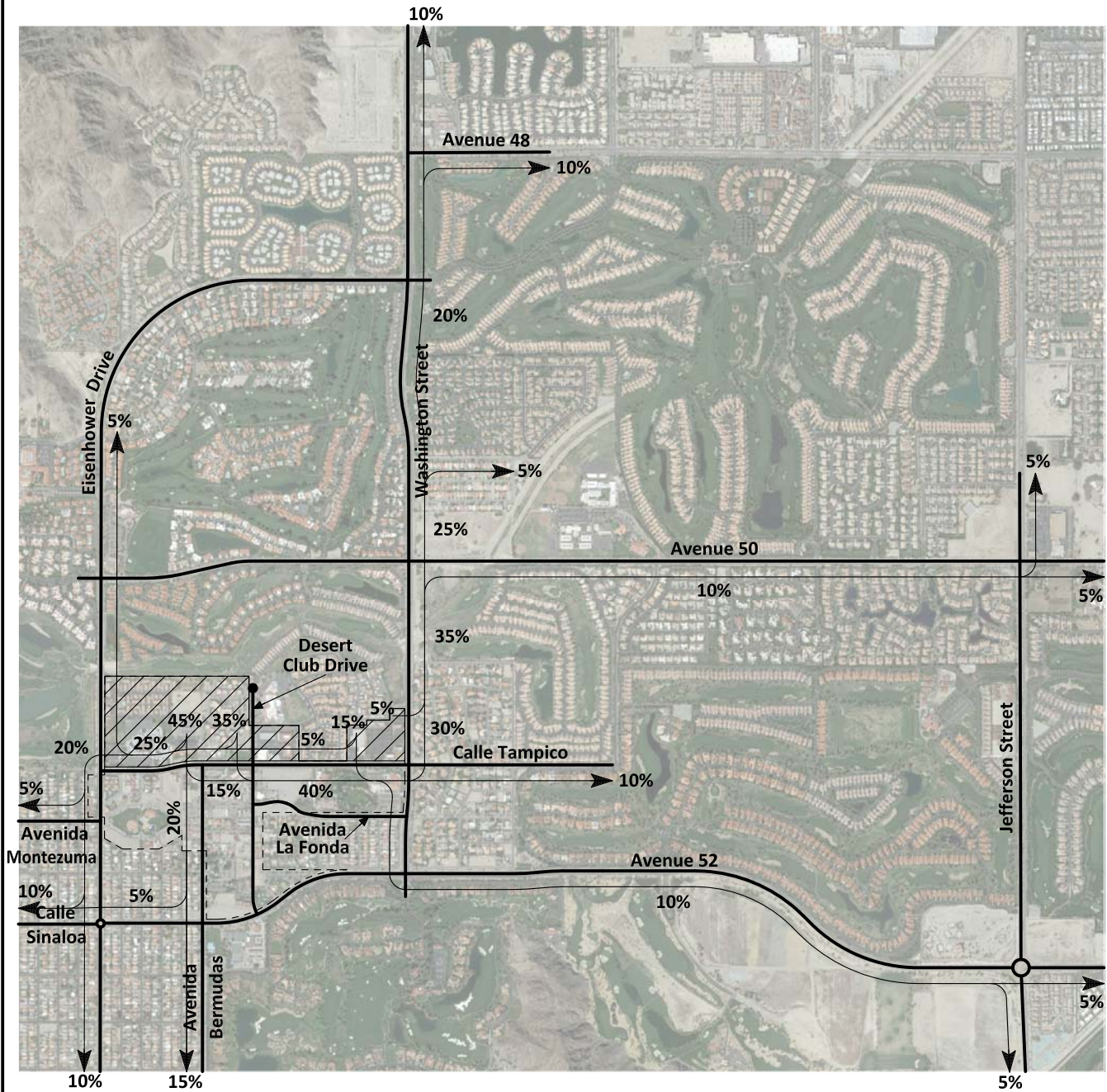


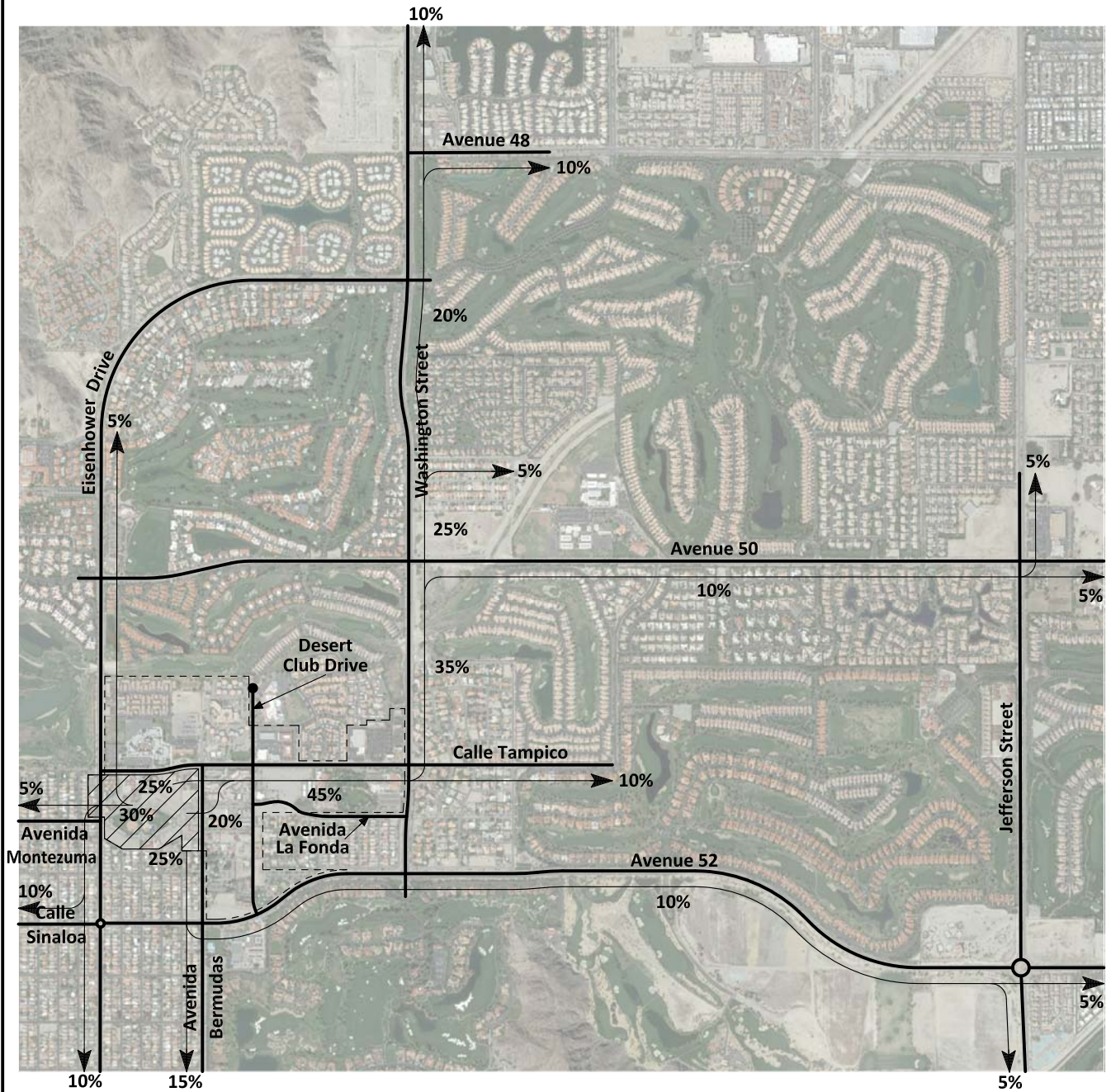
Figure B-1  
Project Trip Distribution - Zone A Retail Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone A

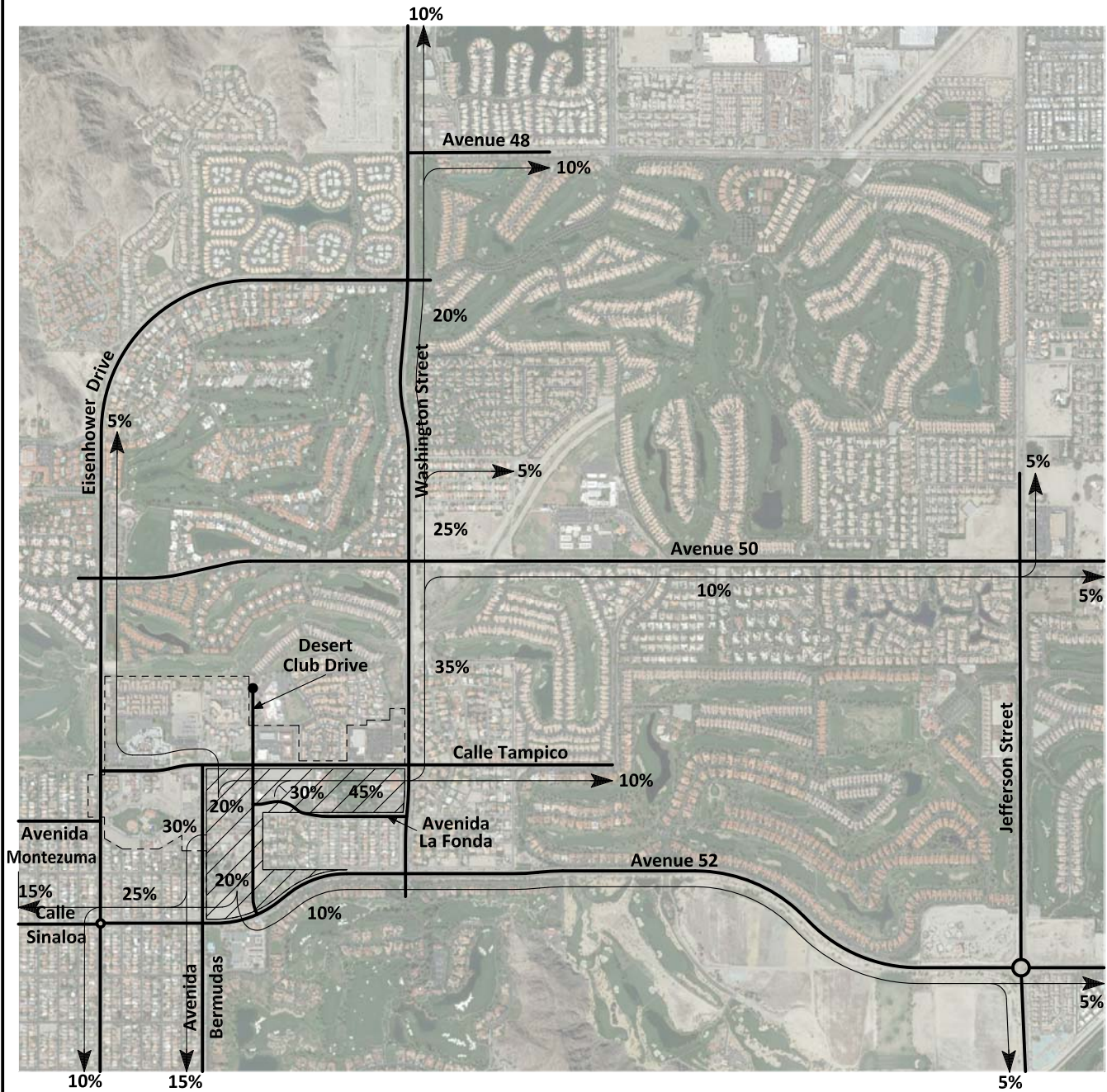
Figure B-2  
Project Trip Distribution - Zone B Retail Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone B

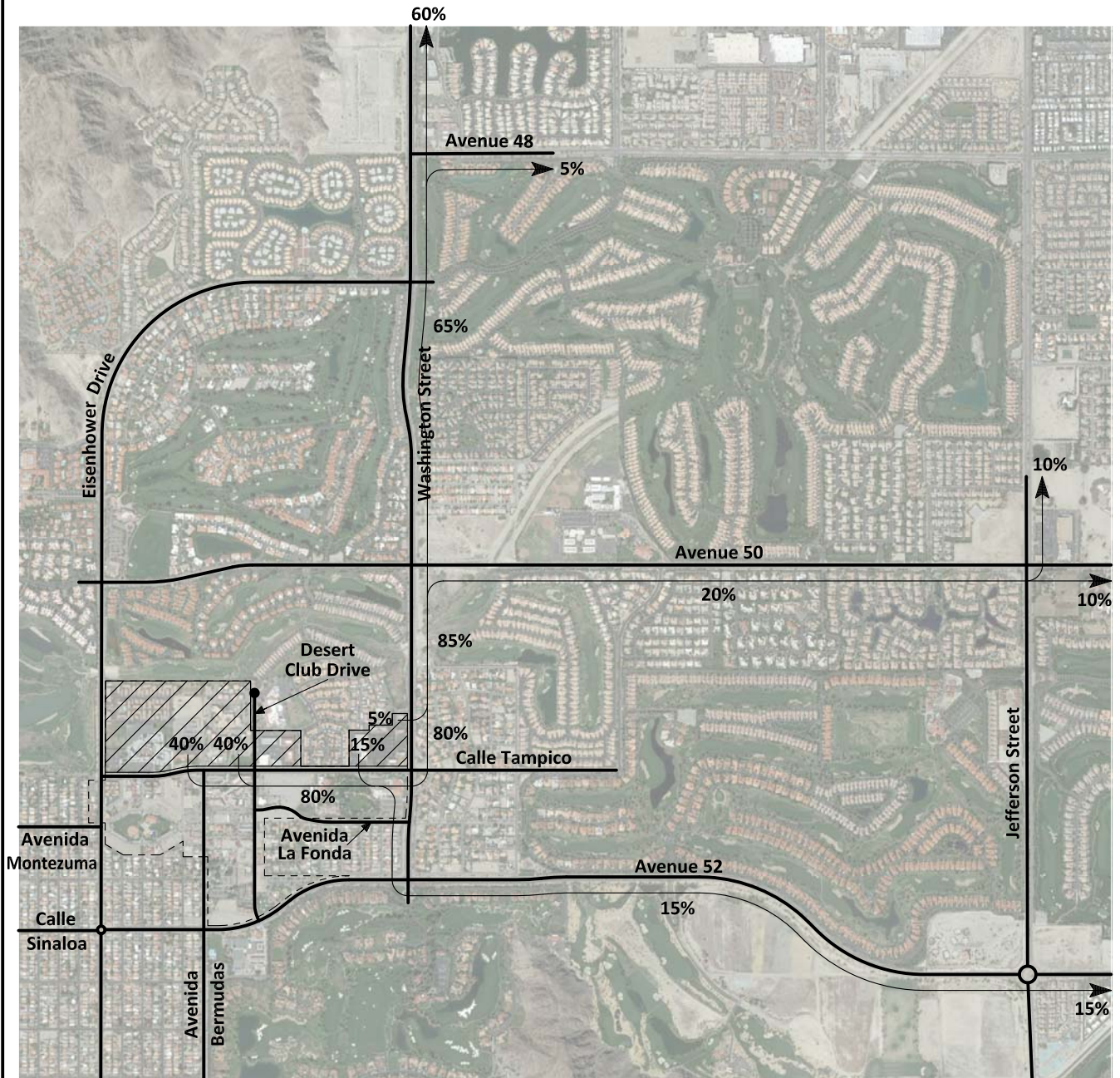
Figure B-3  
Project Trip Distribution - Zone C Retail Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone C

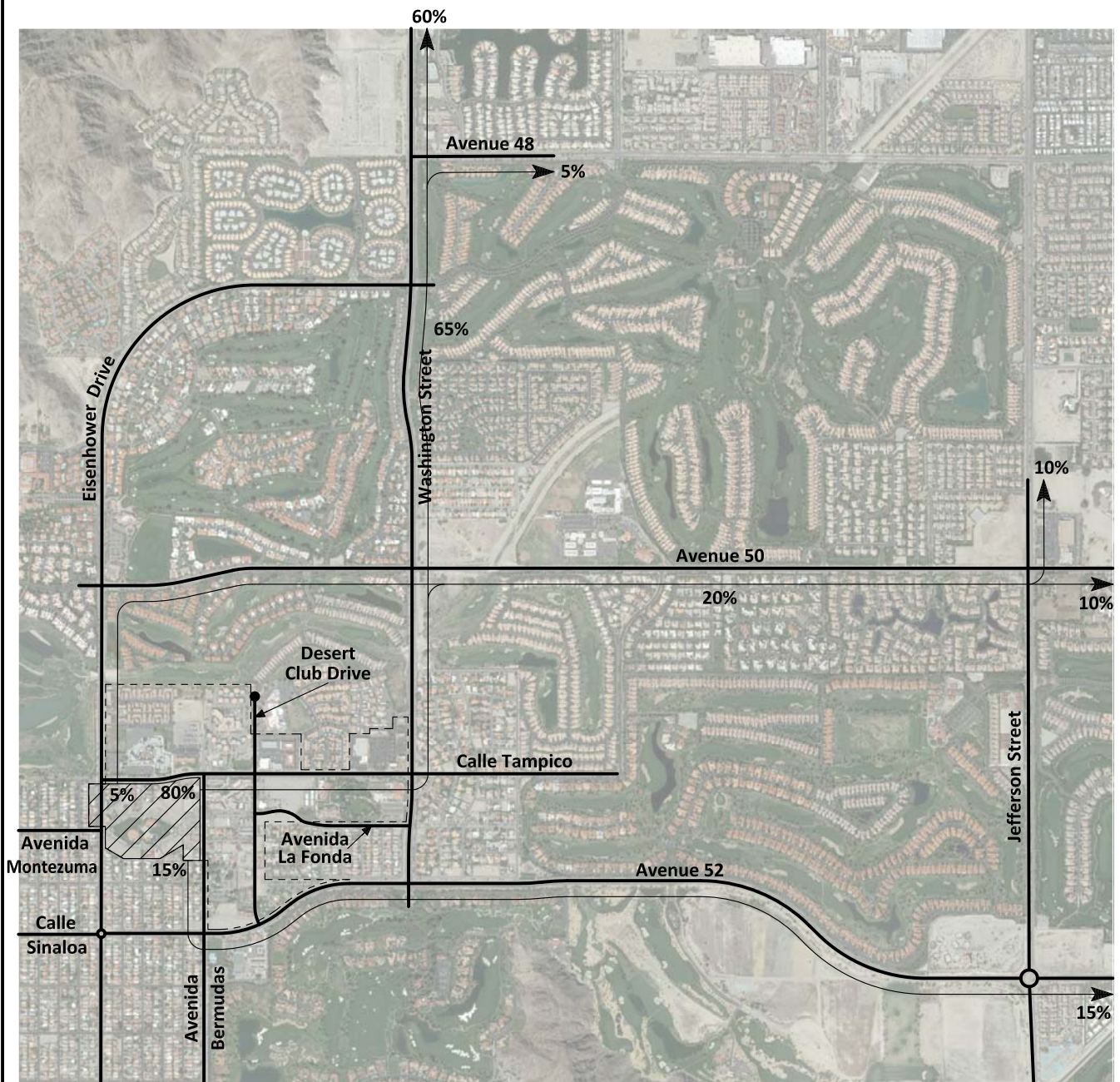
Figure B-4  
Project Trip Distribution - Zone A Residential Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone A

Figure B-5  
Project Trip Distribution - Zone B Residential Land Uses

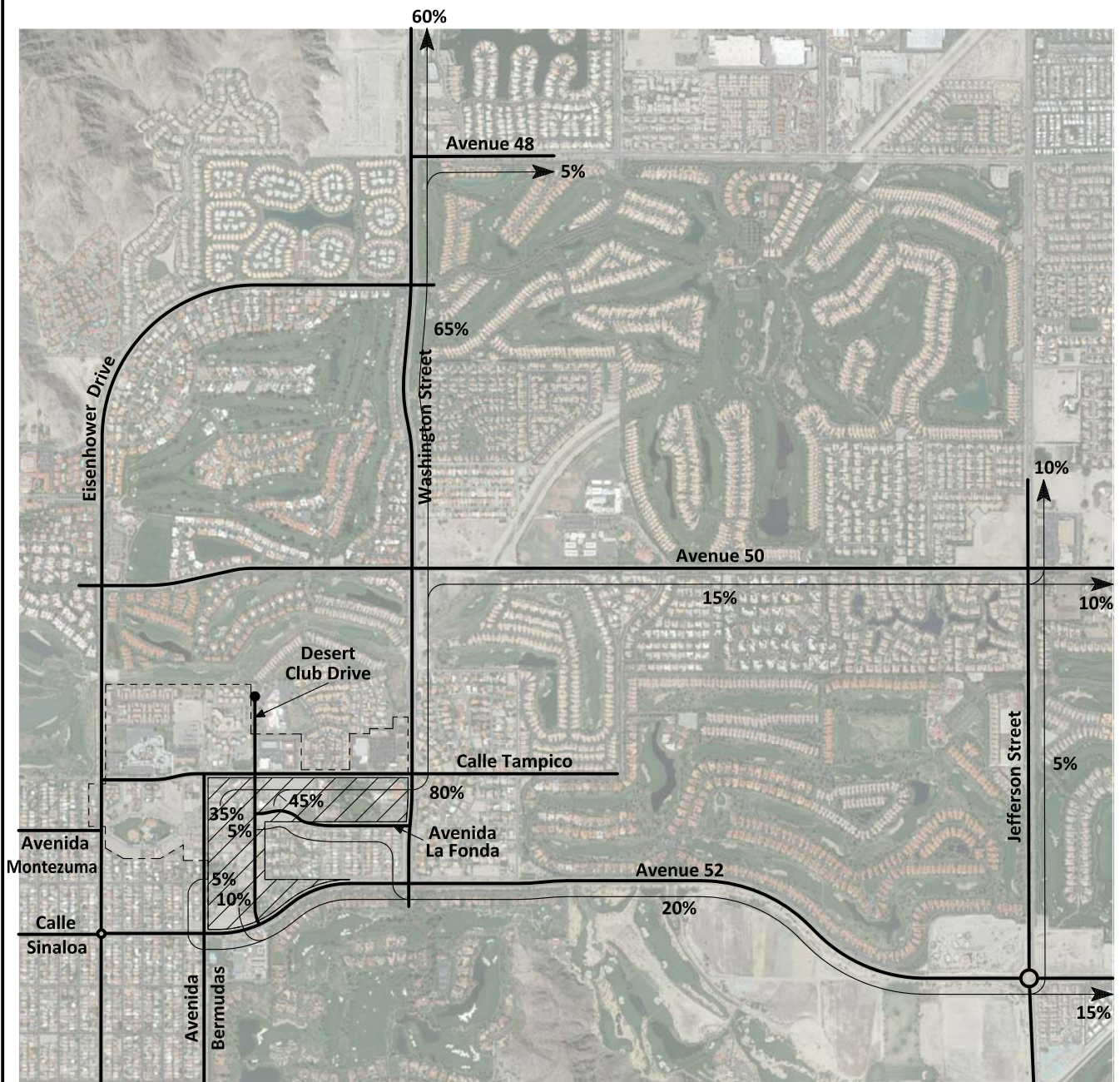


**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone B



Figure B-6  
Project Trip Distribution - Zone C Residential Land Uses



**Legend**

- 10% = Percent To/From Project
- = Project Site Boundary
- ▨ = Project Zone C

DRAFT

**ATTACHMENT C**  
**Project Study Area**

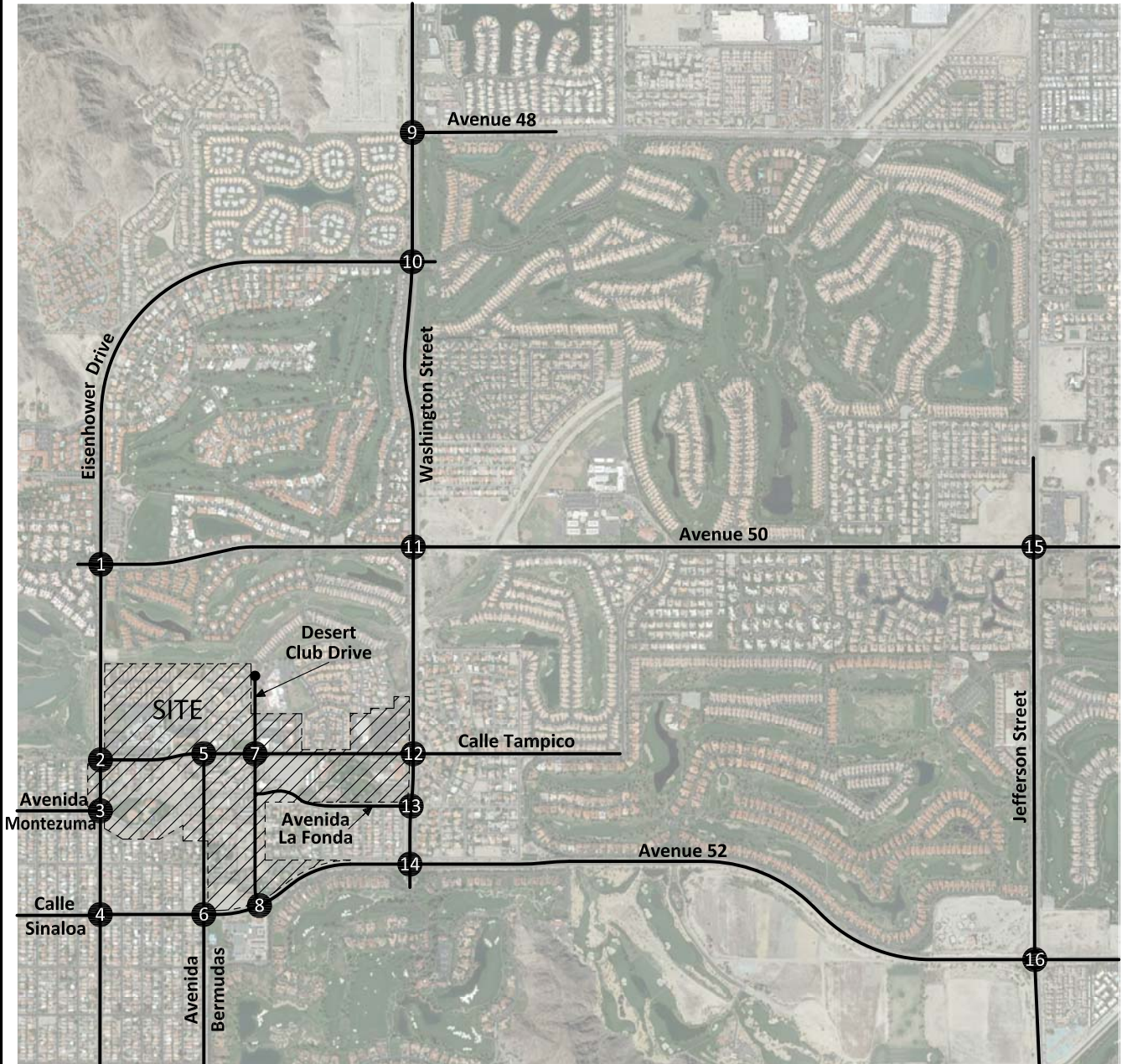
### Study Intersections (Data Collection from 7:00 AM – 9:00 AM and 2:30 PM – 4:30 PM)

1. Eisenhower Drive (NS) at Avenue 50 (EW)
2. Eisenhower Drive (NS) at Calle Tampico (EW)
3. Eisenhower Drive (NS) at Avenida Montezuma (EW)
4. Eisenhower Drive (NS) at Calle Sinaloa (EW)
5. Avenida Bermudas (NS) at Calle Tampico (EW)
6. Avenida Bermudas (NS) at Calle Sinaloa/Avenue 52 (EW)
7. Desert Club Drive (NS) at Calle Tampico (EW)
8. Desert Club Drive (NS) at Avenue 52 (EW)
9. Washington Street (NS) at Avenue 48 (EW)
10. Washington Street (NS) at Eisenhower Drive (EW)
11. Washington Street (NS) at Avenue 50 (EW)
12. Washington Street (NS) at Calle Tampico (EW)
13. Washington Street (NS) at Avenida La Fonda (EW)
14. Washington Street (NS) at Avenue 52 (EW)
15. Jefferson Street (NS) at Avenue 50 (EW)
16. Jefferson Street (NS) at Avenue 52

### Study Roadway Segments

1. Eisenhower Drive north of Avenue 50
2. Eisenhower Drive between Avenue 50 and Calle Tampico
3. Eisenhower Drive between Calle Tampico and Avenida Montezuma
4. Eisenhower Drive between Avenida Montezuma and Calle Sinaloa
5. Avenida Bermudas between Calle Tampico and Avenue 52
6. Desert Club Drive between Calle Tampico and Avenue 52
7. Washington Street between Avenue 48 and Eisenhower Drive
8. Washington Street between Eisenhower Drive and Avenue 50
9. Washington Street between Avenue 50 and Calle Tampico
10. Washington Street between Calle Tampico and Avenida La Fonda
11. Washington Street between Avenida La Fonda and Avenue 52
12. Jefferson Street between Avenue 50 and Avenue 52
13. Avenue 50 between Eisenhower Drive and Washington Street
14. Avenue 50 between Washington Street and Jefferson Street
15. Calle Tampico between Eisenhower Drive and Avenida Bermudas
16. Calle Tampico between Avenida Bermudas and Desert Club Drive
17. Calle Tampico between Desert Club Drive and Washington Street
18. Avenida La Fonda west of Washington Street
19. Calle Sinaloa between Eisenhower Drive and Avenida Bermudas
20. Avenue 52 between Avenida Bermudas and Desert Club Drive
21. Avenue 52 between Desert Club Drive and Washington Street
22. Avenue 52 between Washington Street and Jefferson Street

Figure C-1  
Project Study Area



**Legend**

- ① = Intersection Reference Number
- = La Quinta Village Build-Out Project Boundary

**APPENDIX C**

**Traffic Count Worksheets**

**ADT3 Eisenhower between Calle Tampico and Avenida Montezuma.**

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	6	11			12:00	80	82		
0:15	11	12			12:15	71	92		
0:30	6	23			12:30	91	84		
0:45	7	30	13	59	12:45	104	346	118	376
1:00	5	17			13:00	88	169		
1:15	2	11			13:15	86	102		
1:30	4	6			13:30	88	92		
1:45	5	16	9	43	13:45	59	321	59	422
2:00	4	2			14:00	69	101		
2:15	3	3			14:15	93	106		
2:30	5	4			14:30	106	110		
2:45	3	15	6	15	14:45	89	357	114	431
3:00	2	4			15:00	75	155		
3:15	8	2			15:15	80	122		
3:30	7	5			15:30	64	154		
3:45	12	29	5	16	15:45	84	303	111	542
4:00	7	5			16:00	75	125		
4:15	13	3			16:15	77	138		
4:30	22	6			16:30	94	165		
4:45	18	60	2	16	16:45	92	338	160	588
5:00	22	8			17:00	75	164		
5:15	24	8			17:15	92	174		
5:30	52	6			17:30	99	180		
5:45	58	156	9	31	17:45	84	350	149	667
6:00	50	11			18:00	78	109		
6:15	72	16			18:15	83	92		
6:30	107	33			18:30	53	107		
6:45	144	373	36	96	18:45	53	267	99	407
7:00	169	43			19:00	54	77		
7:15	139	55			19:15	37	86		
7:30	199	63			19:30	29	91		
7:45	201	708	58	219	19:45	37	157	100	354
8:00	181	94			20:00	33	76		
8:15	199	138			20:15	38	72		
8:30	131	107			20:30	44	74		
8:45	112	623	73	412	20:45	27	142	98	320
9:00	113	59			21:00	25	82		
9:15	74	60			21:15	21	75		
9:30	99	54			21:30	17	67		
9:45	99	385	79	252	21:45	23	86	55	279
10:00	75	67			22:00	25	44		
10:15	88	74			22:15	12	48		
10:30	88	76			22:30	20	51		
10:45	89	340	60	277	22:45	10	67	38	181
11:00	73	72			23:00	15	32		
11:15	75	59			23:15	11	27		
11:30	84	68			23:30	11	33		
11:45	86	318	78	277	23:45	7	44	23	115
<b>Total Vol.</b>	3053	1713		<b>4766</b>		2778	4682		<b>7460</b>
								<b>Daily Totals</b>	
						NB	SB	EB	WB
						5831	6395		
									<b>12226</b>
								<b>PM</b>	
<b>Split %</b>	64.1%	35.9%		<b>39.0%</b>		37.2%	62.8%		<b>61.0%</b>
<b>Peak Hour</b>	7:30	8:00		<b>7:30</b>		12:30	16:45		<b>16:45</b>
<b>Volume</b>	780	412		<b>1133</b>		369	678		<b>1036</b>
<b>P.H.F.</b>	0.97	0.75		<b>0.84</b>		0.89	0.94		<b>0.93</b>

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

ADT4 Eisenhower between Avenida Montezuma and Calle Sinaloa.

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
0:00	5	10			12:00	63	70											
0:15	10	10			12:15	55	66											
0:30	5	18			12:30	75	62											
0:45	5	25	13	51	76	12:45	85	278	77	275	553							
1:00	4	13			13:00	67	114											
1:15	2	12			13:15	54	83											
1:30	3	3			13:30	62	78											
1:45	5	14	7	35	49	13:45	43	226	43	318	544							
2:00	2	5			14:00	47	73											
2:15	4	3			14:15	63	87											
2:30	5	4			14:30	77	84											
2:45	3	14	2	14	28	14:45	59	246	68	312	558							
3:00	6	3			15:00	54	121											
3:15	7	1			15:15	50	110											
3:30	7	2			15:30	43	140											
3:45	10	30	3	9	39	15:45	61	208	104	475	683							
4:00	5	8			16:00	52	109											
4:15	5	0			16:15	60	119											
4:30	14	7			16:30	55	130											
4:45	15	39	3	18	57	16:45	67	234	123	481	715							
5:00	16	5			17:00	57	147											
5:15	23	6			17:15	55	143											
5:30	37	4			17:30	75	167											
5:45	46	122	7	22	144	17:45	65	252	126	583	835							
6:00	45	10			18:00	57	112											
6:15	46	9			18:15	70	95											
6:30	78	28			18:30	45	99											
6:45	107	276	26	73	349	18:45	39	211	95	401	612							
7:00	105	28			19:00	34	75											
7:15	89	40			19:15	33	67											
7:30	162	48			19:30	23	91											
7:45	145	501	42	158	659	19:45	28	118	107	340	458							
8:00	129	74			20:00	25	58											
8:15	135	90			20:15	35	69											
8:30	98	80			20:30	32	58											
8:45	86	448	61	305	753	20:45	26	118	72	257	375							
9:00	70	50			21:00	20	77											
9:15	57	50			21:15	18	68											
9:30	68	43			21:30	12	71											
9:45	76	271	59	202	473	21:45	20	70	44	260	330							
10:00	55	52			22:00	17	35											
10:15	73	52			22:15	9	29											
10:30	64	66			22:30	14	28											
10:45	71	263	41	211	474	22:45	6	46	30	122	168							
11:00	59	55			23:00	12	32											
11:15	50	48			23:15	7	22											
11:30	59	50			23:30	8	31											
11:45	68	236	53	206	442	23:45	5	32	19	104	136							
<b>Total Vol.</b>	2239	1304			<b>3543</b>		2039	3928			<b>5967</b>							
											<b>Daily Totals</b>							
											NB	SB	EB	WB	<b>Combined</b>			
											4278	5232			<b>9510</b>			
											<b>AM</b>				<b>PM</b>			
<b>Split %</b>	63.2%	36.8%	<b>37.3%</b>				34.2%	65.8%	<b>62.7%</b>									
<b>Peak Hour</b>	7:30	8:00	<b>7:30</b>				12:15	17:00	<b>17:00</b>									
<b>Volume</b>	571	305	<b>825</b>				282	583	<b>835</b>									
<b>P.H.F.</b>	0.88	0.85	<b>0.92</b>				0.88	0.87	<b>0.86</b>									

Tuesday, December 8, 2015

Location: La Quinta

PROJECT: SC0760

**ADT6 Desert Club between Calle Tampico and Avenue 52.**

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	0	0			12:00	17	14		
0:15	0	0			12:15	14	16		
0:30	2	2			12:30	10	11		
0:45	1	3	1	3	12:45	29	70	17	58
<hr/>					<hr/>				
1:00	1	0			13:00	33	23		
1:15	0	0			13:15	24	28		
1:30	0	0			13:30	25	22		
1:45	0	1	0	0	13:45	14	96	12	85
<hr/>					<hr/>				
2:00	0	1			14:00	21	23		
2:15	0	0			14:15	18	11		
2:30	0	0			14:30	14	24		
2:45	0	0	0	1	14:45	16	69	9	67
<hr/>					<hr/>				
3:00	3	0			15:00	16	24		
3:15	0	0			15:15	16	17		
3:30	0	0			15:30	20	20		
3:45	0	3	1	1	15:45	26	78	19	80
<hr/>					<hr/>				
4:00	2	0			16:00	17	27		
4:15	1	1			16:15	24	20		
4:30	1	0			16:30	29	14		
4:45	0	4	0	1	16:45	29	99	30	91
<hr/>					<hr/>				
5:00	2	1			17:00	25	27		
5:15	4	0			17:15	18	20		
5:30	2	0			17:30	22	14		
5:45	5	13	0	1	17:45	16	81	8	69
<hr/>					<hr/>				
6:00	3	1			18:00	23	18		
6:15	4	1			18:15	20	12		
6:30	5	2			18:30	6	18		
6:45	6	18	9	13	18:45	19	68	12	60
<hr/>					<hr/>				
7:00	11	6			19:00	7	8		
7:15	20	6			19:15	17	13		
7:30	19	7			19:30	6	12		
7:45	40	90	11	30	19:45	12	42	4	37
<hr/>					<hr/>				
8:00	32	19			20:00	17	7		
8:15	28	20			20:15	14	13		
8:30	13	18			20:30	5	3		
8:45	18	91	8	65	20:45	8	44	5	28
<hr/>					<hr/>				
9:00	11	8			21:00	13	5		
9:15	9	6			21:15	13	5		
9:30	15	10			21:30	5	0		
9:45	16	51	5	29	21:45	4	35	3	13
<hr/>					<hr/>				
10:00	17	10			22:00	0	4		
10:15	14	5			22:15	3	3		
10:30	9	8			22:30	4	4		
10:45	21	61	11	34	22:45	0	7	0	11
<hr/>					<hr/>				
11:00	21	12			23:00	0	0		
11:15	25	12			23:15	3	2		
11:30	14	12			23:30	0	0		
11:45	18	78	13	49	23:45	0	3	2	4
<hr/>					<hr/>				
<b>Total Vol.</b>	413	227		<b>640</b>		692	603		<b>1295</b>

Daily Totals				
NB	SB	EB	WB	Combined
1105	830			<b>1935</b>

	AM			PM		
<b>Split %</b>	64.5%	35.5%	<b>33.1%</b>	53.4%	46.6%	<b>66.9%</b>
<b>Peak Hour</b>	7:30	7:45	<b>7:45</b>	12:45	16:00	<b>12:45</b>
<b>Volume</b>	119	68	<b>181</b>	111	91	<b>201</b>
<b>P.H.F.</b>	0.74	0.85	<b>0.89</b>	0.83	0.76	<b>0.90</b>



Tuesday, December 8, 2015

Location: La Quinta

PROJECT: SC0760

**ADT10 Washington between Calle Tampico and Avenida La Fonda.**

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	11	12			12:00	125	115		
0:15	3	9			12:15	94	142		
0:30	3	17			12:30	117	131		
0:45	9	26	6	44	12:45	128	464	131	519
					<b>983</b>				
1:00	3	6			13:00	99	126		
1:15	2	3			13:15	107	107		
1:30	3	5			13:30	122	119		
1:45	3	11	4	18	13:45	119	447	120	472
					<b>919</b>				
2:00	2	5			14:00	123	120		
2:15	5	2			14:15	109	135		
2:30	5	4			14:30	112	121		
2:45	2	14	4	15	14:45	101	445	140	516
					<b>961</b>				
3:00	3	2			15:00	100	145		
3:15	6	6			15:15	97	150		
3:30	11	4			15:30	119	157		
3:45	9	29	2	14	15:45	111	427	149	601
					<b>1028</b>				
4:00	6	2			16:00	93	158		
4:15	16	6			16:15	104	154		
4:30	26	4			16:30	123	197		
4:45	29	77	5	17	16:45	122	442	186	695
					<b>1137</b>				
5:00	32	10			17:00	132	172		
5:15	32	27			17:15	131	174		
5:30	63	20			17:30	125	191		
5:45	60	187	29	86	17:45	98	486	180	717
					<b>1203</b>				
6:00	66	20			18:00	90	131		
6:15	89	26			18:15	92	138		
6:30	138	43			18:30	102	110		
6:45	157	450	75	164	18:45	56	340	99	478
					<b>818</b>				
7:00	182	97			19:00	62	106		
7:15	136	111			19:15	39	95		
7:30	195	89			19:30	46	85		
7:45	174	687	103	400	19:45	35	182	112	398
					<b>580</b>				
8:00	167	89			20:00	52	78		
8:15	117	125			20:15	58	76		
8:30	108	104			20:30	50	91		
8:45	115	507	134	452	20:45	26	186	100	345
					<b>531</b>				
9:00	127	97			21:00	31	57		
9:15	109	100			21:15	26	84		
9:30	130	89			21:30	21	73		
9:45	122	488	100	386	21:45	9	87	69	283
					<b>370</b>				
10:00	83	96			22:00	15	59		
10:15	98	98			22:15	23	39		
10:30	100	74			22:30	11	27		
10:45	124	405	97	365	22:45	5	54	25	150
					<b>204</b>				
11:00	120	98			23:00	9	31		
11:15	113	117			23:15	11	26		
11:30	127	108			23:30	5	18		
11:45	112	472	129	452	23:45	4	29	15	90
					<b>119</b>				
<b>Total Vol.</b>	3353	2413		<b>5766</b>		3589	5264		<b>8853</b>

**Daily Totals**

NB	SB	EB	WB	Combined
6942	7677			<b>14619</b>

**AM**

**PM**

<b>Split %</b>	58.2%	41.8%	<b>39.4%</b>	40.5%	59.5%	<b>60.6%</b>
<b>Peak Hour</b>	7:00	11:45	<b>7:00</b>	16:45	16:30	<b>16:30</b>
<b>Volume</b>	687	517	<b>1087</b>	510	729	<b>1237</b>
<b>P.H.F.</b>	0.88	0.91	<b>0.96</b>	0.98	0.93	<b>0.97</b>

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

**ADT11 Washington between Avenida La Fonda and Avenue 52.**

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
0:00	8	12			12:00	87	102			
0:15	2	10			12:15	65	123			
0:30	3	16			12:30	70	114			
0:45	5	18	8	46	12:45	91	313	105	444	
										757
1:00	2	5			13:00	73	111			
1:15	2	3			13:15	78	111			
1:30	0	6			13:30	81	101			
1:45	3	7	4	18	13:45	93	325	103	426	
										751
2:00	1	4			14:00	91	115			
2:15	4	3			14:15	96	133			
2:30	4	4			14:30	100	116			
2:45	3	12	4	15	14:45	107	394	138	502	
										896
3:00	0	2			15:00	94	140			
3:15	5	2			15:15	91	148			
3:30	8	5			15:30	119	146			
3:45	4	17	2	11	15:45	103	407	137	571	
										978
4:00	3	2			16:00	84	147			
4:15	14	5			16:15	92	139			
4:30	19	4			16:30	85	183			
4:45	15	51	4	15	16:45	73	334	172	641	
										975
5:00	22	9			17:00	86	147			
5:15	18	25			17:15	99	175			
5:30	40	17			17:30	82	182			
5:45	39	119	29	80	17:45	80	347	160	664	
										1011
6:00	41	20			18:00	63	142			
6:15	66	27			18:15	66	120			
6:30	87	42			18:30	63	104			
6:45	100	294	73	162	18:45	41	233	96	462	
										695
7:00	136	91			19:00	41	107			
7:15	137	104			19:15	34	94			
7:30	167	81			19:30	31	79			
7:45	152	592	92	368	19:45	22	128	107	387	
										515
8:00	151	78			20:00	27	72			
8:15	121	89			20:15	40	84			
8:30	117	110			20:30	43	81			
8:45	117	506	113	390	20:45	21	131	96	333	
										464
9:00	94	101			21:00	21	57			
9:15	77	97			21:15	20	81			
9:30	91	82			21:30	12	66			
9:45	84	346	68	348	21:45	6	59	64	268	
										327
10:00	58	99			22:00	9	59			
10:15	76	78			22:15	14	35			
10:30	80	90			22:30	6	28			
10:45	81	295	78	345	22:45	0	29	24	146	
										175
11:00	89	90			23:00	7	32			
11:15	84	117			23:15	9	28			
11:30	92	107			23:30	2	16			
11:45	80	345	114	428	23:45	4	22	15	91	
										113
<b>Total Vol.</b>	2602	2226		<b>4828</b>		2722	4935		<b>7657</b>	
<b>Daily Totals</b>										
						NB	SB	EB	WB	Combined
						5324	7161			<b>12485</b>
<b>AM</b>					<b>PM</b>					
<b>Split %</b>	53.9%	46.1%		<b>38.7%</b>	35.5%	64.5%			<b>61.3%</b>	
<b>Peak Hour</b>	7:15	11:45		<b>7:15</b>	14:45	16:30			<b>16:30</b>	
<b>Volume</b>	607	453		<b>962</b>	411	677			<b>1020</b>	
<b>P.H.F.</b>	0.91	0.92		<b>0.97</b>	0.89	0.92			<b>0.93</b>	

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

ADT13 Avenue 50 between Eisenhower and Washington.

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			2	1	12:00			23	30			
0:15			2	2	12:15			26	24			
0:30			4	1	12:30			19	25			
0:45			2	10	1	5	15	48	116	36	115	231
1:00			1	5	13:00			31	35			
1:15			0	0	13:15			19	23			
1:30			3	1	13:30			22	15			
1:45			1	5	0	6	11	22	94	19	92	186
2:00			0	1	14:00			34	29			
2:15			3	0	14:15			22	33			
2:30			0	1	14:30			35	33			
2:45			2	5	0	2	7	31	122	31	126	248
3:00			1	0	15:00			21	23			
3:15			1	0	15:15			17	23			
3:30			3	1	15:30			22	25			
3:45			0	5	0	1	6	35	95	21	92	187
4:00			1	5	16:00			19	29			
4:15			4	0	16:15			12	33			
4:30			2	1	16:30			20	29			
4:45			2	9	2	8	17	26	77	22	113	190
5:00			4	5	17:00			25	39			
5:15			6	3	17:15			24	31			
5:30			6	10	17:30			26	27			
5:45			5	21	16	34	55	19	94	23	120	214
6:00			4	4	18:00			14	15			
6:15			5	4	18:15			14	13			
6:30			14	8	18:30			14	13			
6:45			17	40	23	39	79	9	51	16	57	108
7:00			37	23	19:00			9	7			
7:15			21	28	19:15			6	17			
7:30			20	22	19:30			7	10			
7:45			24	102	28	101	203	5	27	10	44	71
8:00			38	29	20:00			9	7			
8:15			34	22	20:15			7	15			
8:30			27	18	20:30			9	9			
8:45			20	119	26	95	214	3	28	14	45	73
9:00			29	22	21:00			6	8			
9:15			23	20	21:15			2	8			
9:30			22	32	21:30			5	8			
9:45			23	97	22	96	193	4	17	11	35	52
10:00			18	28	22:00			5	3			
10:15			15	24	22:15			6	8			
10:30			19	24	22:30			3	4			
10:45			29	81	34	110	191	3	17	3	18	35
11:00			31	26	23:00			3	5			
11:15			18	30	23:15			3	33			
11:30			17	20	23:30			3	3			
11:45			22	88	18	94	182	53	62	2	43	105

**Total Vol.** 582 591 **1173** 800 900 **1700**

**Daily Totals**

NB	SB	EB	WB	Combined
		1382	1491	<b>2873</b>

**AM**

**PM**

Split %	AM			PM				
	49.6%	50.4%	<b>40.8%</b>	47.1%	52.9%	<b>59.2%</b>		
<b>Peak Hour</b>	0:30	0:30	7:45	10:30	<b>7:45</b>	12:15	14:00	<b>14:00</b>
<b>Volume</b>			123	114	<b>220</b>	124	126	<b>248</b>
<b>P.H.F.</b>			0.81	0.84	<b>0.82</b>	0.65	0.95	<b>0.91</b>

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

ADT15 Calle Tampico between Eisenhower and Avenida Bermudas .

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			4	3	12:00			28	44			
0:15			7	6	12:15			29	45			
0:30			3	6	12:30			30	63			
0:45			3	17	7	22	39	35	122	77	229	351
1:00			5	6	13:00			65	61			
1:15			2	4	13:15			35	52			
1:30			2	3	13:30			27	45			
1:45			4	13	6	19	32	27	154	36	194	348
2:00			0	3	14:00			31	33			
2:15			1	2	14:15			25	28			
2:30			3	3	14:30			35	41			
2:45			0	4	3	11	15	42	133	46	148	281
3:00			0	2	15:00			38	43			
3:15			1	4	15:15			44	45			
3:30			3	2	15:30			38	37			
3:45			1	5	2	10	15	38	158	47	172	330
4:00			0	3	16:00			41	37			
4:15			2	3	16:15			37	41			
4:30			3	3	16:30			35	54			
4:45			4	9	2	11	20	36	149	34	166	315
5:00			5	5	17:00			30	39			
5:15			5	3	17:15			34	59			
5:30			9	6	17:30			25	64			
5:45			8	27	5	19	46	20	109	51	213	322
6:00			6	6	18:00			25	37			
6:15			13	5	18:15			15	38			
6:30			11	14	18:30			14	28			
6:45			24	54	15	40	94	13	67	25	128	195
7:00			24	18	19:00			16	23			
7:15			30	23	19:15			13	31			
7:30			35	31	19:30			11	20			
7:45			39	128	40	112	240	19	59	22	96	155
8:00			37	55	20:00			8	26			
8:15			39	73	20:15			14	25			
8:30			34	44	20:30			9	32			
8:45			24	134	28	200	334	13	44	27	110	154
9:00			23	34	21:00			11	20			
9:15			22	27	21:15			8	21			
9:30			29	23	21:30			8	25			
9:45			27	101	36	120	221	10	37	18	84	121
10:00			21	23	22:00			4	14			
10:15			29	32	22:15			8	15			
10:30			20	28	22:30			12	13			
10:45			27	97	27	110	207	4	28	9	51	79
11:00			32	36	23:00			5	10			
11:15			35	38	23:15			6	10			
11:30			35	36	23:30			4	8			
11:45			34	136	41	151	287	6	21	9	37	58

**Total Vol.** 725 825 **1550** 1081 1628 **2709**

**Daily Totals**

NB	SB	EB	WB	Combined
		1806	2453	<b>4259</b>

**AM**

**PM**

Split %	AM			PM		
	46.8%	53.2%	<b>36.4%</b>	39.9%	60.1%	<b>63.6%</b>
<b>Peak Hour</b>	0:30	0:30	7:30 7:45 <b>7:45</b>	12:30	12:30	<b>12:30</b>
<b>Volume</b>			150 212 <b>361</b>	165	253	<b>418</b>
<b>P.H.F.</b>			0.96 0.73 <b>0.81</b>	0.63	0.82	<b>0.83</b>

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

**ADT16 Calle Tampico between Avenida Bermudas and Desert Club.**

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			10	6	12:00			40	79			
0:15			8	8	12:15			45	72			
0:30			2	5	12:30			50	89			
0:45			6	26	6	25	51	54	189	104	344	533
1:00			4	4	13:00			75	107			
1:15			3	2	13:15			54	95			
1:30			5	2	13:30			48	83			
1:45			3	15	2	10	25	57	234	80	365	599
2:00			0	3	14:00			54	64			
2:15			2	2	14:15			64	63			
2:30			3	3	14:30			78	74			
2:45			0	5	4	12	17	74	270	76	277	547
3:00			1	3	15:00			63	81			
3:15			1	3	15:15			71	88			
3:30			2	2	15:30			66	83			
3:45			0	4	2	10	14	57	257	80	332	589
4:00			0	2	16:00			65	92			
4:15			2	7	16:15			57	76			
4:30			2	7	16:30			56	90			
4:45			6	10	7	23	33	44	222	63	321	543
5:00			4	12	17:00			56	74			
5:15			3	9	17:15			52	93			
5:30			13	22	17:30			32	104			
5:45			12	32	12	55	87	31	171	76	347	518
6:00			17	8	18:00			37	63			
6:15			23	17	18:15			39	53			
6:30			16	18	18:30			23	47			
6:45			35	91	26	69	160	26	125	38	201	326
7:00			30	35	19:00			23	38			
7:15			43	43	19:15			31	44			
7:30			52	58	19:30			20	34			
7:45			60	185	68	204	389	27	101	40	156	257
8:00			59	71	20:00			24	28			
8:15			41	79	20:15			21	32			
8:30			51	72	20:30			20	33			
8:45			42	193	57	279	472	25	90	36	129	219
9:00			49	64	21:00			20	23			
9:15			54	56	21:15			16	34			
9:30			55	51	21:30			11	32			
9:45			47	205	55	226	431	15	62	28	117	179
10:00			49	57	22:00			9	13			
10:15			48	52	22:15			18	17			
10:30			50	65	22:30			12	18			
10:45			55	202	55	229	431	5	44	7	55	99
11:00			52	78	23:00			6	7			
11:15			59	80	23:15			11	15			
11:30			50	80	23:30			3	10			
11:45			54	215	68	306	521	10	30	10	42	72

**Total Vol.** 1183 1448 **2631** 1795 2686 **4481**

**Daily Totals**

NB	SB	EB	WB	Combined
		2978	4134	<b>7112</b>

**AM**

**PM**

Split %	AM			PM				
	45.0%	55.0%	<b>37.0%</b>	40.1%	59.9%	<b>63.0%</b>		
<b>Peak Hour</b>	0:30	0:30	10:30	11:45	<b>11:00</b>	14:30	12:30	<b>12:30</b>
<b>Volume</b>			216	308	<b>521</b>	286	395	<b>628</b>
<b>P.H.F.</b>			0.92	0.87	<b>0.94</b>	0.92	0.92	<b>0.86</b>

Tuesday, December 8, 2015

Location: La Quinta

PROJECT: SC0760

ADT18 Avenida La Fonda west of Washington.

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			0	0	12:00			15	22			
0:15			0	0	12:15			10	19			
0:30			0	0	12:30			8	23			
0:45			2	2	0	0	2	9	42	28	92	134
1:00			0	0	13:00			9	20			
1:15			0	0	13:15			7	9			
1:30			0	0	13:30			8	15			
1:45			0	0	0	0		6	30	16	60	90
2:00			0	0	14:00			10	8			
2:15			0	0	14:15			8	12			
2:30			0	0	14:30			9	17			
2:45			0	0	0	0		10	37	19	56	93
3:00			0	0	15:00			16	14			
3:15			0	0	15:15			10	17			
3:30			0	0	15:30			6	19			
3:45			2	2	0	0	2	16	48	16	66	114
4:00			0	0	16:00			7	15			
4:15			0	0	16:15			10	20			
4:30			0	0	16:30			14	18			
4:45			2	2	0	0	2	13	44	29	82	126
5:00			0	3	17:00			15	23			
5:15			0	3	17:15			5	17			
5:30			3	3	17:30			11	13			
5:45			4	7	4	13	20	8	39	23	76	115
6:00			8	0	18:00			6	15			
6:15			7	2	18:15			8	10			
6:30			6	5	18:30			8	10			
6:45			9	30	4	11	41	3	25	13	48	73
7:00			14	6	19:00			8	8			
7:15			6	13	19:15			2	8			
7:30			19	17	19:30			2	3			
7:45			9	48	17	53	101	3	15	5	24	39
8:00			13	15	20:00			9	5			
8:15			6	11	20:15			3	3			
8:30			7	14	20:30			0	3			
8:45			12	38	13	53	91	4	16	7	18	34
9:00			12	10	21:00			2	9			
9:15			12	15	21:15			5	7			
9:30			7	10	21:30			3	6			
9:45			11	42	20	55	97	5	15	2	24	39
10:00			9	16	22:00			0	3			
10:15			5	16	22:15			0	2			
10:30			15	15	22:30			0	0			
10:45			16	45	13	60	105	0	0	3	8	8
11:00			9	17	23:00			0	0			
11:15			8	8	23:15			0	0			
11:30			11	14	23:30			0	2			
11:45			11	39	20	59	98	0	0	0	2	2

**Total Vol.** 255 304 **559** 311 556 **867**

Daily Totals				
NB	SB	EB	WB	Combined
		566	860	<b>1426</b>

	AM			PM		
Split %	45.6%	54.4%	<b>39.2%</b>	35.9%	64.1%	<b>60.8%</b>
Peak Hour	0:30	0:30	6:45 11:45 <b>11:45</b>	16:15	12:00	<b>16:15</b>
Volume			48 84 <b>128</b>	52	92	<b>142</b>
P.H.F.			0.63 0.91 <b>0.86</b>	0.87	0.82	<b>0.85</b>

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

**ADT19 Calle Sinaloa between Eisenhower and Avenida Bermudas.**

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			3	10	12:00			35	62			
0:15			0	11	12:15			30	43			
0:30			2	10	12:30			38	58			
0:45			4	9	7	38	47	30	133	36	199	332
1:00			5	3	13:00			41	49			
1:15			2	6	13:15			36	53			
1:30			2	2	13:30			45	56			
1:45			2	11	4	15	26	27	149	34	192	341
2:00			3	0	14:00			27	50			
2:15			0	2	14:15			38	47			
2:30			0	5	14:30			35	64			
2:45			0	3	4	11	14	32	132	64	225	357
3:00			2	0	15:00			29	83			
3:15			2	0	15:15			36	85			
3:30			3	5	15:30			39	73			
3:45			4	11	0	5	16	41	145	78	319	464
4:00			4	4	16:00			33	77			
4:15			5	2	16:15			43	86			
4:30			12	5	16:30			30	96			
4:45			8	29	3	14	43	44	150	90	349	499
5:00			12	4	17:00			35	103			
5:15			14	8	17:15			31	103			
5:30			16	9	17:30			39	85			
5:45			29	71	9	30	101	40	145	97	388	533
6:00			18	16	18:00			35	73			
6:15			32	20	18:15			38	73			
6:30			44	11	18:30			18	75			
6:45			49	143	26	73	216	21	112	43	264	376
7:00			78	34	19:00			27	48			
7:15			65	35	19:15			17	49			
7:30			55	23	19:30			21	55			
7:45			61	259	28	120	379	19	84	61	213	297
8:00			47	32	20:00			18	37			
8:15			42	42	20:15			16	50			
8:30			31	52	20:30			17	43			
8:45			40	160	51	177	337	7	58	60	190	248
9:00			33	30	21:00			14	37			
9:15			36	38	21:15			8	41			
9:30			26	34	21:30			11	33			
9:45			33	128	28	130	258	13	46	32	143	189
10:00			32	34	22:00			7	27			
10:15			17	31	22:15			9	18			
10:30			30	36	22:30			6	21			
10:45			34	113	39	140	253	6	28	14	80	108
11:00			25	44	23:00			6	18			
11:15			29	37	23:15			9	15			
11:30			28	43	23:30			9	12			
11:45			37	119	42	166	285	6	30	14	59	89

**Total Vol.** 1056 919 **1975** 1212 2621 **3833**

**Daily Totals**

NB	SB	EB	WB	Combined
		2268	3540	<b>5808</b>

**AM**

**PM**

Split %	AM			PM				
	53.5%	46.5%	<b>34.0%</b>	31.6%	68.4%	<b>66.0%</b>		
<b>Peak Hour</b>	0:30	0:30	7:00	11:45	<b>7:00</b>	15:30	16:30	<b>17:00</b>
<b>Volume</b>			259	205	<b>379</b>	156	392	<b>533</b>
<b>P.H.F.</b>			0.83	0.83	<b>0.85</b>	0.91	0.95	<b>0.97</b>

Tuesday, December 08, 2015

Location: La Quinta

PROJECT: SC0760

ADT20 Avenue 52 between Avenida Bermudas and Desert Club.

Prepared by AimTD tel. 714 753 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			11	20	12:00			98	98			
0:15			5	17	12:15			95	105			
0:30			6	20	12:30			93	105			
0:45			10	32	10	67	99	124	410	94	402	812
1:00			7	5	13:00			103	98			
1:15			5	8	13:15			121	103			
1:30			7	7	13:30			137	105			
1:45			5	24	9	29	53	114	475	98	404	879
2:00			5	3	14:00			106	99			
2:15			7	3	14:15			122	134			
2:30			8	6	14:30			110	115			
2:45			4	24	7	19	43	114	452	139	487	939
3:00			6	2	15:00			93	148			
3:15			6	0	15:15			80	164			
3:30			12	9	15:30			121	156			
3:45			13	37	2	13	50	109	403	143	611	1014
4:00			8	4	16:00			97	179			
4:15			17	5	16:15			106	182			
4:30			30	6	16:30			122	171			
4:45			34	89	4	19	108	126	451	196	728	1179
5:00			46	7	17:00			112	185			
5:15			47	12	17:15			106	214			
5:30			84	9	17:30			131	192			
5:45			82	259	15	43	302	111	460	185	776	1236
6:00			88	23	18:00			101	158			
6:15			107	26	18:15			111	142			
6:30			169	27	18:30			105	154			
6:45			195	559	43	119	678	71	388	99	553	941
7:00			246	65	19:00			56	95			
7:15			205	80	19:15			55	104			
7:30			242	59	19:30			53	100			
7:45			206	899	82	286	1185	51	215	112	411	626
8:00			189	72	20:00			47	82			
8:15			160	91	20:15			56	97			
8:30			124	111	20:30			46	76			
8:45			143	616	84	358	974	33	182	112	367	549
9:00			101	81	21:00			35	74			
9:15			104	72	21:15			27	89			
9:30			123	75	21:30			40	66			
9:45			109	437	49	277	714	18	120	66	295	415
10:00			82	69	22:00			27	51			
10:15			110	57	22:15			32	51			
10:30			94	63	22:30			17	44			
10:45			110	396	74	263	659	19	95	28	174	269
11:00			86	63	23:00			14	39			
11:15			96	95	23:15			15	26			
11:30			88	88	23:30			15	32			
11:45			104	374	90	336	710	17	61	19	116	177

**Total Vol.** 3746 1829 **5575** 3712 5324 **9036**

**Daily Totals**

NB	SB	EB	WB	Combined
		7458	7153	<b>14611</b>

**AM**

**PM**

Split %	AM			PM				
	67.2%	32.8%	<b>38.2%</b>	41.1%	58.9%	<b>61.8%</b>		
<b>Peak Hour</b>	0:30	0:30	7:00	11:45	<b>7:00</b>	12:45	16:45	<b>16:45</b>
<b>Volume</b>			899	398	<b>1185</b>	485	787	<b>1262</b>
<b>P.H.F.</b>			0.91	0.95	<b>0.95</b>	0.89	0.92	<b>0.98</b>



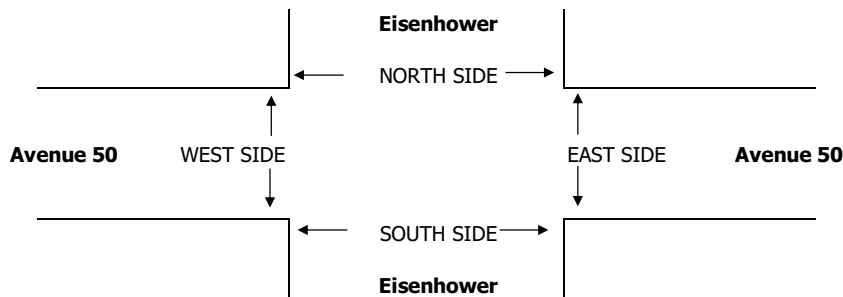
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Eisenhower Avenue 50	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 1 <b>CONTROL:</b> SIGNAL	▲ N ◀ W      E ▶ S ▼
NOTES:			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Eisenhower						Avenue 50			Avenue 50			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	1	

AM																	
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	
	2	154	30	7	23	28	7	2	3	1	12	5	8	254			
	5	126	20	2	34	6	5	3	1	23	2	6	233				
	1	175	14	4	49	3	5	0	3	12	2	5	273				
	7	199	11	5	49	5	8	2	3	9	3	14	315				
	4	166	23	5	65	4	0	4	1	13	8	13	306				
	3	158	28	7	74	5	3	3	0	13	1	4	299				
	9	139	13	5	66	3	6	8	2	15	4	5	275				
	2	112	14	6	60	8	3	0	5	7	1	17	235				
	33	1,229	153	36	425	41	32	23	16	104	26	72	2,190				
	2%	87%	11%	7%	85%	8%	45%	32%	23%	51%	13%	36%					
	1,415	/	1,333	502	/	564	71	/	212	202	/	81	0				
	7:45 AM																
	23	662	75	22	254	17	17	17	6	50	16	36	1,195				
	3%	87%	10%	8%	87%	6%	43%	43%	15%	49%	16%	35%					
	0.876		0.852		0.625		0.750		0.948								
	760	/	715	293	/	325	40	/	114	102	/	41	0				
PM	2:30 PM	2	120	11	16	115	9	8	4	3	14	8	17	327			
	2:45 PM	5	89	17	3	79	8	10	6	4	16	4	10	251			
	3:00 PM	7	87	7	8	121	10	11	1	2	20	0	5	279			
	3:15 PM	2	76	11	7	140	12	14	3	2	16	2	4	289			
	3:30 PM	5	82	9	10	127	3	18	4	5	15	2	5	285			
	3:45 PM	3	73	15	12	88	10	2	4	1	6	3	5	222			
	4:00 PM	1	70	8	9	108	8	8	7	3	18	3	12	255			
	4:15 PM	1	80	6	2	115	9	11	9	3	14	8	7	265			
		26	677	84	67	893	69	82	38	23	119	30	65	2,173			
		3%	86%	11%	7%	87%	7%	57%	27%	16%	56%	14%	30%				
		787	/	825	1,029	/	1,045	143	/	188	214	/	115	0			
		2:30 PM															
		16	372	46	34	455	39	43	14	11	66	14	36	1,146			
	4%	86%	11%	6%	86%	7%	63%	21%	16%	57%	12%	31%					
	0.816		0.830		0.850		0.744		0.876								
	434	/	452	528	/	539	68	/	93	116	/	62	0				



## INTERSECTION TURNING MOVEMENT COUNTS

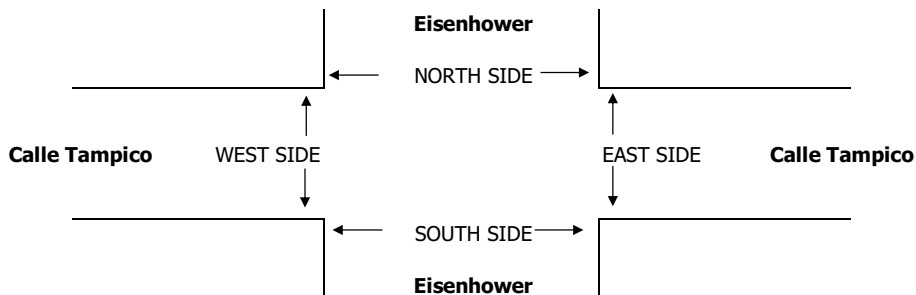
PREPARED BY: AimTD LLC. tel: 714 253 7888 [pacific@aimtd.com](mailto:pacific@aimtd.com)

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Eisenhower Calle Tampico	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 2 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N E ►	◀ W S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Eisenhower			Eisenhower			Calle Tampico			Calle Tampico			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	0	0	1.5	1	1	

<b>AM</b>	7:00 AM	0	154	8	4	37	1	0	0	0	6	0	6	216
	7:15 AM	0	132	8	11	45	1	1	0	0	8	0	13	219
	7:30 AM	1	186	14	11	53	0	0	0	0	7	0	11	283
	7:45 AM	0	181	20	8	44	0	0	0	0	16	1	13	283
	8:00 AM	1	162	16	7	44	0	3	0	0	42	1	17	293
	8:15 AM	0	197	10	3	65	1	0	0	0	73	0	30	379
	8:30 AM	1	129	9	9	61	0	0	0	1	34	0	23	267
	8:45 AM	0	100	11	9	62	1	1	0	1	13	0	14	212
	VOLUMES	3	1,241	96	62	411	4	5	0	2	199	2	127	2,152
	APPROACH %	0%	93%	7%	13%	86%	1%	71%	0%	29%	61%	1%	39%	
APP/DEPART	1,340	/	1,373	477	/	612	7	/	159	328	/	8	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	2	726	60	29	206	1	3	0	0	138	2	71	1,238	
APPROACH %	0%	92%	8%	12%	87%	0%	100%	0%	0%	65%	1%	34%		
PEAK HR FACTOR	0.952			0.855			0.250			0.512			0.817	
APP/DEPART	788	/	800	236	/	344	3	/	90	211	/	4	0	
<b>PM</b>	2:30 PM	0	95	10	14	80	1	2	1	3	23	1	16	246
	2:45 PM	4	78	9	14	103	1	0	0	1	10	0	25	245
	3:00 PM	0	67	12	16	126	0	0	1	0	27	1	15	265
	3:15 PM	0	68	13	13	109	3	2	0	0	15	0	27	250
	3:30 PM	0	54	10	14	128	1	0	0	0	20	0	11	238
	3:45 PM	0	67	11	15	85	0	0	0	0	24	0	21	223
	4:00 PM	0	67	12	13	106	0	0	0	0	16	1	12	227
	4:15 PM	1	65	10	11	113	0	1	0	0	22	0	15	238
	VOLUMES	5	561	87	110	850	6	5	2	4	157	3	142	1,932
	APPROACH %	1%	86%	13%	11%	88%	1%	45%	18%	36%	52%	1%	47%	
APP/DEPART	653	/	708	966	/	1,014	11	/	199	302	/	11	0	
BEGIN PEAK HR	2:30 PM													
VOLUMES	4	308	44	57	418	5	4	2	4	75	2	83	1,006	
APPROACH %	1%	87%	12%	12%	87%	1%	40%	20%	40%	47%	1%	52%		
PEAK HR FACTOR	0.848			0.845			0.417			0.930			0.949	
APP/DEPART	356	/	395	480	/	499	10	/	103	160	/	9	0	



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

**DATE:**  
Tue, Dec 8, 15

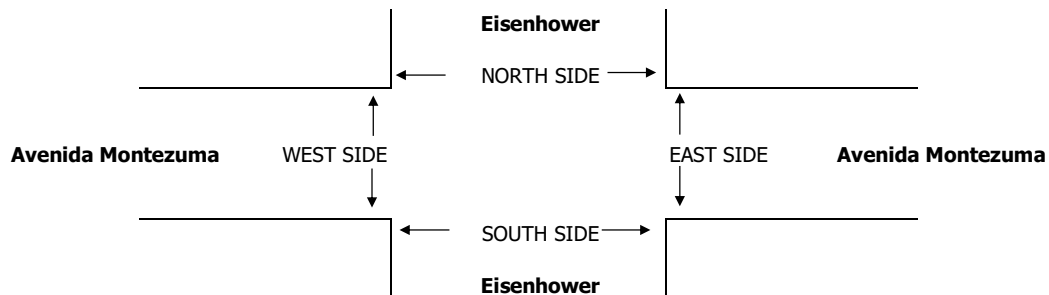
**LOCATION:** La Quinta  
NORTH & SOUTH: Eisenhower  
EAST & WEST: Avenida Montezuma

**PROJECT #:** SC0760  
**LOCATION #:** 3  
**CONTROL:** STOP ALL

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Eisenhower			Eisenhower			Avenida Montezuma			Avenida Montezuma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	1	0	1	1	

<b>AM</b>	7:00 AM	1	94	0	0	25	12	70	0	7	1	3	0	213
	7:15 AM	2	90	0	0	33	20	60	0	1	1	0	2	209
	7:30 AM	4	152	0	0	36	20	46	0	2	1	1	1	263
	7:45 AM	1	136	0	0	38	15	63	0	8	3	0	3	267
	8:00 AM	0	118	0	0	54	18	70	0	2	6	1	2	271
	8:15 AM	3	133	0	0	85	45	74	0	7	2	2	4	355
	8:30 AM	4	93	0	0	69	33	30	0	4	3	4	5	245
	8:45 AM	7	81	0	0	47	15	29	0	10	5	7	5	206
	VOLUMES	22	897	0	0	387	178	442	0	41	22	18	22	2,029
	APPROACH %	2%	98%	0%	0%	68%	32%	92%	0%	8%	35%	29%	35%	
APP/DEPART	919	/	1,361	565	/	464	483	/	0	62	/	204	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	8	539	0	0	213	98	253	0	19	12	4	10	1,156	
APPROACH %	1%	99%	0%	0%	68%	32%	93%	0%	7%	46%	15%	38%		
PEAK HR FACTOR	0.877			0.598			0.840			0.722			0.814	
APP/DEPART	547	/	802	311	/	250	272	/	0	26	/	104	0	
<b>PM</b>	2:30 PM	5	64	0	1	69	23	28	0	4	6	3	4	207
	2:45 PM	3	63	0	0	70	42	21	0	6	6	3	6	220
	3:00 PM	7	50	0	2	93	49	24	0	7	10	6	3	251
	3:15 PM	5	41	2	0	93	32	24	0	4	12	6	7	226
	3:30 PM	5	44	0	0	107	37	24	0	4	13	6	8	248
	3:45 PM	6	49	0	0	77	26	21	0	3	7	7	3	199
	4:00 PM	4	43	0	0	82	36	29	0	7	6	7	6	220
	4:15 PM	4	52	0	0	89	25	17	0	8	8	6	6	215
	VOLUMES	39	406	2	3	680	270	188	0	43	68	44	43	1,786
	APPROACH %	9%	91%	0%	0%	71%	28%	81%	0%	19%	44%	28%	28%	
APP/DEPART	447	/	640	953	/	819	231	/	2	155	/	325	0	
BEGIN PEAK HR	2:45 PM													
VOLUMES	20	198	2	2	363	160	93	0	21	41	21	24	945	
APPROACH %	9%	90%	1%	0%	69%	30%	82%	0%	18%	48%	24%	28%		
PEAK HR FACTOR	0.833			0.911			0.919			0.796			0.941	
APP/DEPART	220	/	317	525	/	442	114	/	2	86	/	184	0	



## INTERSECTION TURNING MOVEMENT COUNTS

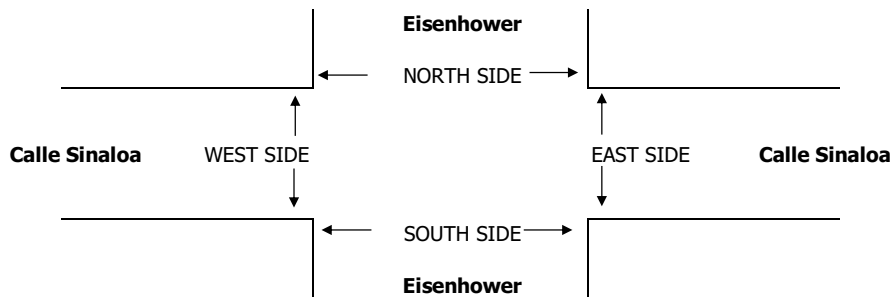
PREPARED BY: AimTD LLC. tel: 714 253 7888 [pacific@aimtd.com](mailto:pacific@aimtd.com)

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Eisenhower Calle Sinaloa	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 4 <b>CONTROL:</b> STOP ALL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Eisenhower			Eisenhower			Calle Sinaloa			Calle Sinaloa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	1	1	1	1	

<b>AM</b>	7:00 AM	3	96	29	0	22	5	0	12	1	16	23	7	214
	7:15 AM	0	70	13	0	27	2	0	19	0	17	11	4	163
	7:30 AM	0	171	17	0	39	7	0	19	0	12	7	7	279
	7:45 AM	0	145	10	0	24	2	1	28	0	18	9	3	240
	8:00 AM	0	123	11	2	51	5	0	14	0	16	4	12	238
	8:15 AM	0	129	14	0	71	9	0	10	0	22	12	4	271
	8:30 AM	0	83	8	1	51	6	0	10	0	20	19	9	207
	8:45 AM	0	79	16	1	45	4	0	11	0	32	6	10	204
	VOLUMES	3	896	118	4	330	40	1	123	1	153	91	56	1,816
	APPROACH %	0%	88%	12%	1%	88%	11%	1%	98%	1%	51%	30%	19%	
APP/DEPART	1,017	/	952	374	/	484	125	/	245	300	/	135	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	568	52	2	185	23	1	71	0	68	32	26	1,028	
APPROACH %	0%	92%	8%	1%	88%	11%	1%	99%	0%	54%	25%	21%		
PEAK HR FACTOR	0.824			0.656			0.621			0.829			0.921	
APP/DEPART	620	/	594	210	/	253	72	/	125	126	/	56	0	
<b>PM</b>	2:30 PM	0	68	7	2	53	4	0	8	0	38	13	2	195
	2:45 PM	0	53	6	3	51	8	0	15	0	52	9	7	204
	3:00 PM	0	52	8	1	66	8	0	11	0	31	10	6	193
	3:15 PM	0	37	6	3	64	16	0	6	0	60	15	5	212
	3:30 PM	0	39	6	1	94	10	0	14	0	54	11	5	234
	3:45 PM	0	55	10	1	72	13	0	19	0	54	19	5	248
	4:00 PM	0	45	13	1	82	7	0	4	0	55	17	12	236
	4:15 PM	0	48	9	1	66	11	0	10	0	59	17	8	229
	VOLUMES	0	397	65	13	548	77	0	87	0	403	111	50	1,751
	APPROACH %	0%	86%	14%	2%	86%	12%	0%	100%	0%	71%	20%	9%	
APP/DEPART	462	/	449	638	/	950	87	/	164	564	/	188	0	
BEGIN PEAK HR	3:30 PM													
VOLUMES	0	187	38	4	314	41	0	47	0	222	64	30	947	
APPROACH %	0%	83%	17%	1%	87%	11%	0%	100%	0%	70%	20%	9%		
PEAK HR FACTOR	0.865			0.855			0.618			0.940			0.955	
APP/DEPART	225	/	217	359	/	536	47	/	89	316	/	105	0	



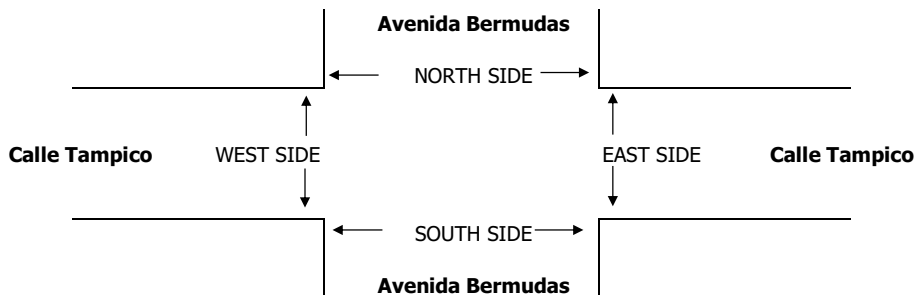
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 [pacific@aimtd.com](mailto:pacific@aimtd.com)

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta Avenida Bermudas EAST & WEST: Calle Tampico	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 5 <b>CONTROL:</b> SIGNAL	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> </table>	AM	▲	N	PM	◀	W	MD	S	▶	OTHER	▼	E	OTHER		
AM	▲	N																
PM	◀	W																
MD	S	▶																
OTHER	▼	E																
OTHER																		
NOTES:																		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Avenida Bermudas			Avenida Bermudas			Calle Tampico			Calle Tampico			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	0	1	2	0	1	2	0	

<b>AM</b>	7:00 AM	1	3	14	0	3	0	1	15	3	16	14	2	72
	7:15 AM	3	0	15	0	0	1	4	22	2	13	20	17	97
	7:30 AM	3	5	20	0	0	2	2	30	0	16	24	20	122
	7:45 AM	2	1	21	0	0	1	3	37	3	22	36	9	135
	8:00 AM	8	0	25	0	0	4	9	32	3	21	43	11	156
	8:15 AM	18	0	14	0	0	3	4	30	1	26	47	5	148
	8:30 AM	6	0	20	1	0	1	6	24	5	30	31	5	129
	8:45 AM	4	2	16	2	0	2	8	20	5	34	20	10	123
	VOLUMES	45	11	145	3	3	14	37	210	22	178	235	79	982
	APPROACH %	22%	5%	72%	15%	15%	70%	14%	78%	8%	36%	48%	16%	
APP/DEPART	201	/	121	20	/	181	269	/	380	492	/	300	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	34	1	80	1	0	9	22	123	12	99	157	30	568	
APPROACH %	30%	1%	70%	10%	0%	90%	14%	78%	8%	35%	55%	10%		
PEAK HR FACTOR	0.871			0.625			0.892			0.917			0.910	
APP/DEPART	115	/	49	10	/	100	157	/	215	286	/	204	0	
<b>PM</b>	2:30 PM	3	1	30	15	3	5	3	28	8	33	32	8	169
	2:45 PM	9	2	31	10	1	6	1	37	7	41	25	10	180
	3:00 PM	2	0	21	4	2	1	1	33	10	43	43	8	168
	3:15 PM	6	3	29	12	2	6	4	31	9	31	33	10	176
	3:30 PM	4	4	16	5	1	2	3	32	5	53	41	10	176
	3:45 PM	3	3	23	5	1	4	2	24	9	32	36	7	149
	4:00 PM	2	2	25	14	7	3	4	28	12	50	33	5	185
	4:15 PM	9	3	26	7	2	1	5	29	4	37	32	8	163
	VOLUMES	38	18	201	72	19	28	23	242	64	320	275	66	1,366
	APPROACH %	15%	7%	78%	61%	16%	24%	7%	74%	19%	48%	42%	10%	
APP/DEPART	257	/	106	119	/	380	329	/	538	661	/	342	0	
BEGIN PEAK HR	2:45 PM													
VOLUMES	21	9	97	31	6	15	9	133	31	168	142	38	700	
APPROACH %	17%	7%	76%	60%	12%	29%	5%	77%	18%	48%	41%	11%		
PEAK HR FACTOR	0.756			0.650			0.961			0.837			0.972	
APP/DEPART	127	/	55	52	/	196	173	/	270	348	/	179	0	



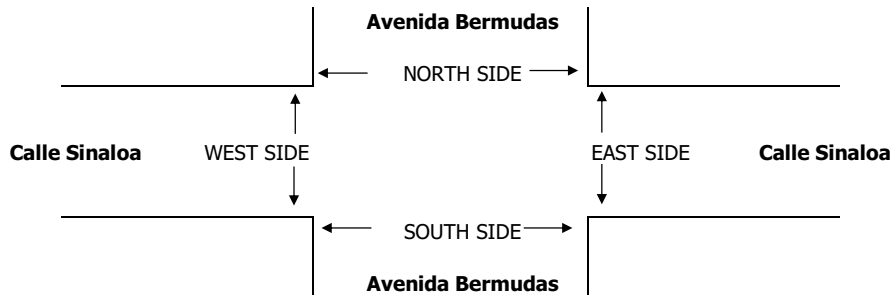
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 [pacific@aimtd.com](mailto:pacific@aimtd.com)

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta Avenida Bermudas EAST & WEST: Calle Sinaloa	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 6 <b>CONTROL:</b> SIGNAL	<b>NOTES:</b>  <div style="text-align: center; border: 1px solid black; padding: 5px;"> <table style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td></td> </tr> </table> </div>	AM	▲	N	PM	◀	W	MD	S	▶	OTHER	▼	E	OTHER		
AM	▲	N																
PM	◀	W																
MD	S	▶																
OTHER	▼	E																
OTHER																		

LANES:	NORTHBOUND <small>Avenida Bermudas</small>			SOUTHBOUND <small>Avenida Bermudas</small>			EASTBOUND <small>Calle Sinaloa</small>			WESTBOUND <small>Calle Sinaloa</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	1	1	0	1	2	0	2	2	0	

	NORTHBOUND <small>Avenida Bermudas</small>			SOUTHBOUND <small>Avenida Bermudas</small>			EASTBOUND <small>Calle Sinaloa</small>			WESTBOUND <small>Calle Sinaloa</small>			TOTAL		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR			
<b>AM</b>	7:00 AM	1	13	168	5	5	5	5	83	0	29	37	2	353	
	7:15 AM	0	9	144	5	1	3	9	56	0	54	28	1	310	
	7:30 AM	0	21	185	9	5	1	5	40	2	32	23	7	330	
	7:45 AM	1	17	142	5	9	5	0	56	2	46	26	6	315	
	8:00 AM	2	18	153	3	17	3	4	40	1	41	23	7	312	
	8:15 AM	0	23	109	7	14	4	3	45	0	43	37	14	299	
	8:30 AM	0	14	83	10	10	4	3	30	1	47	47	13	262	
	8:45 AM	2	14	101	7	13	4	7	33	0	35	39	7	262	
	VOLUMES	6	129	1,085	51	74	29	36	383	6	327	260	57	2,443	
	APPROACH %	0%	11%	89%	33%	48%	19%	8%	90%	1%	51%	40%	9%		
	APP/DEPART	1,220	/	222	154	/	407	425	/	1,519	644	/	295	0	
	BEGIN PEAK HR	7:00 AM													
	VOLUMES	2	60	639	24	20	14	19	235	4	161	114	16	1,308	
APPROACH %	0%	9%	91%	41%	34%	24%	7%	91%	2%	55%	39%	5%			
PEAK HR FACTOR	0.851			0.763			0.733			0.877			0.926		
APP/DEPART	701	/	95	58	/	185	258	/	898	291	/	130	0		
<b>PM</b>	2:30 PM	0	21	65	3	14	7	2	33	1	52	54	8	260	
	2:45 PM	1	16	79	14	12	7	5	24	2	69	55	14	298	
	3:00 PM	0	5	55	9	18	7	3	33	0	62	81	4	277	
	3:15 PM	1	13	44	11	21	9	7	25	0	78	77	4	290	
	3:30 PM	0	13	76	7	12	7	4	34	0	86	64	10	313	
	3:45 PM	0	19	73	4	19	10	4	30	0	64	69	11	303	
	4:00 PM	1	15	58	10	17	5	4	38	0	89	79	13	329	
	4:15 PM	1	12	52	8	14	8	5	40	3	86	88	11	328	
	VOLUMES	4	114	502	66	127	60	34	257	6	586	567	75	2,398	
	APPROACH %	1%	18%	81%	26%	50%	24%	11%	87%	2%	48%	46%	6%		
	APP/DEPART	620	/	223	253	/	719	297	/	825	1,228	/	631	0	
	BEGIN PEAK HR	3:30 PM													
	VOLUMES	2	59	259	29	62	30	17	142	3	325	300	45	1,273	
APPROACH %	1%	18%	81%	24%	51%	25%	10%	88%	2%	49%	45%	7%			
PEAK HR FACTOR	0.870			0.917			0.844			0.905			0.967		
APP/DEPART	320	/	121	121	/	390	162	/	430	670	/	332	0		



## INTERSECTION TURNING MOVEMENT COUNTS

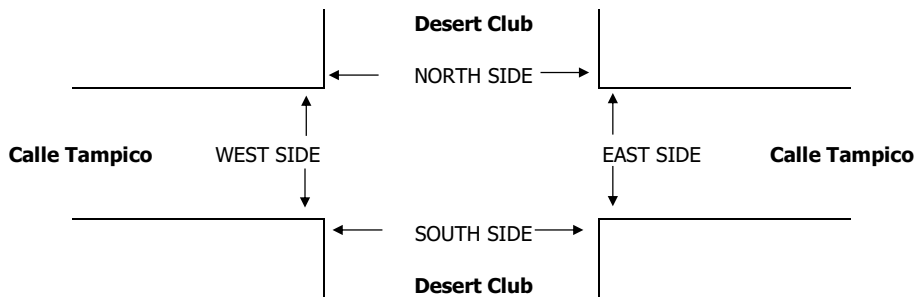
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Desert Club Calle Tampico	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 7 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Desert Club			Desert Club			Calle Tampico			Calle Tampico			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1.5	0.5	0.5	1	2	0	1	2	0	

<b>AM</b>	7:00 AM	4	2	10	13	2	6	5	20	3	5	24	7	101
	7:15 AM	2	7	15	13	0	5	9	35	1	7	35	21	150
	7:30 AM	3	13	9	51	8	6	16	29	1	7	51	25	219
	7:45 AM	1	22	10	32	9	22	30	31	0	7	38	26	228
	8:00 AM	4	22	8	58	10	18	30	32	0	17	53	25	277
	8:15 AM	3	20	11	30	19	22	11	27	1	20	53	14	231
	8:30 AM	2	5	9	17	7	16	8	37	2	29	44	3	179
	8:45 AM	1	3	7	6	7	8	8	36	2	19	46	3	146
	VOLUMES	20	94	79	220	62	103	117	247	10	111	344	124	1,531
	APPROACH %	10%	49%	41%	57%	16%	27%	31%	66%	3%	19%	59%	21%	
APP/DEPART	193	/	313	385	/	166	374	/	563	579	/	489	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	11	77	38	171	46	68	87	119	2	51	195	90	955	
APPROACH %	9%	61%	30%	60%	16%	24%	42%	57%	1%	15%	58%	27%		
PEAK HR FACTOR	0.926			0.828			0.839			0.884			0.862	
APP/DEPART	126	/	244	285	/	92	208	/	335	336	/	284	0	
<b>PM</b>	2:30 PM	4	5	17	13	5	6	7	73	2	16	60	6	214
	2:45 PM	2	4	21	16	7	5	14	50	4	13	59	8	203
	3:00 PM	7	2	20	20	3	14	11	59	2	17	60	7	222
	3:15 PM	9	7	20	22	5	16	11	63	1	28	57	6	245
	3:30 PM	5	10	25	33	6	9	11	40	2	25	67	5	238
	3:45 PM	3	4	16	21	9	10	6	40	4	27	68	4	212
	4:00 PM	9	4	21	20	4	5	13	56	4	22	80	5	243
	4:15 PM	0	6	22	17	3	15	12	52	3	26	60	8	224
	VOLUMES	39	42	162	162	42	80	85	433	22	174	511	49	1,801
	APPROACH %	16%	17%	67%	57%	15%	28%	16%	80%	4%	24%	70%	7%	
APP/DEPART	243	/	158	284	/	213	540	/	782	734	/	648	0	
BEGIN PEAK HR	3:15 PM													
VOLUMES	26	25	82	96	24	40	41	199	11	102	272	20	938	
APPROACH %	20%	19%	62%	60%	15%	25%	16%	79%	4%	26%	69%	5%		
PEAK HR FACTOR	0.831			0.833			0.837			0.921			0.957	
APP/DEPART	133	/	75	160	/	118	251	/	396	394	/	349	0	



## INTERSECTION TURNING MOVEMENT COUNTS

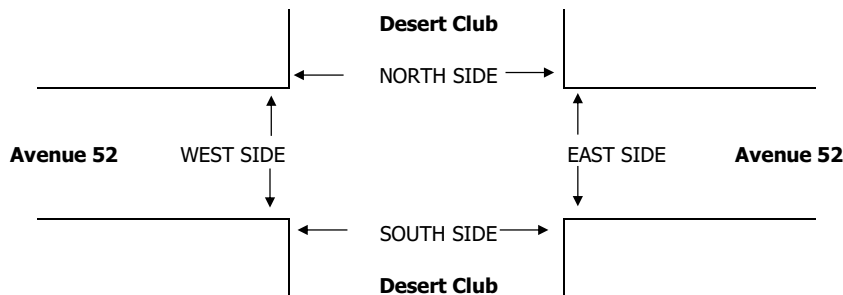
PREPARED BY: AimTD LLC. tel: 714 253 7888 [pacific@aimtd.com](mailto:pacific@aimtd.com)

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Desert Club Avenue 52	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 8 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Desert Club			Desert Club			Avenue 52			Avenue 52			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	2	0	1	2	0	

<b>AM</b>	7:00 AM	1	1	0	2	0	4	9	247	0	1	63	0	328
	7:15 AM	0	4	0	2	0	4	6	199	0	5	79	7	306
	7:30 AM	0	0	0	5	0	3	13	220	1	1	59	3	305
	7:45 AM	0	3	0	4	8	7	20	183	0	5	71	16	317
	8:00 AM	2	0	0	2	0	15	21	175	0	0	56	11	282
	8:15 AM	0	1	1	3	0	11	17	144	0	0	83	6	266
	8:30 AM	0	1	0	3	0	10	4	118	1	2	97	15	251
	8:45 AM	0	1	3	0	0	5	10	131	0	1	76	9	236
	VOLUMES	3	11	4	21	8	59	100	1,417	2	15	584	67	2,291
	APPROACH %	17%	61%	22%	24%	9%	67%	7%	93%	0%	2%	88%	10%	
APP/DEPART	18	/	178	88	/	26	1,519	/	1,443	666	/	644	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	1	8	0	13	8	18	48	849	1	12	272	26	1,256	
APPROACH %	11%	89%	0%	33%	21%	46%	5%	95%	0%	4%	88%	8%		
PEAK HR FACTOR	0.563			0.513			0.877			0.842			0.957	
APP/DEPART	9	/	82	39	/	21	898	/	862	310	/	291	0	
<b>PM</b>	2:30 PM	0	0	1	6	0	10	5	96	0	1	104	7	230
	2:45 PM	1	0	2	5	1	5	4	112	1	1	132	8	272
	3:00 PM	0	0	0	5	0	7	8	89	0	4	140	10	263
	3:15 PM	0	1	2	9	0	12	7	73	0	2	147	10	263
	3:30 PM	0	1	1	8	0	7	10	107	0	3	153	7	297
	3:45 PM	0	0	0	7	0	7	9	98	0	1	137	15	274
	4:00 PM	0	0	0	15	0	13	7	99	0	1	168	9	312
	4:15 PM	0	2	1	8	0	9	6	94	0	2	176	19	317
	VOLUMES	1	4	7	63	1	70	56	768	1	15	1,157	85	2,228
	APPROACH %	8%	33%	58%	47%	1%	52%	7%	93%	0%	1%	92%	7%	
APP/DEPART	12	/	146	134	/	10	825	/	844	1,257	/	1,228	0	
BEGIN PEAK HR	3:30 PM													
VOLUMES	0	3	2	38	0	36	32	398	0	7	634	50	1,200	
APPROACH %	0%	60%	40%	51%	0%	49%	7%	93%	0%	1%	92%	7%		
PEAK HR FACTOR	0.417			0.661			0.919			0.877			0.946	
APP/DEPART	5	/	86	74	/	3	430	/	441	691	/	670	0	

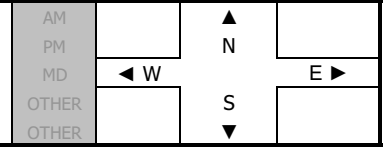




## INTERSECTION TURNING MOVEMENT COUNTS

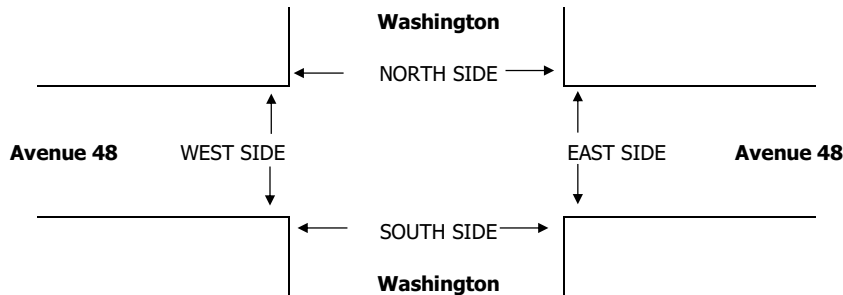
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Washington Avenue 48	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 9 <b>CONTROL:</b> SIGNAL
<b>NOTES:</b>		



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Avenue 48			Avenue 48			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0.5	2	3	0	X	X	X	3	0	1	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Avenue 48			Avenue 48			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	343	92	11	161	0	0	0	0	49	0	49	705
7:15 AM	0	379	73	16	171	0	0	0	0	63	0	79	781
7:30 AM	0	459	89	12	179	0	0	0	0	70	0	100	909
7:45 AM	0	399	127	26	193	0	0	0	0	85	0	109	939
8:00 AM	0	339	148	23	183	0	0	0	0	87	0	71	851
8:15 AM	0	400	69	20	216	0	0	0	0	113	0	81	899
8:30 AM	0	362	81	27	237	0	0	0	0	63	0	81	851
8:45 AM	0	319	62	51	228	0	0	0	0	82	0	70	812
VOLUMES	0	3,000	741	186	1,568	0	0	0	0	612	0	640	6,747
APPROACH %	0%	80%	20%	11%	89%	0%	0%	0%	0%	49%	0%	51%	
APP/DEPART	3,741	/	3,657	1,754	/	2,180	0	/	910	1,252	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	1,597	433	81	771	0	0	0	0	355	0	361	3,598
APPROACH %	0%	79%	21%	10%	90%	0%	0%	0%	0%	50%	0%	50%	
PEAK HR FACTOR	0.926			0.903			0.000			0.923			0.958
APP/DEPART	2,030	/	1,966	852	/	1,126	0	/	506	716	/	0	0
<b>PM</b>													
2:30 PM	0	310	92	66	275	0	0	0	0	93	0	61	897
2:45 PM	0	314	89	60	294	0	0	0	0	114	0	54	925
3:00 PM	0	279	79	63	293	0	0	0	0	160	0	54	928
3:15 PM	0	279	61	75	320	0	0	0	0	116	0	50	901
3:30 PM	0	282	75	79	347	0	0	0	0	92	0	35	910
3:45 PM	0	281	67	64	318	0	0	0	0	119	0	58	907
4:00 PM	0	238	67	56	309	0	0	0	0	90	0	51	811
4:15 PM	0	249	58	58	334	0	0	0	0	100	0	56	855
VOLUMES	0	2,232	588	521	2,490	0	0	0	0	884	0	419	7,134
APPROACH %	0%	79%	21%	17%	83%	0%	0%	0%	0%	68%	0%	32%	
APP/DEPART	2,820	/	2,690	3,011	/	3,374	0	/	1,070	1,303	/	0	0
BEGIN PEAK HR	2:45 PM												
VOLUMES	0	1,154	304	277	1,254	0	0	0	0	482	0	193	3,664
APPROACH %	0%	79%	21%	18%	82%	0%	0%	0%	0%	71%	0%	29%	
PEAK HR FACTOR	0.904			0.898			0.000			0.789			0.987
APP/DEPART	1,458	/	1,365	1,531	/	1,736	0	/	563	675	/	0	0



## INTERSECTION TURNING MOVEMENT COUNTS

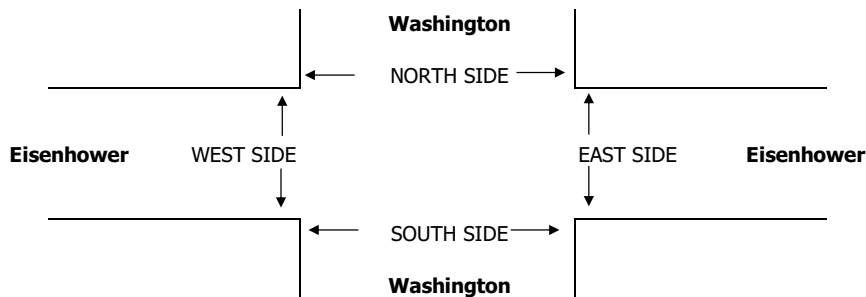
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Washington Eisenhower	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 10 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Eisenhower			Eisenhower			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	1	1	3	1	2.5	0.5	0.5	1	1	1	

<b>AM</b>	7:00 AM	3	267	0	1	125	84	163	0	1	1	0	5	650
	7:15 AM	0	309	0	1	167	66	143	1	0	0	0	0	687
	7:30 AM	2	348	1	2	170	77	198	0	2	1	0	2	803
	7:45 AM	1	285	0	3	186	89	236	1	7	0	0	5	813
	8:00 AM	2	292	1	4	170	96	184	1	3	3	2	10	768
	8:15 AM	3	270	2	10	204	115	193	0	2	3	0	6	808
	8:30 AM	2	268	0	7	196	97	172	1	2	0	0	3	748
	8:45 AM	8	226	0	5	201	104	147	1	6	2	2	7	709
	VOLUMES	21	2,265	4	33	1,419	728	1,436	5	23	10	4	38	5,986
	APPROACH %	1%	99%	0%	2%	65%	33%	98%	0%	2%	19%	8%	73%	
APP/DEPART	2,290	/	3,741	2,180	/	1,452	1,464	/	40	52	/	753	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	8	1,195	4	19	730	377	811	2	14	7	2	23	3,192	
APPROACH %	1%	99%	0%	2%	65%	33%	98%	0%	2%	22%	6%	72%		
PEAK HR FACTOR	0.860			0.856			0.847			0.533			0.982	
APP/DEPART	1,207	/	2,030	1,126	/	751	827	/	24	32	/	387	0	
<b>PM</b>	2:30 PM	2	254	1	11	243	114	136	0	5	1	1	8	776
	2:45 PM	3	248	6	10	243	155	145	2	1	1	1	10	825
	3:00 PM	4	217	3	7	256	190	134	2	5	3	0	7	828
	3:15 PM	2	205	3	6	265	165	124	1	1	1	0	11	784
	3:30 PM	0	218	3	5	274	160	134	3	1	1	2	5	806
	3:45 PM	2	213	2	14	281	142	128	0	3	2	2	7	796
	4:00 PM	1	194	1	10	257	132	103	0	1	2	2	6	709
	4:15 PM	1	166	3	9	267	158	135	1	3	3	0	6	752
	VOLUMES	15	1,715	22	72	2,086	1,216	1,039	9	20	14	8	60	6,276
	APPROACH %	1%	98%	1%	2%	62%	36%	97%	1%	2%	17%	10%	73%	
APP/DEPART	1,752	/	2,820	3,374	/	2,122	1,068	/	96	82	/	1,238	0	
BEGIN PEAK HR	2:45 PM													
VOLUMES	9	888	15	28	1,038	670	537	8	8	6	3	33	3,243	
APPROACH %	1%	97%	2%	2%	60%	39%	97%	1%	1%	14%	7%	79%		
PEAK HR FACTOR	0.887			0.958			0.934			0.875			0.979	
APP/DEPART	912	/	1,458	1,736	/	1,053	553	/	51	42	/	681	0	



## INTERSECTION TURNING MOVEMENT COUNTS

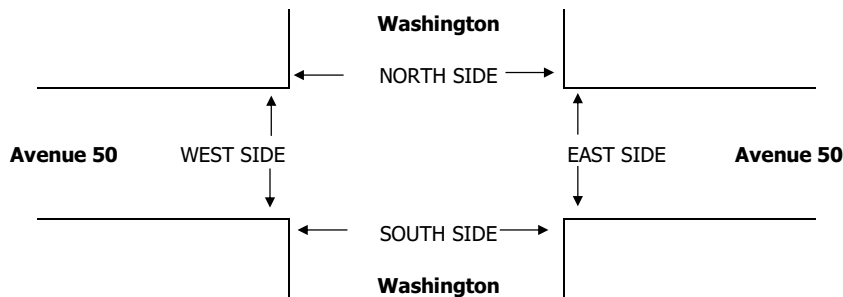
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Washington Avenue 50	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 11 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Avenue 50			Avenue 50			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	2	2.5	0.5	1	2	0	2	1	1	

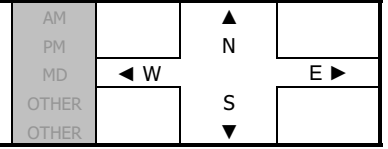
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Avenue 50			Avenue 50			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	1	196	13	21	76	3	15	28	2	29	27	40	451
7:15 AM	4	176	10	16	126	11	12	17	4	34	26	78	514
7:30 AM	3	243	15	16	126	8	14	14	3	37	21	49	549
7:45 AM	2	234	18	22	156	12	7	14	3	17	29	49	563
8:00 AM	4	209	21	32	123	12	11	32	7	36	24	52	563
8:15 AM	1	184	8	46	135	8	8	44	4	19	16	47	520
8:30 AM	13	162	8	24	161	8	25	16	3	18	28	81	547
8:45 AM	11	149	9	34	164	14	7	16	2	17	26	41	490
VOLUMES	39	1,553	102	211	1,067	76	99	181	28	207	197	437	4,197
APPROACH %	2%	92%	6%	16%	79%	6%	32%	59%	9%	25%	23%	52%	
APP/DEPART	1,694	/	2,089	1,354	/	1,304	308	/	494	841	/	310	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	10	870	62	116	540	40	40	104	17	109	90	197	2,195
APPROACH %	1%	92%	7%	17%	78%	6%	25%	65%	11%	28%	23%	50%	
PEAK HR FACTOR	0.902			0.916			0.719			0.884			0.975
APP/DEPART	942	/	1,107	696	/	667	161	/	282	396	/	139	0
<b>PM</b>													
2:30 PM	3	99	6	33	108	5	9	21	2	14	15	39	354
2:45 PM	0	169	4	40	183	6	13	25	4	25	24	67	560
3:00 PM	5	144	12	49	201	9	10	19	0	16	17	37	519
3:15 PM	4	174	11	28	206	13	14	17	2	27	16	43	555
3:30 PM	1	179	15	56	189	37	11	24	8	23	14	37	594
3:45 PM	2	174	22	63	191	14	14	26	2	21	14	29	572
4:00 PM	4	159	16	39	221	13	9	19	3	34	17	33	567
4:15 PM	3	142	17	34	190	55	10	16	3	32	27	30	559
VOLUMES	22	1,240	103	342	1,489	152	90	167	24	192	144	315	4,280
APPROACH %	2%	91%	8%	17%	75%	8%	32%	59%	9%	29%	22%	48%	
APP/DEPART	1,365	/	1,645	1,983	/	1,705	281	/	613	651	/	317	0
BEGIN PEAK HR	3:30 PM												
VOLUMES	10	654	70	192	791	119	44	85	16	110	72	129	2,292
APPROACH %	1%	89%	10%	17%	72%	11%	30%	59%	11%	35%	23%	41%	
PEAK HR FACTOR	0.927			0.977			0.843			0.874			0.965
APP/DEPART	734	/	827	1,102	/	916	145	/	348	311	/	201	0



## INTERSECTION TURNING MOVEMENT COUNTS

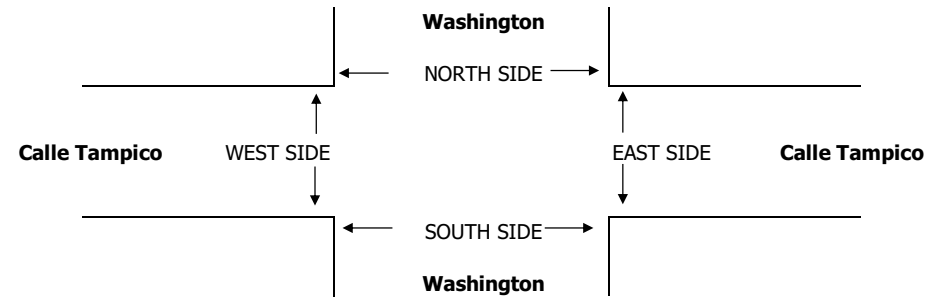
PREPARED BY: AimTD LLC. tel: 714 253 7888 [pacific@aimtd.com](mailto:pacific@aimtd.com)

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Washington Calle Tampico	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 12 <b>CONTROL:</b> SIGNAL
<b>NOTES:</b>		



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Calle Tampico			Calle Tampico			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	2	1	2.5	0.5	1	1	0.5	0.5	

AM	Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	7:00 AM	2	144	37	3	75	28	25	20	6	14	9	14	377
	7:15 AM	4	132	15	4	97	53	31	25	9	14	14	16	414
	7:30 AM	10	152	5	2	77	72	60	15	8	6	11	13	431
	7:45 AM	8	158	15	3	89	61	42	16	4	7	19	5	427
	8:00 AM	7	132	11	2	74	77	62	17	9	8	17	11	427
	8:15 AM	13	110	12	8	90	74	36	11	6	10	14	17	401
	8:30 AM	5	97	6	11	113	48	49	11	7	4	8	8	367
	8:45 AM	10	102	8	2	114	65	30	7	4	7	5	10	364
	VOLUMES	59	1,027	109	35	729	478	335	122	53	70	97	94	3,208
	APPROACH %	5%	86%	9%	3%	59%	38%	66%	24%	10%	27%	37%	36%	
	APP/DEPART	1,195	/	1,458	1,242	/	852	510	/	263	261	/	635	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	29	574	46	11	337	263	195	73	30	35	61	45	1,699
	APPROACH %	4%	88%	7%	2%	55%	43%	65%	24%	10%	25%	43%	32%	
	PEAK HR FACTOR	0.896			0.992			0.847			0.801			0.985
	APP/DEPART	649	/	815	611	/	402	298	/	129	141	/	353	0
	2:30 PM	9	94	8	7	114	68	76	14	10	6	10	8	424
	2:45 PM	5	97	6	7	165	77	44	12	11	13	24	2	463
	3:00 PM	7	73	6	4	124	85	78	13	12	9	8	4	423
	3:15 PM	11	112	10	7	114	81	59	14	9	5	11	9	442
	3:30 PM	6	85	5	10	138	87	67	13	8	4	8	6	437
	3:45 PM	7	83	10	12	127	69	73	15	8	10	13	15	442
	4:00 PM	12	82	3	10	141	74	86	12	9	6	11	4	450
	4:15 PM	8	91	8	11	129	76	55	12	8	4	9	7	418
	VOLUMES	65	717	56	68	1,052	617	538	105	75	57	94	55	3,499
	APPROACH %	8%	86%	7%	4%	61%	36%	75%	15%	10%	28%	46%	27%	
	APP/DEPART	838	/	1,314	1,737	/	1,184	718	/	225	206	/	776	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	36	362	28	39	520	311	285	54	34	25	43	34	1,771
	APPROACH %	8%	85%	7%	4%	60%	36%	76%	14%	9%	25%	42%	33%	
	PEAK HR FACTOR	0.801			0.926			0.871			0.671			0.984
	APP/DEPART	426	/	683	870	/	579	373	/	119	102	/	390	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

**DATE:**  
Tue, Dec 8, 15

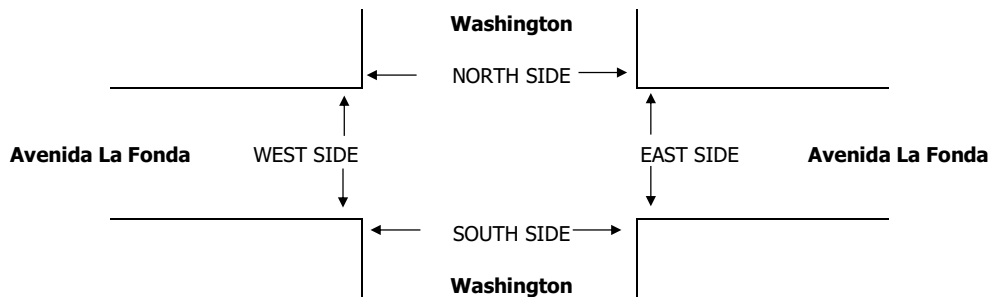
**LOCATION:** La Quinta  
NORTH & SOUTH: Washington  
EAST & WEST: Avenida La Fonda

**PROJECT #:** SC0760  
**LOCATION #:** 13  
**CONTROL:** STOP E

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Avenida La Fonda			Avenida La Fonda			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	X	X	3	0	1	X	1	X	X	X	

AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	SUMMARY			TOTAL		
	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	3:30 AM	VOLUMES	APPROACH %		PEAK HR FACTOR	
	4	116	0	0	80	10	5	0	2	0	0	0	217	
	3	124	0	1	82	8	5	0	3	0	0	0	226	
	9	176	0	0	88	9	11	0	3	0	0	0	296	
	5	154	0	1	88	13	8	0	4	0	0	0	273	
	1	116	0	1	86	9	13	0	2	0	0	0	228	
	5	136	0	0	107	10	7	0	5	0	0	0	270	
	1	143	0	0	100	15	2	0	2	0	0	0	263	
	5	134	0	1	97	5	10	0	3	0	0	0	255	
	33	1,099	0	4	728	79	61	0	24	0	0	0	2,028	
	3%	97%	0%	0%	90%	10%	72%	0%	28%	0%	0%	0%		
	1,132	/	1,164	811	/	752	85	/	0	0	/	112	0	
	7:30 AM			2	369	41	39	0	14	0	0	0	1,067	
	20	582	0	0%	90%	10%	74%	0%	26%	0%	0%	0%		
	3%	97%	0%	0%	90%	10%	74%	0%	26%	0%	0%	0%		
	0.814			0.880			0.883			0.000			0.901	
	602	/	623	412	/	383	53	/	0	0	/	61	0	
PM	2:30 PM	7	98	0	1	103	12	3	0	4	0	0	0	228
	2:45 PM	5	86	0	1	144	15	5	0	5	0	0	0	261
	3:00 PM	1	96	0	2	133	20	6	0	5	0	0	0	263
	3:15 PM	6	94	0	0	128	10	5	0	5	0	0	0	248
	3:30 PM	3	95	0	1	140	8	7	0	5	0	0	0	259
	3:45 PM	4	103	0	0	130	15	6	0	3	0	0	0	261
	4:00 PM	3	95	0	2	139	9	11	0	6	0	0	0	265
	4:15 PM	5	99	0	2	146	12	8	0	3	0	0	0	275
		34	766	0	9	1,063	101	51	0	36	0	0	0	2,060
		4%	96%	0%	1%	91%	9%	59%	0%	41%	0%	0%	0%	
		800	/	826	1,173	/	1,102	87	/	0	0	/	132	0
		3:30 PM			5	555	44	32	0	17	0	0	0	1,060
		15	392	0	1%	92%	7%	65%	0%	35%	0%	0%	0%	
		4%	96%	0%	1%	92%	7%	65%	0%	35%	0%	0%	0%	
	0.951			0.944			0.721			0.000			0.964	
	407	/	429	604	/	574	49	/	0	0	/	57	0	



## INTERSECTION TURNING MOVEMENT COUNTS

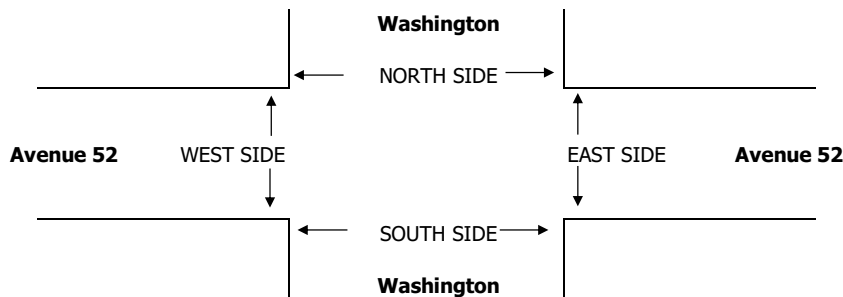
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Washington Avenue 52	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 14 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Washington			Washington			Avenue 52			Avenue 52			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	2	0.5	1.5	2	2	0	1	2	1	

<b>AM</b>	7:00 AM	0	4	2	42	3	37	119	98	0	18	30	30	383
	7:15 AM	1	3	0	48	3	43	109	80	0	12	39	36	374
	7:30 AM	0	3	1	52	1	32	135	92	0	8	37	39	400
	7:45 AM	1	5	2	67	4	22	104	78	0	13	51	53	400
	8:00 AM	2	2	2	47	11	35	74	60	2	8	63	41	347
	8:15 AM	0	7	1	52	4	44	81	69	1	7	46	40	352
	8:30 AM	4	8	3	60	3	40	55	63	2	10	43	36	327
	8:45 AM	0	6	5	50	4	35	54	55	0	6	64	38	317
	VOLUMES	8	38	16	418	33	288	731	595	5	82	373	313	2,900
	APPROACH %	13%	61%	26%	57%	4%	39%	55%	45%	0%	11%	49%	41%	
APP/DEPART	62	/	1,081	739	/	67	1,331	/	1,082	768	/	670	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	2	15	5	209	11	134	467	348	0	51	157	158	1,557	
APPROACH %	9%	68%	23%	59%	3%	38%	57%	43%	0%	14%	43%	43%		
PEAK HR FACTOR	0.688			0.941			0.898			0.782			0.973	
APP/DEPART	22	/	639	354	/	25	815	/	599	366	/	294	0	
<b>PM</b>	2:30 PM	0	19	2	52	5	54	59	61	2	8	59	32	353
	2:45 PM	2	7	4	71	7	75	51	57	2	10	51	46	383
	3:00 PM	3	7	8	45	8	76	41	66	1	8	78	34	375
	3:15 PM	0	13	2	55	17	64	44	63	3	4	62	53	380
	3:30 PM	2	6	2	51	8	69	35	52	1	5	80	41	352
	3:45 PM	1	5	3	55	5	81	47	60	1	4	89	51	402
	4:00 PM	1	15	4	54	5	93	57	45	2	3	84	34	397
	4:15 PM	0	7	2	62	5	70	44	54	0	7	83	56	390
	VOLUMES	9	79	27	445	60	582	378	458	12	49	586	347	3,032
	APPROACH %	8%	69%	23%	41%	6%	54%	45%	54%	1%	5%	60%	35%	
APP/DEPART	115	/	804	1,087	/	98	848	/	953	982	/	1,177	0	
BEGIN PEAK HR	3:30 PM													
VOLUMES	4	33	11	222	23	313	183	211	4	19	336	182	1,541	
APPROACH %	8%	69%	23%	40%	4%	56%	46%	53%	1%	4%	63%	34%		
PEAK HR FACTOR	0.600			0.918			0.921			0.920			0.958	
APP/DEPART	48	/	398	558	/	37	398	/	453	537	/	653	0	



## INTERSECTION TURNING MOVEMENT COUNTS

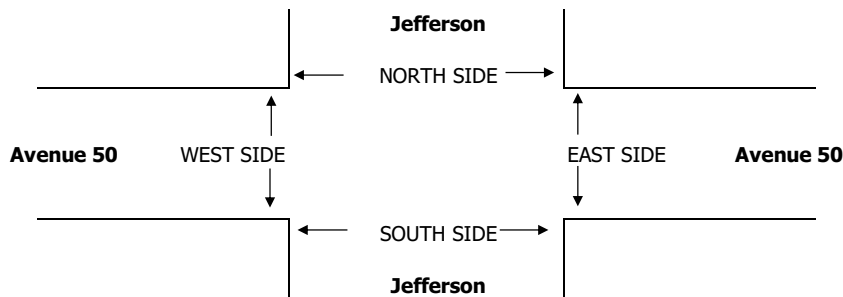
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

<b>DATE:</b> Tue, Dec 8, 15	<b>LOCATION:</b> NORTH & SOUTH: La Quinta EAST & WEST: Jefferson Avenue 50	<b>PROJECT #:</b> SC0760 <b>LOCATION #:</b> 15 <b>CONTROL:</b> SIGNAL
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NOTES:	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td colspan="2"></td> </tr> </table>	AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S	OTHER		
AM	▲	N														
PM	◀	W														
MD	▶	E														
OTHER	▼	S														
OTHER																

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Jefferson			Jefferson			Avenue 50			Avenue 50			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	3	1	2	3	1	1	2	1	1	1	1	

AM	7:00 AM	11	80	8	8	116	59	25	35	7	6	71	53	479
	7:15 AM	12	94	6	28	114	42	50	49	6	14	52	27	494
	7:30 AM	3	102	7	20	82	31	21	25	3	11	59	45	409
	7:45 AM	7	120	5	20	123	49	34	51	14	24	64	33	544
	8:00 AM	14	121	9	24	116	43	32	47	7	9	59	49	530
	8:15 AM	11	90	8	24	80	52	58	51	12	19	82	57	544
	8:30 AM	17	132	7	19	108	22	49	66	22	19	50	33	544
	8:45 AM	9	113	10	22	105	22	22	37	7	10	29	36	422
	VOLUMES	84	852	60	165	844	320	291	361	78	112	466	333	3,966
	APPROACH %	8%	86%	6%	12%	64%	24%	40%	49%	11%	12%	51%	37%	
APP/DEPART	996	/	1,481	1,329	/	1,036	730	/	581	911	/	868	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	49	463	29	87	427	166	173	215	55	71	255	172	2,162	
APPROACH %	9%	86%	5%	13%	63%	24%	39%	49%	12%	14%	51%	35%		
PEAK HR FACTOR	0.867			0.885			0.808			0.788			0.994	
APP/DEPART	541	/	811	680	/	555	443	/	328	498	/	468	0	
PM	2:30 PM	14	131	16	44	107	34	42	62	8	22	50	37	567
	2:45 PM	14	126	16	33	133	35	45	46	12	25	53	37	575
	3:00 PM	5	153	14	58	147	26	38	76	10	34	52	40	653
	3:15 PM	16	163	16	46	122	29	43	60	12	17	48	38	610
	3:30 PM	12	163	14	35	133	21	40	68	8	19	57	44	614
	3:45 PM	14	135	22	50	129	40	41	48	10	24	58	39	610
	4:00 PM	6	100	18	38	110	21	34	68	10	31	50	37	523
	4:15 PM	9	87	12	22	100	17	29	48	7	23	46	31	431
	VOLUMES	90	1,058	128	326	981	223	312	476	77	195	414	303	4,583
	APPROACH %	7%	83%	10%	21%	64%	15%	36%	55%	9%	21%	45%	33%	
APP/DEPART	1,276	/	1,680	1,530	/	1,253	865	/	923	912	/	727	0	
BEGIN PEAK HR	3:00 PM													
VOLUMES	47	614	66	189	531	116	162	252	40	94	215	161	2,487	
APPROACH %	6%	84%	9%	23%	64%	14%	36%	56%	9%	20%	46%	34%		
PEAK HR FACTOR	0.932			0.905			0.915			0.933			0.952	
APP/DEPART	727	/	940	836	/	665	454	/	504	470	/	378	0	



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

**DATE:**  
Tue, Dec 8, 15

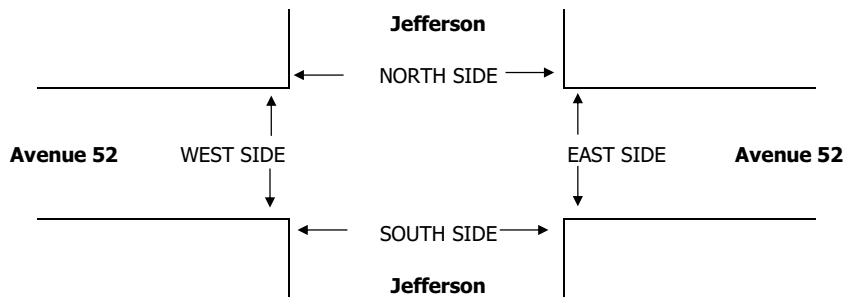
**LOCATION:** La Quinta  
NORTH & SOUTH: Jefferson  
EAST & WEST: Avenue 52

**PROJECT #:** SC0760  
**LOCATION #:** 16  
**CONTROL:** STOP ALL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Jefferson			Jefferson			Avenue 52			Avenue 52			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	1	0	2	1	0	2	1	0	2	1	

AM	Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	7:00 AM	26	52	29	19	75	12	20	54	40	5	35	18	385
	7:15 AM	26	65	28	23	61	16	23	54	45	9	47	24	421
	7:30 AM	35	59	43	15	59	16	8	62	36	4	64	52	453
	7:45 AM	39	90	53	10	79	22	11	58	58	4	59	54	537
	8:00 AM	43	77	49	18	74	12	6	43	34	8	49	35	448
	8:15 AM	36	62	44	26	83	10	14	47	34	2	60	39	457
	8:30 AM	32	73	36	33	66	16	13	43	39	5	71	41	468
	8:45 AM	41	60	30	21	82	19	10	57	50	5	60	30	465
	VOLUMES	278	538	312	165	579	123	105	418	336	42	445	293	3,634
	APPROACH %	25%	48%	28%	19%	67%	14%	12%	49%	39%	5%	57%	38%	
	APP/DEPART	1,128	/	935	867	/	957	859	/	895	780	/	847	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	150	302	182	87	302	60	44	191	165	19	239	169	1,910
	APPROACH %	24%	48%	29%	19%	67%	13%	11%	48%	41%	4%	56%	40%	
	PEAK HR FACTOR	0.871			0.943			0.787			0.912			0.889
	APP/DEPART	634	/	514	449	/	486	400	/	460	427	/	450	0
	2:30 PM	39	91	31	28	76	10	13	39	39	5	43	29	443
	2:45 PM	28	100	22	23	81	19	14	38	45	3	52	45	470
	3:00 PM	25	68	42	29	67	27	14	81	48	4	34	55	494
	3:15 PM	28	83	47	18	88	48	9	62	13	1	35	37	469
	3:30 PM	28	82	40	27	94	37	7	60	35	3	41	39	493
	3:45 PM	40	109	57	26	87	28	8	55	43	3	69	50	575
	4:00 PM	29	111	40	13	88	24	14	52	51	4	59	46	531
	4:15 PM	40	85	42	20	107	27	8	54	50	2	48	43	526
	VOLUMES	257	729	321	184	688	220	87	441	324	25	381	344	4,001
	APPROACH %	20%	56%	25%	17%	63%	20%	10%	52%	38%	3%	51%	46%	
	APP/DEPART	1,307	/	1,161	1,092	/	1,037	852	/	945	750	/	858	0
	BEGIN PEAK HR	3:30 PM												
	VOLUMES	137	387	179	86	376	116	37	221	179	12	217	178	2,125
	APPROACH %	19%	55%	25%	15%	65%	20%	8%	51%	41%	3%	53%	44%	
	PEAK HR FACTOR	0.853			0.915			0.934			0.834			0.924
	APP/DEPART	703	/	603	578	/	566	437	/	486	407	/	470	0





**APPENDIX D**

**Existing Intersection Delay and  
Level of Service Worksheets**

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows of data.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)
\*\*\*\*\*

Average Delay (sec/veh): 8.1 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, etc.

PCE Module table with 12 columns for different vehicle types like AutoPCE, TruckPCE, etc.

Delay Module table with 4 columns for different delay metrics like CircVolume, MaxVolume, etc.

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.201
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-1-0-1).

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, PCE Adj, etc.

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Delay/Veh, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume components 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 metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (0-1-0-0-0).

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane (1850), Adjustment (0.98), Lanes (0.09), and Final Sat. (164).

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat (0.01), Crit Moves (\*\*\*\*), Green/Cycle (0.07), Volume/Cap (0.09), Delay/Veh (43.8), User DelAdj (1.00), AdjDel/Veh (43.8), LOS by Move (D-D-A), and HCM2kAvgQ (0).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green (7-7-7), and Lanes (0-0-2-1-0).

Volume Module: Base Vol: 0 1682 573 53 702 0 0 0 0 451 0 277
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 1682 573 53 702 0 0 0 0 451 0 277
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: 0 1911 651 60 798 0 0 0 0 513 0 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1911 651 60 798 0 0 0 0 513 0 315
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 1911 651 60 798 0 0 0 0 513 0 315

Saturation Flow Module: Sat/Lane: 1850 1850 1850 1850 1850 1850 1850 1850 1850 1850 1850 1850
Adjustment: 1.00 0.96 0.96 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 2.24 0.76 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.: 0 3982 1357 3515 5550 0 0 0 0 5273 0 1573

Capacity Analysis Module: Vol/Sat: 0.00 0.48 0.48 0.02 0.14 0.00 0.00 0.00 0.00 0.10 0.00 0.20
Crit Moves: \*\*\*\*
Green/Cycle: 0.00 0.57 0.57 0.07 0.43 0.00 0.00 0.00 0.00 0.24 0.00 0.24
Volume/Cap: 0.00 0.84 0.84 0.24 0.33 0.00 0.00 0.00 0.00 0.41 0.00 0.84
Delay/Veh: 0.0 19.9 19.9 44.5 19.0 0.0 0.0 0.0 0.0 32.3 0.0 51.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 19.9 19.9 44.5 19.0 0.0 0.0 0.0 0.0 32.3 0.0 51.7
LOS by Move: A B B D B A A A A C A D
HCM2kAvgQ: 0 24 24 1 5 0 0 0 0 5 0 12

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include/Ovl), Min. Green (7-7-7), and Lanes (1-0-2-1-0).

Volume Module: Table with 12 columns for volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, 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 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C [ 19.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for conflict volume, potential capacity, and volume/capacity ratios.

Level Of Service Module: Table with 13 columns for LOS metrics like 2Way95thQ, Control Del, Shared Cap, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows of data.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #15 Jefferson St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #16 Jefferson St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Average Delay (sec/veh): 6.5 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Lanes. All controls are Yield Sign and lanes are 1.

Volume Module table with 12 columns and 12 rows showing various volume adjustments like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

PCE Module table with 12 columns and 5 rows showing PCE types: AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module table with 4 columns and 8 rows showing delay metrics: CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachDel, Queue.

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected, Split Phase), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7 7 7), and Lanes (1 0 2 0 1).

Volume Module: Table with 13 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns. Rows include Adjustment (1.00), Lanes (1.00, 2.00), and Final Sat. (459, 988, 542).

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat (0.05), Crit Moves (\*\*\*\*), Delay/Veh (10.6), Delay Adj (1.00), AdjDel/Veh (10.6), LOS by Move (B, B, \*, A, C, C, B, \*, B, B, B, A), ApproachDel (12.5), Delay Adj (1.00), ApprAdjDel (12.5), LOS by Appr (B, C, B, B), and AllWayAvgQ (0.0, 0.4, 0.0, 0.0, 1.3, 1.2, 0.5, 0.5, 0.5, 0.2, 0.2, 0.1).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)
\*\*\*\*\*

Average Delay (sec/veh): 6.1 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors.

PCE Module table with 12 columns representing different vehicle types and their volumes.

Delay Module table with 4 columns representing delay metrics for different traffic volumes.

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-1-0-1).

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume adjustments (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 13 columns representing saturation flow and adjustment factors (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Delay/Veh, etc.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7), and Lanes (0-7).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane (1850), Adjustment (1.00), Lanes (0.00), and Final Sat. (0).

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat (0.00), Crit Moves (\*\*\*\*), Green/Cycle (0.00), Volume/Cap (0.00), Delay/Veh (0.0), User DelAdj (1.00), AdjDel/Veh (0.0), LOS by Move (A-D), and HCM2kAvgQ (0).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include/Ovl), Min. Green (7-7-7), and Lanes (1-0-2-1-0).

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume components like 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 13 columns representing saturation flow components like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis components like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[ 18.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for various volume metrics like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time metrics.

Capacity Module: Table with 13 columns for capacity metrics like Cnflct Vol, Potent Cap, Move Cap, Volume/Cap.

Level Of Service Module: Table with 13 columns for LOS metrics like 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, Approach Del, Approach LOS.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic movements and 10 rows of adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

Saturation Flow Module: Table with 13 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #15 Jefferson St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-3-0-1).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Conditions
Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #16 Jefferson St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Average Delay (sec/veh): 7.1 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Yield Sign), Lanes (1).

Volume Module table with 12 columns (3 for each bound) and 12 rows (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

PCE Module table with 12 columns and 6 rows (AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume).

Delay Module table with 4 columns and 8 rows (CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachDel, Queue).

**APPENDIX E**

**Internal Trip Capture Worksheets**

NCHRP 8-51 Internal Trip Capture Estimation Tool						
<b>Project Name:</b>	La Quinta Village Build-Out Plan			<b>Organization:</b>	Kunzman Associates, Inc.	
<b>Project Location:</b>	City of La Quinta			<b>Performed By:</b>		
<b>Scenario Description:</b>	Project Interim			<b>Date:</b>		
<b>Analysis Year:</b>				<b>Checked By:</b>		
<b>Analysis Period:</b>	AM Street Peak Hour			<b>Date:</b>		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				115	72	43
Restaurant				0		
Cinema/Entertainment				0		
Residential				99	20	79
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>214</b>	<b>92</b>	<b>122</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00			1.00		
Restaurant						
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	214	92	122
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips <sup>3</sup>	212	91	121
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	1%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	La Quinta Village Build-Out Plan
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	72	72	1.00	43	43
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	20	20	1.00	79	79
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	12		6	0	6	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	16	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		23	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	6		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	12	0	0		0
Hotel	0	3	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	1	71	72	71	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	20	20	20	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	43	43	43	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	78	79	78	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	La Quinta Village Build-Out Plan	<b>Organization:</b>	Kunzman Associates, Inc.
<b>Project Location:</b>	City of La Quinta	<b>Performed By:</b>	
<b>Scenario Description:</b>	Project Interim	<b>Date:</b>	
<b>Analysis Year:</b>		<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				325	143	182
Restaurant				0		
Cinema/Entertainment				0		
Residential				121	78	43
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>446</b>	<b>221</b>	<b>225</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00			1.00		
Restaurant						
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					900	
Restaurant						
Cinema/Entertainment						
Residential		900				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	36	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	11	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	446	221	225
Internal Capture Percentage	21%	21%	21%
External Vehicle-Trips <sup>3</sup>	352	174	178
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	20%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	26%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	La Quinta Village Build-Out Plan
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	143	143	1.00	182	182
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	78	78	1.00	43	43
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		53	7	45	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	14	9	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	0	0	3	0
Retail	0		0	0	36	0
Restaurant	0	72		0	12	0
Cinema/Entertainment	0	6	0		3	0
Residential	0	11	0	0		0
Hotel	0	3	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	11	132	143	132	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	36	42	78	42	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	36	146	182	146	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	32	43	32	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

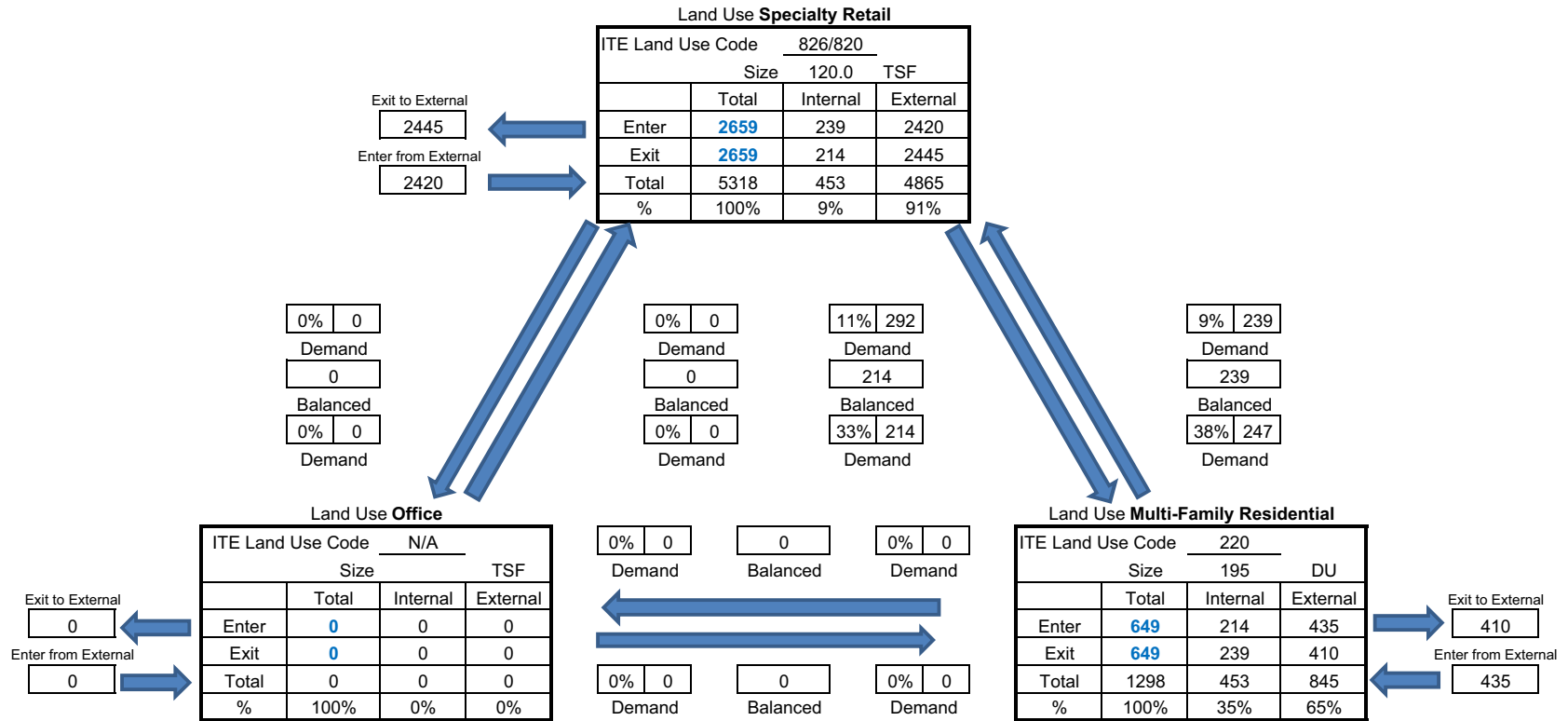
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

### Multi-Use Trip Generation Calculation (Internal Capture) - Interim

Analyst GJG  
Date 2/16/2016

Project La Quinta Village (Interim)  
Time Period Daily



Net External Trips for Multi-Use Development					
	Land Use Specialty Retail	Land Use Office	Land Use Multi-Family Residential	Total	
Enter	2420	0	435	2855	
Exit	2445	0	410	2855	
Total	4865	0	845	5710	
Single-Use Trip Generation Est.	5318	0	1298	6616	Internal Capture
					14%

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	La Quinta Village Build-Out Plan	<b>Organization:</b>	Kunzman Associates, Inc.
<b>Project Location:</b>	City of La Quinta	<b>Performed By:</b>	
<b>Scenario Description:</b>	Project Buildout	<b>Date:</b>	
<b>Analysis Year:</b>		<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				768	480	288
Restaurant				0		
Cinema/Entertainment				0		
Residential				627	123	504
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>1395</b>	<b>603</b>	<b>792</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00			1.00		
Restaurant						
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,395	603	792
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips <sup>3</sup>	1,381	596	785
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*



<b>Project Name:</b>	La Quinta Village Build-Out Plan
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	480	480	1.00	288	288
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	123	123	1.00	504	504
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	84		37	0	40	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	5	101	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		154	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	38		0	6	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	82	0	0		0
Hotel	0	19	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	5	475	480	475	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	121	123	121	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	286	288	286	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	499	504	499	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	La Quinta Village Build-Out Plan	<b>Organization:</b>	Kunzman Associates, Inc.
<b>Project Location:</b>	City of La Quinta	<b>Performed By:</b>	
<b>Scenario Description:</b>	Project Buildout	<b>Date:</b>	
<b>Analysis Year:</b>		<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				2168	952	1216
Restaurant				0		
Cinema/Entertainment				0		
Residential				763	492	271
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>2931</b>	<b>1444</b>	<b>1487</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00			1.00		
Restaurant						
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					900	
Restaurant						
Cinema/Entertainment						
Residential		900				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	226	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	75	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,931	1,444	1,487
Internal Capture Percentage	21%	21%	20%
External Vehicle-Trips <sup>3</sup>	2,329	1,143	1,186
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	19%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	28%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	La Quinta Village Build-Out Plan
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	952	952	1.00	1216	1216
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	492	492	1.00	271	271
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	24		353	49	304	61
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	90	57	0		8
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		76	0	0	20	0
Retail	0		0	0	226	0
Restaurant	0	476		0	79	0
Cinema/Entertainment	0	38	0		20	0
Residential	0	75	0	0		0
Hotel	0	19	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	75	877	952	877	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	226	266	492	266	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	226	990	1216	990	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	75	196	271	196	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

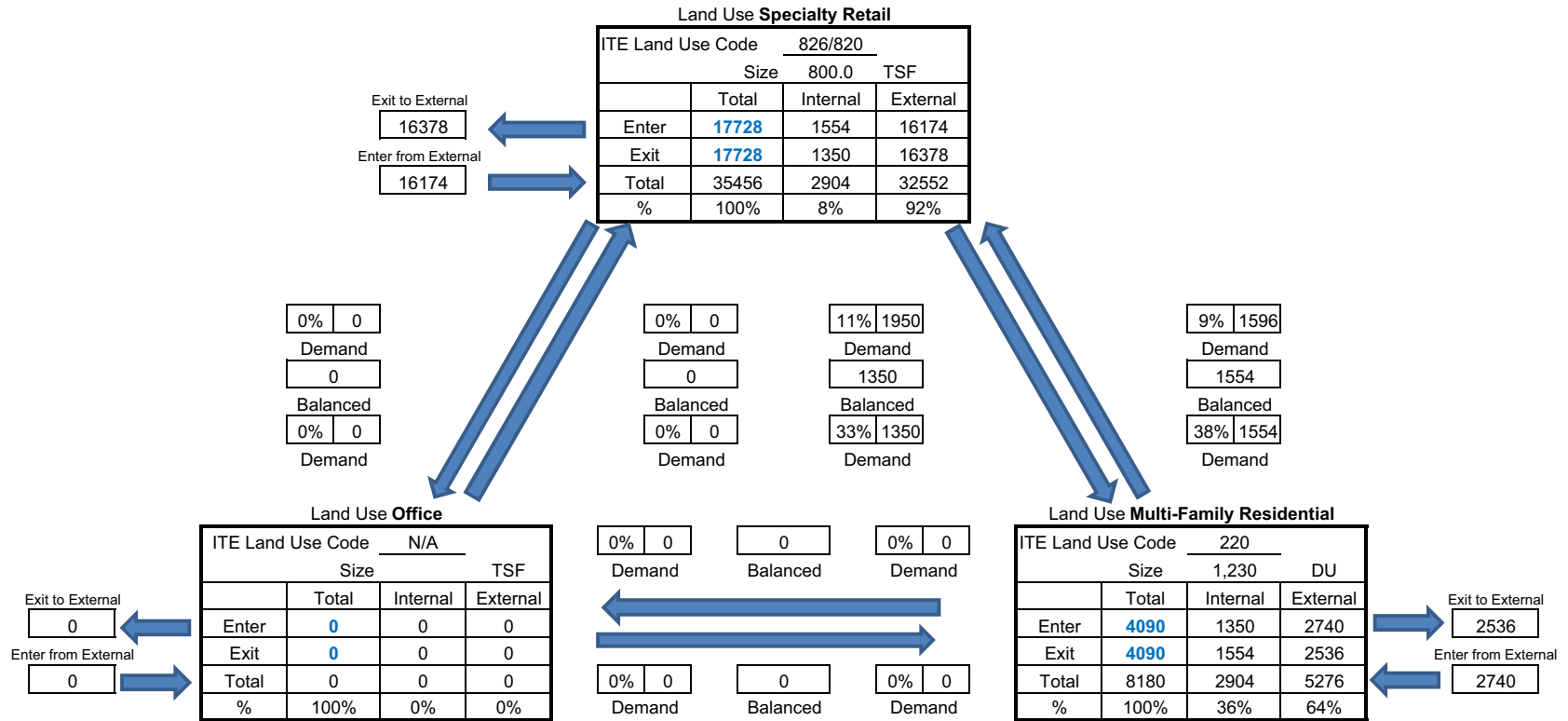
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

### Multi-Use Trip Generation Calculation (Internal Capture) - Buildout

Analyst GJG  
Date 10/26/2015

Project La Quinta Village (6115)  
Time Period Daily



Net External Trips for Multi-Use Development					
	Land Use Specialty Retail	Land Use Office	Use Multi-Family Residential	Total	
Enter	16174	0	2740	18914	
Exit	16378	0	2536	18914	
Total	32552	0	5276	37828	
Single-Use Trip Generation Est.	35456	0	8180	43636	Internal Capture
					13%

**APPENDIX F**

**Cumulative Project Data**

**UPDATED 11/1/15**

**CITY-WIDE CUMULATIVE PROJECT SUMMARY REPORT  
PROJECTS APPROVED/UNDER CONSTRUCTION/PENDING**

**RESIDENTIAL PROJECTS**

**APPROVED AND /OR UNDER CONSTRUCTION (Permit data current to 8/1/15)**

Project	Lots/Units Approved	Permits Issued	Lot/Unit Balance	Round Acres
1. TR 29894 - Hideaway - CONSTRUCTION Between Jefferson, Madison, 52 and 54 – SFD	495	<b>278</b>	218	560
2. TR 33076 - Madison Club - CONSTRUCTION NEC Ave 54 and Madison - SFD	217	<b>63</b>	154	470
3. TR 30092 - Piazza Serena – CONSTRUCTION NWC Ave 58 and Monroe – SFD	97	<b>37</b>	60	37
4. TR 28983 - The Palms – CONSTRUCTION SWC Ave 56 and Monroe – SFD	99	<b>90</b>	9	200
5. TT 30834 - Stone Creek – CONSTRUCTION North side Ave 58, ½ mile west of Madison – SFD	76	<b>5</b>	71	29
6. TR 31202 - Rancho Santana – CONSTRUCTION SWC Ave 52 and Monroe – SFD	201	<b>167</b>	34	77
7. TR 31249 - Coral Ridge Estates – APPROVED South side Ave 58, ½ mile west of Madison – SFD	85	<b>0</b>	85	33
8. TR 30138 – Diamonte – APPROVED North side Ave 52, ½ mile east of Jefferson – SFD	47	<b>0</b>	47	14
9. SP 2001-055 – Centerpointe - CONSTRUCTION SEC Miles Ave and Washington – SFD/CONDO	224	<b>44</b>	180	55
10. SP 2003-069 - Watermarke – APPROVED NWC Ave 52 and Jefferson Street – SFD	82	<b>0</b>	82	21
11. SP 2003-070 - Codorniz – CONSTRUCTION SEC Ave 52 and Jefferson Street – SFA	145	<b>87</b>	58	15
12. SP 2004-072 - Schumacher – APPROVED NEC Ave 60 and Monroe Street	392	<b>0</b>	392	100
13. TR 31910 – Capistrano – CONSTRUCTION West side Monroe St, ¼ mile north of Ave 58 – SFD	130	<b>15</b>	115	39
14. TR 31348 - Estates at Point Happy – CONSTRUCT West side Washington St at Simon Dr. – SFD	72	<b>40</b>	32	38
15. SP 2003-067 – Andalusia – CONSTRUCTION Between Ave 58, Ave 60, west of Monroe – SFD	1,400	<b>202</b>	1,240	934
16. TR 32279 – Palo Verde – CONSTRUCTION N side Ave 58, ½ mile W of Madison - SFD	30	<b>16</b>	14	10
17. TT 32201 – Estates @ Coral Mtn – APPROVED NWC Ave 60 and Madison St – SFD	24	<b>0</b>	24	7
18. TR 32225 – Santerra – CONSTRUCTION NWC Madison and Ave 58 – SFD	29	<b>20</b>	9	8
19. TT 32397 - Laing Homes – APPROVED W/side Washington, north of Ave 48 – SFD	74	<b>0</b>	74	28
20. TT 32848 – Khatchadourian – APPROVED N/side Ave 60, 660' west of Madison – SFD	16	<b>0</b>	16	4

21.	TR 32879 / 34642 - Griffin Ranch – CONSTRUCT S/side Ave 54 between Madison and Monroe – SFD	393	<b>104</b>	289	242
22.	TR 31852 – Polo Estates – APPROVED NWC Madison and Ave 52 – SFD	14	<b>0</b>	14	8
23.	TT 33085 – Core Homes – APPROVED W/side Madison, N of Ave 52 – SFD	7	<b>0</b>	7	5
24.	TR 33597 – Estates @ Coral Mtn – CONSTRUCTION SWC Ave 60 and Madison – SFD	57	<b>3</b>	54	23
25.	TR 32742 – Monterra – APPROVED W/side Monroe, ½ mi S of Ave 54 – SFD	40	<b>0</b>	40	15
26.	TR 33444 – Coral Canyon – APPROVED SW'ly of Jefferson and Ave 59 – SFD	219	<b>0</b>	219	331
27.	TR 31732, TT 31733 - Palizada – APPROVED SEC Ave 60 and Monroe – SFD	326	<b>0</b>	326	80
28.	SP 94-026 – Travertine – *CURRENT APPROVAL Between Jefferson, Madison, 62 and 64 *Revision to 1,400 units in process – NS*	2,300	<b>0</b>	2,300	909
29.	TT 34038 – Casa LQ – APPROVED - CONDO S/side Calle Tampico between Navarro and Villa	20	<b>0</b>	20	1+
30.	TR 28409 - Flores de Montañas - CONSTR - SFD NW'ly of Montezuma, NW edge of LQ Cove area	19	<b>10</b>	9	9
31.	TT 31087 – Darby Estates - APPROVED S/side Darby Road, E of Palm Royale – SFD	19	<b>5</b>	14	5
32.	TR 31874 - Carmela – CONSTRUCTION NWC Ave 53 and Monroe - SFD	101	<b>60</b>	41	38
33.	TR 31816 - Westward Shadows - CONSTRUCTION SEC Roadrunner Lane and Ave 46 – SFD	26	<b>22</b>	4	8
34.	Tradition Club - CONSTRUCTION Ave 52/Bermudas – SFD	292	<b>203</b>	89	746
35.	TT 36537 - Signature – APPROVED In PGA West - 100 CONDO/130 SFD	230	<b>0</b>	230	42
36.	The Quarry - CONSTRUCTION SW of Lake Cahuilla, off Ave 58 – SFD	100	<b>61</b>	39	367
37.	TR 28034 - Lion's Gate - CONSTRUCTION N/side Ave 58, 1/8 mile west of Madison – SFD	25	<b>16</b>	9	19
38.	TR 34243 – Alta Verde - CONSTRUCTION N/side Ave 58, ¼ mile west of Madison - SFD	70	<b>29</b>	41	20
39.	TT 33336 – Mirage - APPROVED N/side Ave 58, W of Madison – SFD	23	<b>0</b>	23	9
40.	TT 33848 – Maman – APPROVED S/side Ave 58, W of Monroe – SFD	12	<b>0</b>	12	5
41.	TT 31434 – Monroe Dates – APPROVED W/side Monroe at Ave 61 – SFD	94	<b>0</b>	94	30
42.	TR 32571 – Dorado – APPROVED In Citrus CC off Jefferson – SFD	29	<b>10</b>	15	426
43.	TT 36279 - Orchards - APPROVED SW corner of Vista Bonita Trail and Madison – SFD	11	<b>0</b>	11	9
44.	TT 36403 - Schivarelli - APPROVED W/side Madison, N of Ave 60 – SFD	11	<b>0</b>	11	9

45. TT 36744 – Estates at Griffin Lake - APPROVED S/s of Ave 54, E of Madison St – SFD	78	0	78	9
---	----	---	----	---

**NS\* - Unit type not specified**

**UNAPPROVED / IN PROCESS**

- 46. Isle of Travertine Specific Plan – Amendment #1 of approved SP (see APPROVED AND/OR UNDER CONSTRUCTION listing) for 1,400 DU's (unit types unknown) on 907 acres. Includes commercial component of up to 500-key hotel rooms with unspecified associated commercial facilities, 10-acre neighborhood commercial parcel, and one 18-hole golf course.
- 47. Abarca/Morris – TTM 36817 – 10 lots on 4.5 acres, located at the SW corner of Ave 55 and Monroe St.
- 48. Villas at Indian Springs – TTM 36875 – 15 lots on 3.2 acres, located at the SE corner of Jefferson Street and Palm Circle Dr.
- 49. Saddle Cub Estates – TTM 36561 – 35 lots on 12.3 acres, located on the west side of Monroe St., approx. ¼ mile south of Avenue 54.

**PROJECTS PROPOSED IN CITY SPHERE OF INFLUENCE**

These are projects under review as City projects but are in unincorporated territory, within the City's SOI. There are also projects approved or under review by Riverside County.

No City applications at this time. Contact Riverside County directly for specific project info / updates under their jurisdiction.

**COMMERCIAL PROJECTS**

**UNAPPROVED / IN PROCESS**

- 50. Washington 50 Commercial project – The 52 KSF commercial development consists of a 6 KSF gas station with convenience store/deli, 4 KSF automated car wash, two fast food restaurants with drive thru of 3 KSF each, and two office/retail/restaurant buildings, 18 KSF each

**APPROVED / NOT YET PERMITTED:**

- 51. Mayer Villa Capri – 104 KSF retail; 130,500 SF medical office – NEC Fred Waring/Washington
- 52. Villas at Old Town - a mixed-use project consisting of 84 residential condominiums and 20,000 square feet of commercial space on approximately 4.32 acres in the Village at La Quinta. The project is an expansion of the existing Old Town La Quinta commercial center.
- 53. SilverRock Resort - One 18-hole golf course (existing) and potential second 18 holes with support services, to include a 15 KSF golf clubhouse, up to 71 KSF of conference space; a 140-room luxury/spa hotel, 200 lifestyle hotel units and up to 95 hotel-branded residential units; and resort mixed-use village of up to 390 units. The 575-acre 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.

Completed at present: 50% GC; Temp .Clubhouse

- 54. Shopping center – NWC Jefferson and Avenue 50 – 100 KSF neighborhood retail center. No approved plans, specific plan concept only
- 55. 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.

**APPROVED & UNDER CONSTRUCTION/STALLED:**

- 56. Jefferson Square/Regency Marinita – 90,440 SF retail complex, SWC Jefferson and Fred Waring. 45 KSF completed; includes 14 KSF Fresh N' Easy market (vacant).

Completed at present: 40%

- 57. 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. Phase 4 of Washington Park commercial center under



construction for a 42,427 square-foot 12-screen movie theater, parking, and establishment of four future restaurant pads.

Completed at present: 85% (Theaters under construction; open Fall 2015. Restaurant pads TBD)

58. Centerpointe – Commercial portion only - Approved for a 130-room hotel and 196.5 KSF of medical office space. completed. 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. 111,000 square foot retirement community on 9.5-acre approved 2012, completed 2015. The facility consists of a three-story, 132-suite retirement facility, four independent living duplex cottage units, a two-story, 72-suite assisted living facility, and a one-story, 32-bed memory care facility.

Completed (commercial only) at present – 40% of office, 50% of restaurant, 100% hotel

59. La Quinta Business Center – 23,700 s.f. office building, east side of Washington, ±1,000 ft. north of Fred Waring. CO issued in December 2007; occupancy varies.

Completed at present: 100%

60. Pavilions – 175,000 s.f. retail project, originally part of overall Corporate Center specific plan area, 18 acres at NEC of Hwy 111 and Adams Street. Center completed; 90% leased. Sprout's, Bed Bath & Beyond, Best Buy, Chipotle/Habit Burger/Panera/Waba Grill, Wells Fargo.

Completed at present: 100%

61. Centre at La Quinta – Approved for up to 839 KSF; 539 KSF completed. South side of Highway 111, between Dune Palms Road and Adams Street. Wal-Mart, Marshall's, PetSmart. Includes vacant Sam's Club building approved in 2015 for convention center use.

Completed at present: 65% - TI permits for convention uses at Sam's expected in 2016.

62. 111 La Quinta Centre – Approved for up to 618 KSF. Located north side Hwy 111 between Washington and Adams. Stater Bros., AM/PM, Ross, Staples, Big 5, Carl's Jr/McDonalds/Taco Bell, Hobby Lobby, Kohls

Completed at present: 85%

63. Caleo Bay Park – 27,595 s.f. office/retail complex, with 10 KSF completed to date. Located at NWC of Ave 48/Caleo Bay

Completed at present: 35% (Walgreens//Cork and Fork)

64. VUP 06-035 – Daniel Cline – proposed 31,500 s.f. retail project, at NEC Desert Club/Tampico. All s.f. is completed; includes 14 KSF Jule's market.

Completed at present: 100% (65% occupied)

65. 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 0.89-acre pad remains, approved for construction of a 6,720 square-foot tire sales and installation store on a vacant pad within the Jefferson Square commercial center.

Completed at present: 95%

66. La Quinta Square - 30,270 square feet of building area, including: 1) 3,750 square foot fast food restaurant with drive-through and 1,000 square feet of outdoor seating; 2) 17,020 square foot food market, and 3) 8,500 square foot retail building. Southwest corner of Highway 111 and Simon Drive

Completed at present: 0%

Table F-1

## Other Development Trip Generation

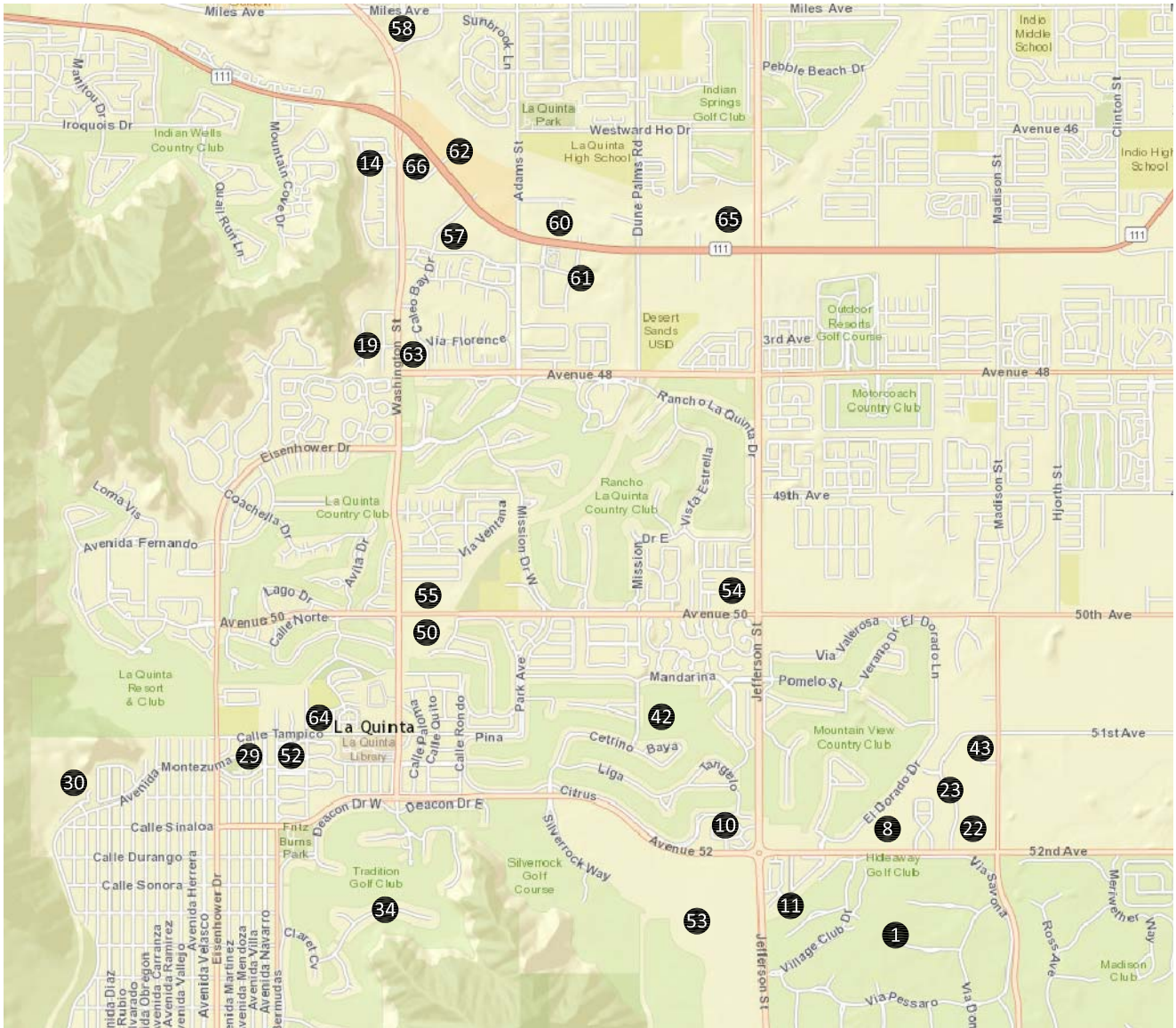
ID	Project Name	Land Use	Quantity <sup>1</sup>	Units <sup>2</sup>	Trips Generated								
					Source <sup>3</sup> (ITE Code)	Morning Peak Hour			Evening Peak Hour			Daily	
						In	Out	Total	In	Out	Total		
1	TR 29894 - Hideaway	Single-Family Detached Residential	218	DU	ITE 210	41	123	164	137	81	218	2,075	
8	TR 30138 - Diamonte	Single-Family Detached Residential	47	DU	ITE 210	9	26	35	30	17	47	447	
10	SP 2003-069 - Watermarke	Single-Family Detached Residential	82	DU	ITE 210	16	46	62	52	30	82	781	
11	SP 2003-070 - Codomiz	Residential Townhomes	58	DU	ITE 230	4	22	26	20	10	30	337	
14	TR 31348 - Estates at Point Happy	Single-Family Detached Residential	32	DU	ITE 210	6	18	24	20	12	32	305	
19	TT 32397 - Laing Homes	Single-Family Detached Residential	74	DU	ITE 210	14	42	56	47	27	74	704	
22	TR 31852 - Polo Estates	Single-Family Detached Residential	14	DU	ITE 210	3	8	11	9	5	14	133	
23	TT 33085 - Core Homes	Single-Family Detached Residential	7	DU	ITE 210	1	4	5	4	3	7	67	
29	TT 34038 - Casa LQ	Condominiums	20	DU	ITE 230	1	8	9	7	3	10	116	
30	TR 28409 - Flores de Montanas	Single-Family Detached Residential	9	DU	ITE 210	2	5	7	6	3	9	86	
34	Tradition Club	Single-Family Detached Residential	89	DU	ITE 210	17	50	67	56	33	89	847	
42	TR 32571 - Dorado	Single-Family Detached Residential	15	DU	ITE 210	3	8	11	9	6	15	143	
43	TT 36279 - Orchards	Single-Family Detached Residential	11	DU	ITE 210	2	6	8	7	4	11	105	
50	Washington 50	Gas Station w/ C. Store & Car Wash Pass-By (62% AM, 56% PM)	20	FP	ITE 946	121	116	237	141	136	277	3,057	
		Fast-Food Restaurant w/ Drive Thru Pass-By (49% AM, 50% PM)	6.0	TSF	ITE 934	-75	-72	-147	-79	-76	-155	-302	
		Office	18.0	TSF	ITE 710	139	134	273	102	94	196	2,977	
		Shopping Center Pass-By (34% PM)	18.0	TSF	ITE 820	-68	-66	-134	-51	-47	-98	-232	
		Subtotal				46	6	52	17	84	101	386	
						36	22	58	98	106	204	2,386	
						0	0	0	-33	-36	-69	-69	
						199	140	339	195	261	456	8,203	
52	Villas at Old Town	Condominiums	84	DU	ITE 230	6	31	37	29	15	44	488	
		Retail	20.0	TSF	ITE 826	14	10	24	24	30	54	886	
		Subtotal				20	41	61	53	45	98	1,374	
53	SilverRock Resort	Golf Course	18	Holes	ITE 430	29	8	37	27	26	53	643	
		Hotel	435	RM	ITE 310	135	96	231	135	126	261	3,554	
		Conference Center	71.0	TSF	ITE 495	96	50	146	95	100	195	2,401	
		Subtotal				260	154	414	257	252	509	6,598	
54	Shopping Center	Shopping Center Pass-By (34% PM)	100.0	TSF	ITE 820	97	59	156	288	312	600	6,791	
		Subtotal				0	0	0	-98	-106	-204	-204	
						97	59	156	190	206	396	6,587	
55	La Paloma Assisted Living	Congregate Care	236	DU	ITE 253	9	5	14	21	19	40	477	
		Assisted Living	38	Beds	ITE 254	3	2	5	4	4	8	101	
		Subtotal				12	7	19	25	23	48	578	
57	Washington Park	Shopping Center	109.65	TSF	ITE 820	102	63	165	306	331	637	7,210	
58	Centerpointe	Office	117.9	TSF	ITE 710	192	26	218	36	175	211	1,488	
		High Turnover (Sit-Down) Restaurant Pass-By (43% PM)	6.0	TSF	ITE 932	36	29	65	35	24	59	763	
		Subtotal				0	0	0	-15	-10	-25	-25	
						228	55	283	56	189	245	2,226	
60	Pavillions	Retail	0	TSF	ITE 826	0	0	0	0	0	0	0	
61	Centre at La Quinta	Shopping Center	300.0	TSF	ITE 820	189	116	305	600	650	1,250	13,870	
62	111 La Quinta Centre	Shopping Center	123.6	TSF	ITE 820	110	67	177	331	359	690	7,794	
63	Caleo Bay Park	Shopping Center	17.595	TSF	ITE 820	33	21	54	90	97	187	2,195	
64	VUP 06-035	Retail	11.025	TSF	ITE 826	8	5	13	13	17	30	489	
65	Jefferson Plaza	Shopping Center	10.9	TSF	ITE 820	25	15	40	65	71	136	1,608	
66	La Quinta Square	Fast-Food Restaurant w/ Drive Thru Pass-By (49% AM, 50% PM)	4.75	TSF	ITE 934	110	106	216	81	74	155	2,357	
		Supermarket	17.02	TSF	ITE 850	-54	-52	-106	-41	-37	-78	-184	
		Retail	8.5	TSF	ITE 826	36	22	58	82	79	161	1,740	
		Subtotal				6	4	10	10	13	23	377	
						98	80	178	132	129	261	4,290	
Total						1,500	1,189	2,689	2,717	2,864	5,581	69,168	

<sup>1</sup> For approved projects, quantity shown reflects unconstructed development remaining.

<sup>2</sup> DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms; FP = Fueling Positions

<sup>3</sup> Source: Institute of Transportation Engineers, *Trip Generation Manual*, 9th Edition, 2012.

Figure F-1  
Other Development Location Map



**Legend**

① = Other Development ID  
(see Table F-1)

**APPENDIX G**

**City of La Quinta Traffic Model Data**



## MEMORANDUM

**To:** Giancarlo Ganddini

Kunzman Associates, Inc.

1111 Town & Country Road, Suite 34

Orange, CA 92868

**From:** Jennifer Martin

Iteris, Inc.

1700 Carnegie Ave., Ste. 100

Santa Ana, CA 92705

**Date:** January 7, 2016

**RE:** La Quinta Model Data Request

### Introduction

The purpose of this memorandum is to respond to a request from Kunzman Associates for data from the City of La Quinta travel demand model which was developed for the 2035 La Quinta General Plan (and based on the 2008 RivTAM model). Iteris received approval from the City of La Quinta to deliver this data. The study area for data is shown in **Figure 1**.

The data requested is needed to support the La Quinta Village Build-Out project, and is summarized below:

#### Base/Validation Year

- ADT link volumes
- AM Peak Period link volumes
- PM Peak Period link volumes

#### General Plan Buildout Year

- ADT link volumes
- AM Peak Period link volumes
- PM Peak Period link volumes
- Roadway network and number of lanes
- Zone map

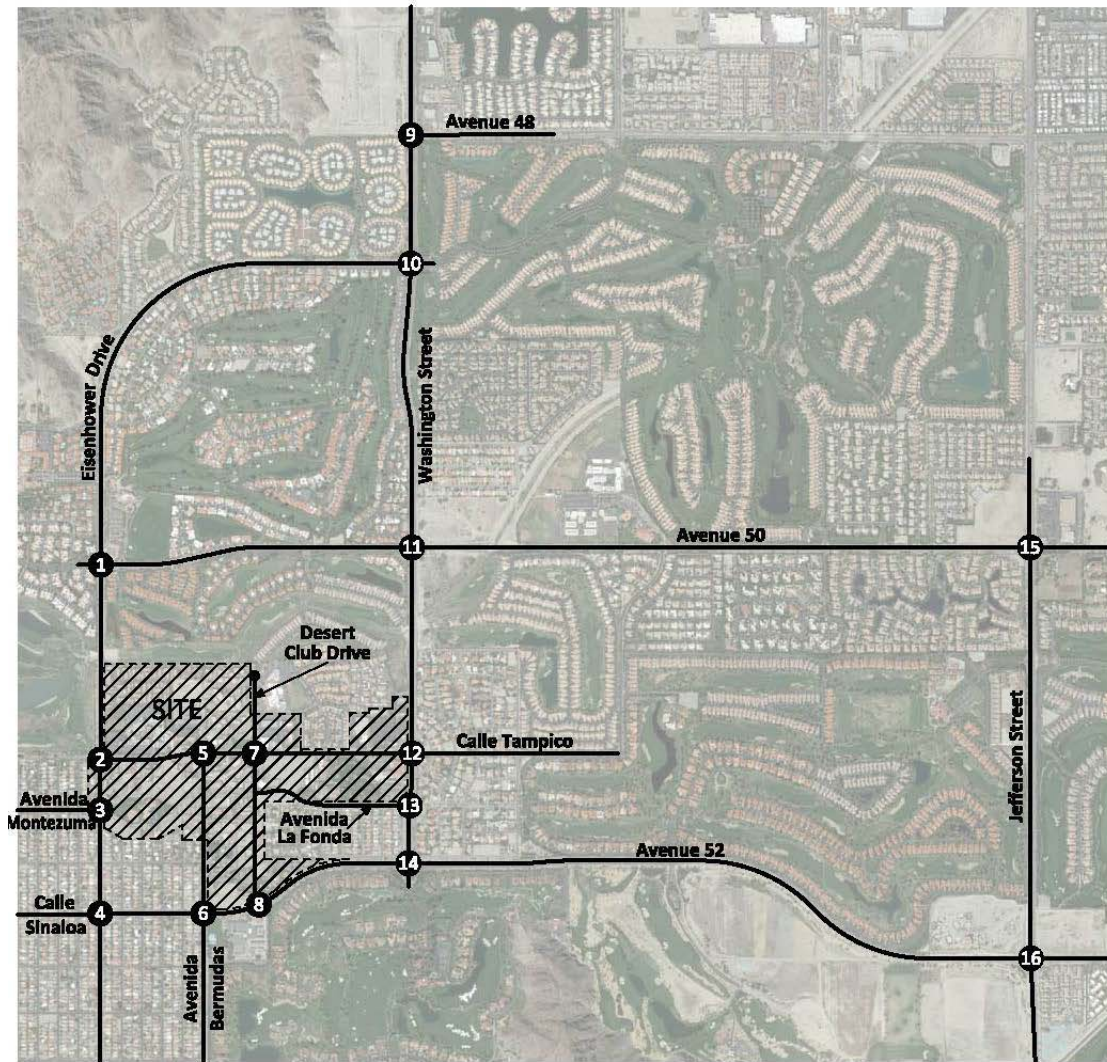
#### Peak Period to Peak Hour Conversion Factors

#### Land Use/Socioeconomic inputs for the project zones

There were no new model runs completed for this task, and there were no updates to any of the regional model inputs. Regional model inputs include highway and transit networks, as well as land use and socioeconomic attributes. It is possible that forecast inputs (networks and land use) have changed since the development of the original City of La Quinta travel demand model.



Figure 1: Project Study Area



**Legend**

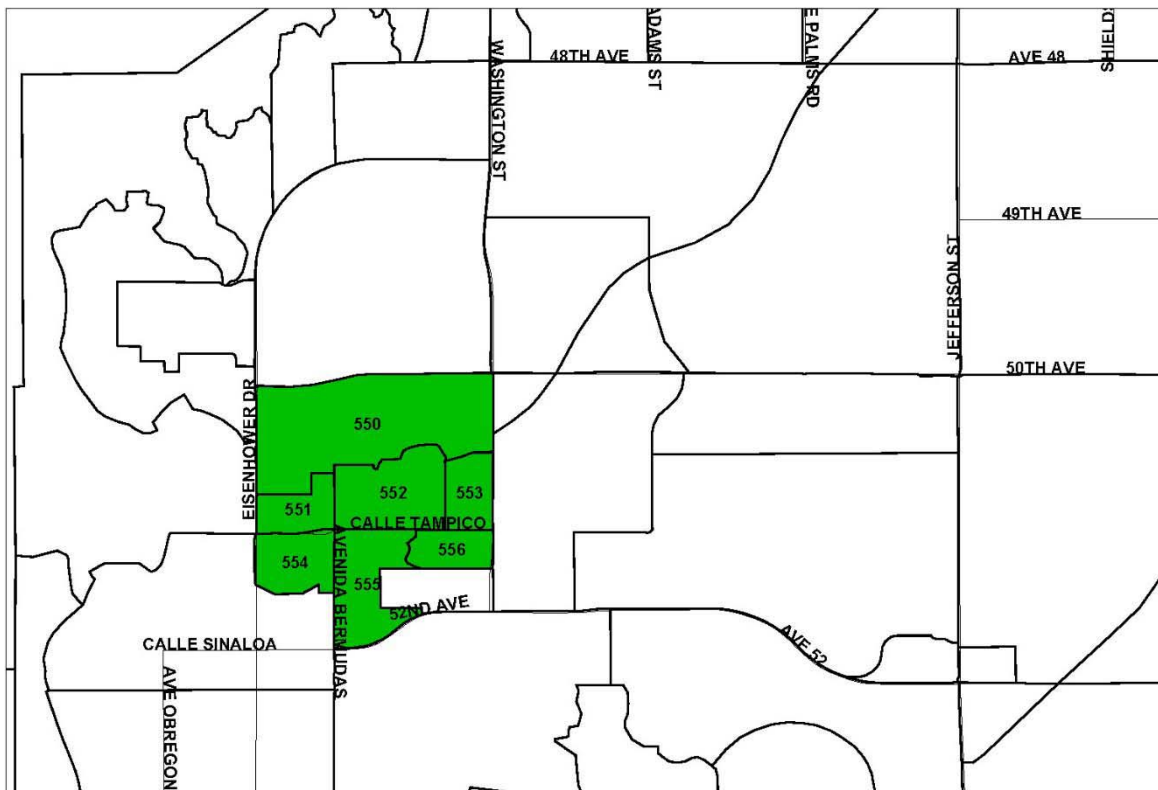
- ① = Intersection Reference Number
- = La Quinta Village Bulld-Out Project Boundary



## Project Zones

The transportation analysis zones (TAZs) are the basic trip generation units within the travel demand model. The TAZs represent geographic areas of relatively similar land use and activity. The TAZs that represent the La Quinta Village Build-Out project boundary are shown in **Figure 2**. Seven zones make up the area surrounding the development site, zones numbered 550 through 556.

**Figure 2: La Quinta Village Transportation Analysis Zones**



City of La Quinta  
Transportation Analysis Zones

## Land Use/Socioeconomic Inputs for Project Zones

The general land use and socioeconomic inputs for the project zones is summarized in **Tables 1 through 4**. The total population in the selected zones is expected to remain fairly constant, but the employment is expected to grow by 18 percent (467 jobs). **Table 2** summarizes the median household income for the zones (expected to grow by \$7,824 per household), as well as the number of K-12 students (expected to grow by 330 students). It should be noted that zone 551 contains the Benjamin Franklin Elementary School, and zone 552 contains the John Adams Elementary School. **Tables 3 and 4** summarize the breakdown of employment by category. Neither existing nor future year forecast assume any agriculture, wholesale, or information services employment.



**Table 1: Population, Households, and Employment for 2008 and 2035**

Zone	2009			2035 Adopted General Plan		
	Population	Households	Employment	Population	Households	Employment
550	634	294	250	639	342	252
551	0	0	603	0	0	851
552	199	92	448	199	106	459
553	144	60	181	144	77	181
554	0	0	188	0	0	263
555	0	0	541	0	0	670
556	0	0	368	0	0	370
<b>Total</b>	977	446	2,579	982	525	3,046

**Table 2: K-12 students, and Median Household Income for 2008 and 2035**

Zone	2009		2035 Adopted General Plan	
	K-12 Students	Median Household Income	K-12 Students	Median Household Income
550	0	\$43,019	0	\$50,843
551	622	\$43,019	817	\$50,843
552	430	\$43,019	565	\$50,843
553	0	\$43,019	0	\$50,843
554	0	\$43,019	0	\$50,843
555	0	\$43,019	0	\$50,843
556	0	\$43,019	0	\$50,843

**Table 3: 2009 Employment by Category**

Zone	Agriculture	Construction	Manufacturing	Wholesale	Retail	Transportation	Information	Finance, Insurance, and	Professional	Education	Art and Entertainment	Other Services	Public Administration
550	0	0	0	0	190	0	0	0	0	0	59	1	0
551	0	0	0	0	442	0	0	0	0	50	111	0	0
552	0	0	0	0	331	0	0	0	0	34	82	1	0
553	0	0	0	0	145	0	0	0	0	0	36	0	0
554	0	0	0	0	150	0	0	0	0	0	38	0	0
555	0	0	0	0	433	0	0	0	0	0	107	1	0
556	0	41	16	0	0	16	0	16	49	0	220	1	8
<b>Total</b>	0	41	16	0	1,691	16	0	16	49	84	653	4	8





**Table 4: 2035 Employment by Category**

Zone	Agriculture	Construction	Manufacturing	Wholesale	Retail	Transportation	Information	Finance, Insurance, and	Professional	Education	Art and Entertainment	Other Services	Public Administration
550	0	0	0	0	191	0	0	0	0	0	60	1	0
551	0	0	0	0	629	0	0	0	0	65	157	0	0
552	0	0	0	0	331	0	0	0	0	45	82	1	0
553	0	0	0	0	145	0	0	0	0	0	36	0	0
554	0	0	0	0	210	0	0	0	0	0	53	0	0
555	0	0	0	0	536	0	0	0	0	0	133	1	0
556	0	37	15	0	0	22	0	15	52	0	221	1	7
<b>Total</b>	0	37	15	0	2,042	22	0	15	52	110	742	4	7

### Base/Validation Year

The City of La Quinta travel demand model is validated to the year of 2009, meaning that the highway and transit networks, as well as socioeconomic data is for the year 2009. **Figures 3 through 5** show the ADT, AM peak period, and PM Peak period link volumes for the base/validation year.

### General Plan Build-Out Year

The general plan build out year used for the City of La Quinta General Plan model is 2035. **Figures 6 through 8** show the ADT, AM peak period, and PM Peak period link volumes for the adopted General Plan Build-Out.

**Figure 9** shows the forecast year roadway network assumptions in the study area.

### Peak Period to Peak Hour Conversion

The City of La Quinta travel demand model is not a peak hour model, but provides AM (6:00 – 9:00 AM) and PM (3:00 – 7:00 PM) peak period data. Peak period to peak hour coefficients were developed for the project, and can be applied directly to peak period data. The peak period to peak hour coefficients are:

- AM Peak Period to Hour = 0.38
- PM Peak Period to Hour = 0.29



Figure 3: 2009 ADT Link Volumes

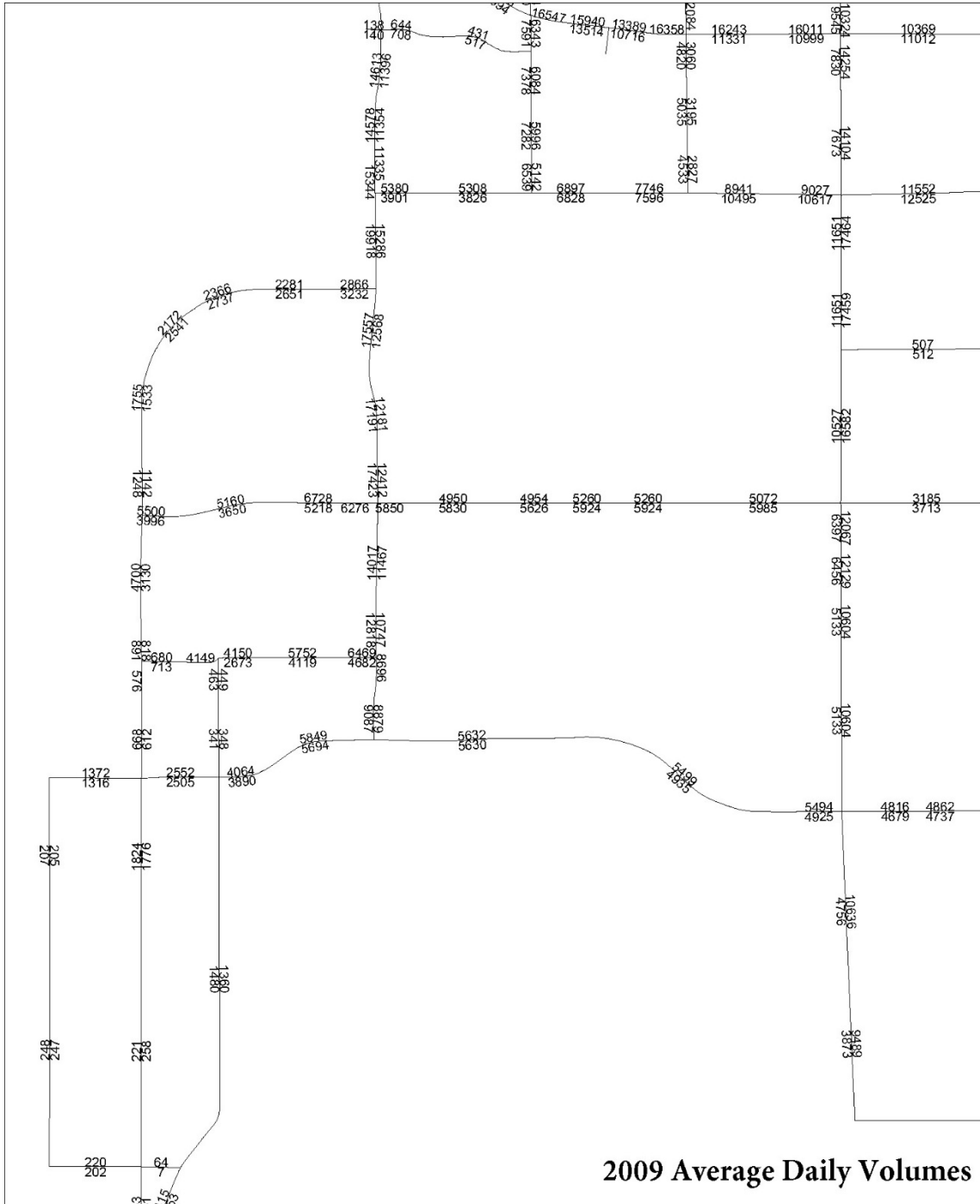




Figure 4: 2009 AM Peak Period (6:00 - 9:00 AM) Link Volumes

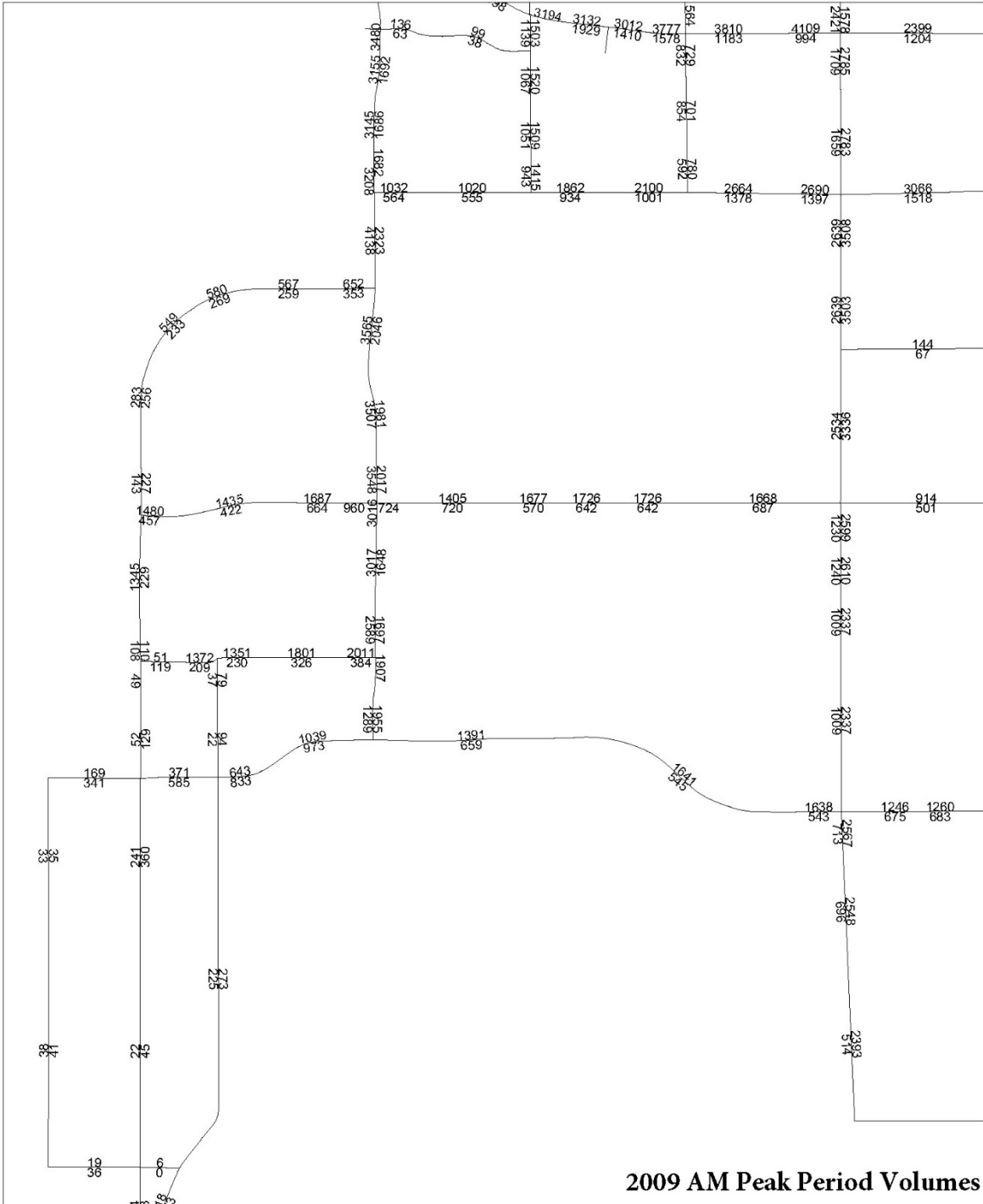




Figure 5: 2009 PM Peak Period (3:00 - 7:00 PM) Link Volumes

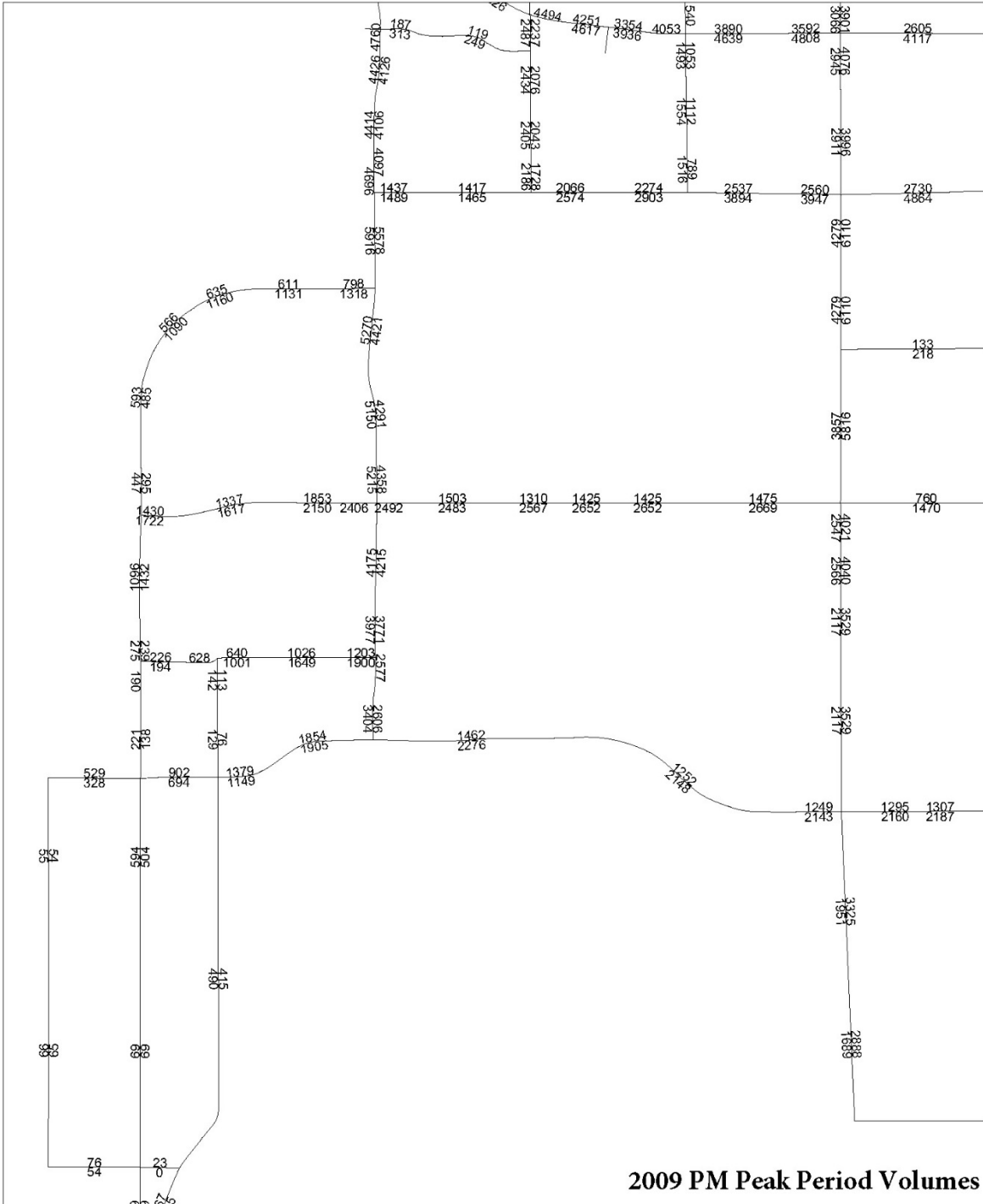




Figure 6: 2035 ADT Link Volumes

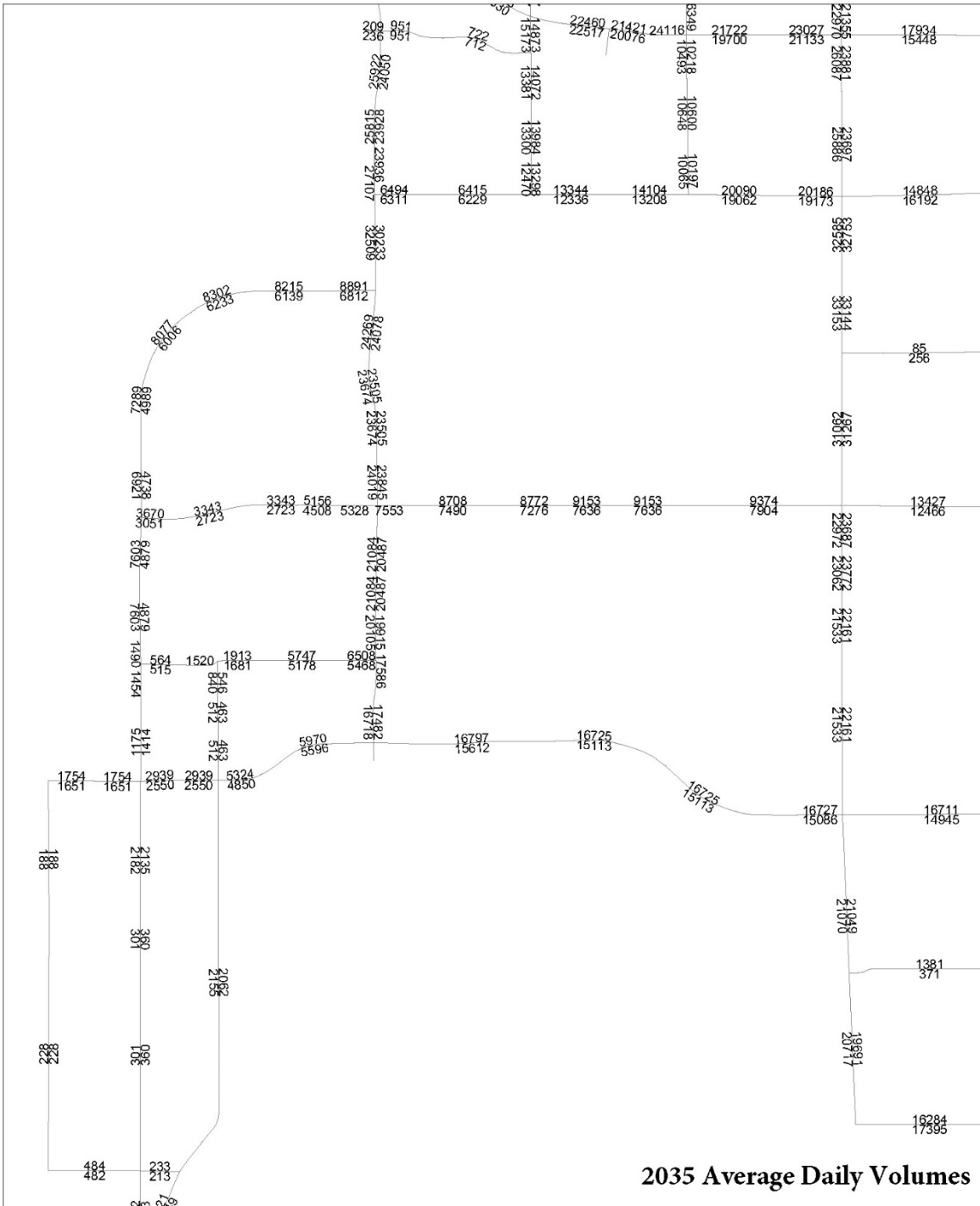




Figure 7: 2035 AM Peak Period (6:00 - 9:00 AM) Link Volumes

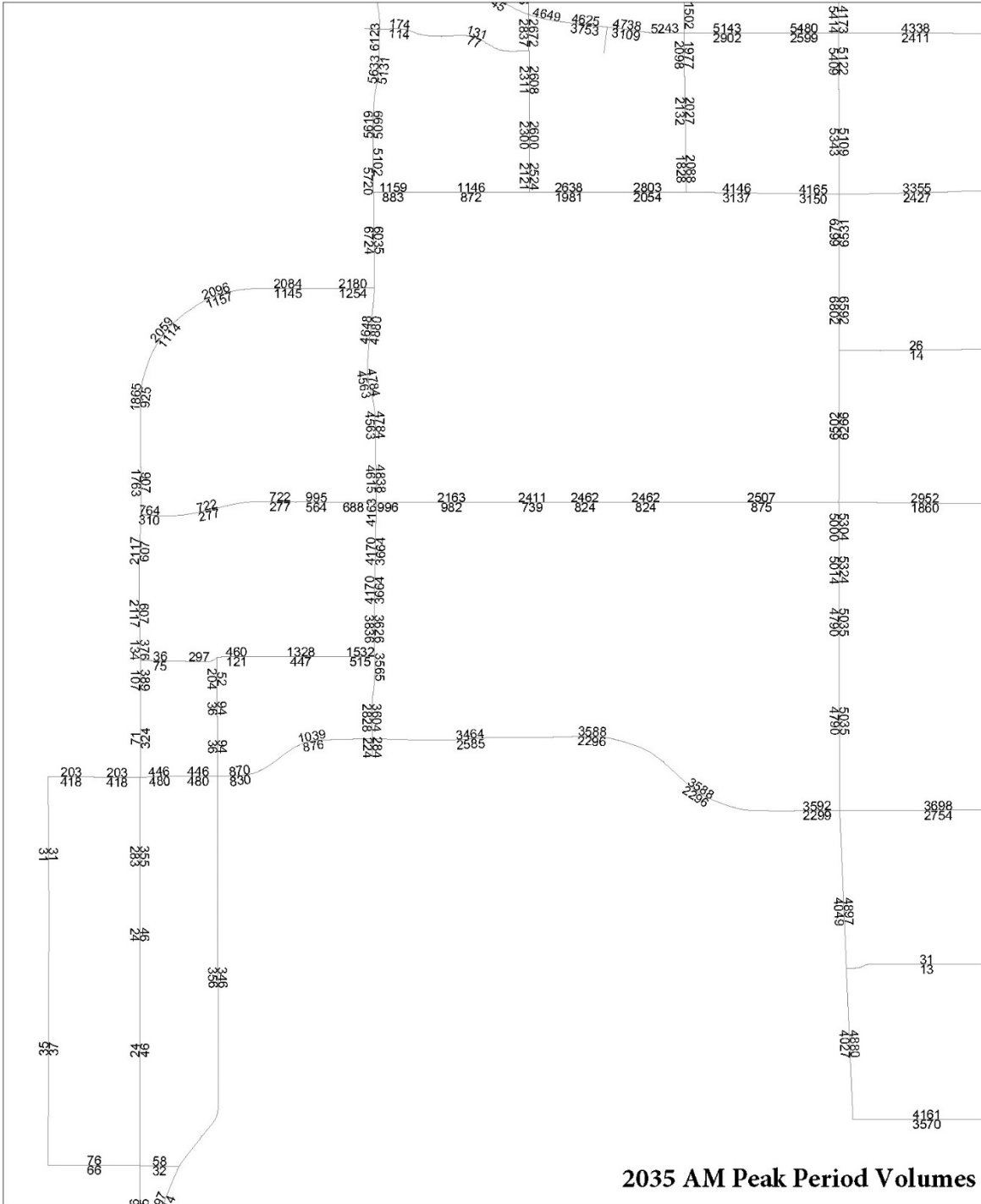




Figure 8: 2035 PM Peak Period (3:00 - 7:00 PM) Link Volumes

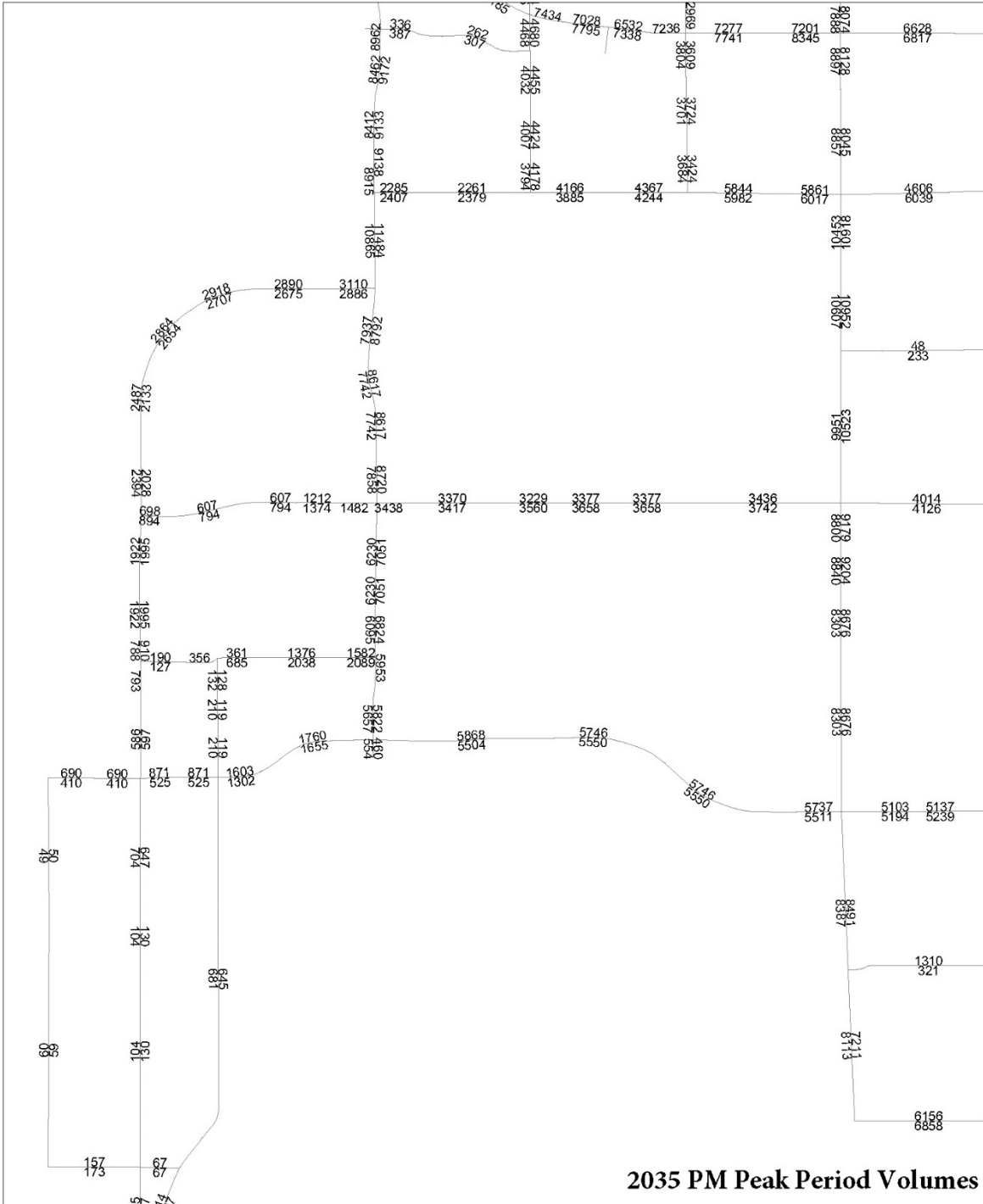
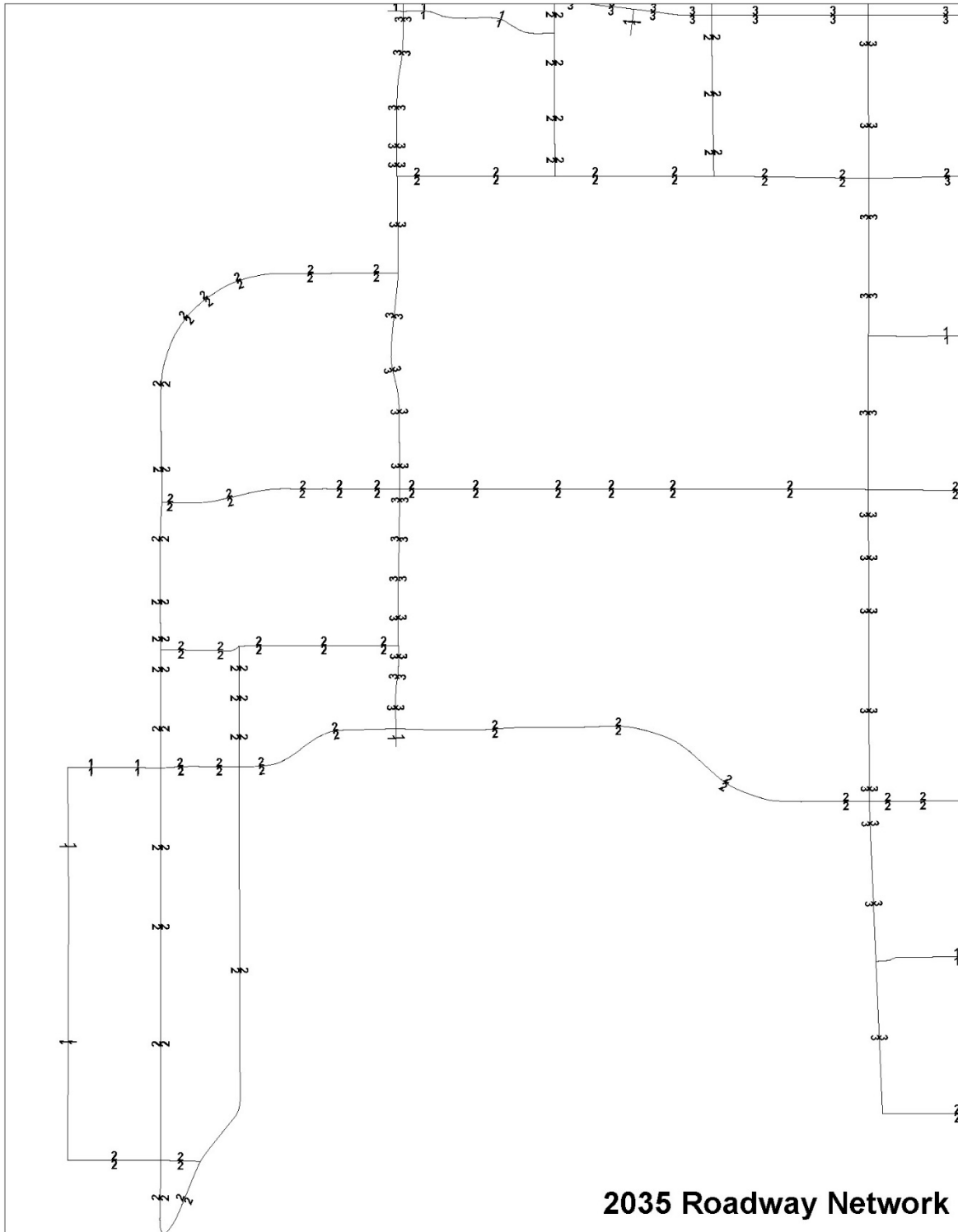




Figure 9: 2035 General Plan Build-Out Roadway Network





**APPENDIX H**

**Future Growth Increment Calculation  
& Post-Processing Worksheets**

INTERSECTION	LEG	MODEL	EXISTING	MODEL	FUTURE	OPENING
		2009 ADT	2015 ADT	2035 ADT	2035 ADT <sup>1</sup>	2021 ADT
Eisenhower Dr (NS) at Avenue 50 (EW) - #1	North	2,390	15,500	11,659	21,400	17,600
	South	7,830	12,500	12,482	15,300	13,600
	East	9,496	2,900	6,721	4,500	3,000
	West	-	-	-	-	-
Eisenhower Dr (NS) at Calle Tampico (EW) - #2	North	1,709	12,500	3,528	13,900	12,900
	South	1,111	12,200	3,406	14,000	12,700
	East	1,393	4,300	1,079	5,300	4,400
	West	-	-	-	-	-
Eisenhower Dr (NS) at Avenida Montezuma (EW) - #3	North	1,111	12,200	2,589	13,400	12,600
	South	1,280	9,500	2,589	10,500	9,800
	East	-	1,100	-	1,200	1,100
	West	-	3,900	-	4,300	4,000
Eisenhower Dr (NS) at Calle Sinaloa (EW) - #4	North	1,280	9,500	2,589	10,500	9,800
	South	3,600	9,500	4,317	10,500	9,800
	East	5,057	5,800	5,489	6,400	6,000
	West	2,688	1,900	3,405	2,500	2,100
Avenida Bermudas (NS) at Calle Tampico (EW) - #5	North	-	1,400	-	1,500	1,400
	South	912	3,400	1,386	4,100	3,500
	East	6,823	7,100	3,594	10,300	7,300
	West	6,835	4,300	3,102	5,300	4,400
Avenida Bermudas (NS) at Calle Sinaloa/Avenue 52 (EW) - #6	North	689	3,400	975	4,100	3,500
	South	2,840	8,900	4,217	10,000	9,200
	East	7,954	14,600	10,174	16,900	15,100
	West	5,057	5,800	5,489	6,400	6,000
Desert Club Dr (NS) at Calle Tampico (EW) - #7	North	-	3,100	-	3,400	3,200
	South	-	1,900	-	2,700	2,000
	East	6,823	16,600	10,925	19,800	17,500
	West	6,823	7,100	10,925	10,300	8,000
Desert Club Dr (NS) at Avenue 52 (EW) - #8	North	-	1,900	-	2,700	2,000
	South	-	-	-	-	-
	East	7,954	15,600	10,174	18,100	16,100
	West	7,954	14,600	10,174	16,900	15,100
Washington St (NS) at Avenue 48 (EW) - #9	North	26,679	36,000	51,043	54,700	41,600
	South	35,204	40,500	62,742	58,300	46,900
	East	9,281	15,700	12,805	18,400	16,500
	West	-	-	-	-	-
Washington St (NS) at Eisenhower Dr (EW) - #10	North	35,204	40,500	62,742	58,300	46,900
	South	30,125	26,900	48,347	41,400	31,100
	East	-	1,200	-	1,300	1,200
	West	6,098	15,400	15,703	22,800	17,600

<sup>1</sup> Adjusted for minimum 10% growth over existing average daily traffic volumes for year 2035.

INTERSECTION	LEG	MODEL	EXISTING	MODEL	FUTURE	INTERIM
		2009 ADT	2015 ADT	2035 ADT	2035 ADT <sup>1</sup>	2021 ADT
Washington St (NS) at Avenue 50 (EW) - #11	North	29,835	26,900	47,864	41,400	31,100
	South	25,484	23,100	41,571	36,200	26,800
	East	10,817	10,700	16,327	17,800	12,000
	West	14,130	2,900	11,454	4,500	3,000
Washington St (NS) at Calle Tampico (EW) - #12	North	23,565	23,100	40,020	36,200	26,900
	South	17,676	14,600	34,322	27,400	18,400
	East	-	2,800	-	3,100	2,900
	West	11,151	16,600	11,976	18,300	17,100
Washington St (NS) at Avenida La Fonda (EW) - #13	North	17,966	14,600	34,200	27,100	18,300
	South	17,966	12,500	34,200	25,000	16,200
	East	-	-	-	-	-
	West	-	1,400	-	1,500	1,400
Washington St (NS) at Avenue 52 (EW) - #14	North	17,966	12,500	34,200	25,000	16,200
	South	-	1,200	3,059	3,600	1,900
	East	11,262	11,500	32,409	31,800	16,400
	West	11,543	15,600	11,566	18,100	16,100
Jefferson St (NS) at Avenue 50 (EW) - #15	North	27,109	22,200	62,329	49,300	30,300
	South	18,464	19,500	46,659	35,100	26,000
	East	6,898	12,200	25,893	26,800	16,600
	West	11,057	10,700	17,278	17,800	12,100
Jefferson St (NS) at Avenue 52 (EW) - #16	North	15,737	19,500	43,694	35,100	26,000
	South	15,392	15,900	42,119	36,500	22,100
	East	9,495	11,200	31,656	28,200	16,300
	West	10,419	11,500	31,813	31,800	16,400

<sup>1</sup> Adjusted for minimum 10% growth over existing average daily traffic volumes for year 2035.

EISENHOWER DR (NS) / AVENUE 50 (EW) - #1

MORNING PEAK HOUR				EVENING PEAK HOUR							
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015							
		20	302	26		44	510	38			
		<	v	>		<	v	>			
	20	^				48	^		40		
	20	>				16	>		16		
	7	v				12	v		74		
		<	^	>		<	^	>			
			27	788	89		18	417	52		
EXISTING PEAK PERIOD MODEL YEAR: 2009				EXISTING PEAK PERIOD MODEL YEAR: 2009							
			143	227			447	295			
			v	^			v	^			
	0	<	IN =	1852	<	0	<	IN =	3309	<	1430
	0	>	OUT =	2029	>	0	>	OUT =	3113	>	1722
			v	^			v	^			
			1345	229			1096	1432			
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38				EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29							
			54	86			130	86			
			v	^			v	^			
	0	<	IN =	704	<	0	<	IN =	960	<	415
	0	>	OUT =	771	>	0	>	OUT =	903	>	499
			v	^			v	^			
			511	87			318	415			
FUTURE PEAK PERIOD MODEL YEAR: 2035				FUTURE PEAK PERIOD MODEL YEAR: 2035							
			1763	907			2394	2028			
			v	^			v	^			
	0	<	IN =	3134	<	0	<	IN =	5087	<	698
	0	>	OUT =	3334	>	0	>	OUT =	4844	>	894
			v	^			v	^			
			2117	607			1922	1995			
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38				FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29							
			670	345			694	588			
			v	^			v	^			
	0	<	IN =	1191	<	0	<	IN =	1475	<	202
	0	>	OUT =	1267	>	0	>	OUT =	1405	>	259
			v	^			v	^			
			804	231			557	579			
RAW GROWTH: 2009 TO 2035				RAW GROWTH: 2009 TO 2035							
			616	258			565	503			
			v	^			v	^			
	0	<		<		0	<	<			-212
	0	>		>		0	>	>			-240
			v	^			v	^			
			293	144			240	163			
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %							
			620	260			560	500			
			v	^			v	^			
	10	<	IN =	770	<	10	<	IN =	740	<	10
	0	>	OUT =	570	>	10	>	OUT =	760	>	10
			v	^			v	^			
			290	140			240	160			
PRORATED GROWTH: 2015 TO 2035 20 YEARS				PRORATED GROWTH: 2015 TO 2035 20 YEARS							
			480	200			430	380			
			v	^			v	^			
	10	<		<		10	<	<			10
	0	>		>		10	>	>			10
			v	^			v	^			
			220	110			180	120			
NEW PROJECTED VOLUMES: 2035				NEW PROJECTED VOLUMES: 2035							
			830	1050			1020	890			
			v	^			v	^			
	80	<		<		90	<	<			140
	50	>		>		90	>	>			120
			v	^			v	^			
			590	1010			780	610			
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS							
			140	60			130	120			
			v	^			v	^			
	0	<		<		0	<	<			0
	0	>		>		0	>	>			0
			v	^			v	^			
			70	30			60	40			
INITIAL YEAR 2021 VOLUMES: 2021				INITIAL YEAR 2021 VOLUMES: 2021							
			490	910			720	630			
			v	^			v	^			
	70	<	IN =	1590	<	80	<	IN =	1460	<	130
	50	>	OUT =	1560	>	80	>	OUT =	1480	>	110
			v	^			v	^			
			440	930			660	530			
BALANCED YEAR 2021 VOLUMES: 2021				BALANCED YEAR 2021 VOLUMES: 2021							
			490	930			730	630			
			v	^			v	^			
	70	<	IN =	1590	<	80	<	IN =	1480	<	130
	50	>	OUT =	1590	>	80	>	OUT =	1480	>	110
			v	^			v	^			
			450	930			660	540			

**EISENHOWER DR (NS) / AVENUE 50 (EW) - #1**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS													
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA								
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL				
NORTH BOUND	LEFT	27	SOUTH LEG	1,010	NORTH BOUND	LEFT	18	SOUTH LEG	610				
	THRU	788				THRU	417			IN ...	590	IN ...	780
	RIGHT	89				OUT ...	52			OUT ...			
SOUTH BOUND	LEFT	26	NORTH LEG	830	SOUTH BOUND	LEFT	38	NORTH LEG	1,020				
	THRU	302				THRU	510			IN ...	1,050	IN ...	890
	RIGHT	20				OUT ...	44			OUT ...			
EAST BOUND	LEFT	20	WEST LEG	50	EAST BOUND	LEFT	48	WEST LEG	90				
	THRU	20				THRU	16			IN ...	80	IN ...	90
	RIGHT	7				OUT ...	12			OUT ...			
WEST BOUND	LEFT	60	EAST LEG	130	WEST BOUND	LEFT	74	EAST LEG	140				
	THRU	19				THRU	16			IN ...	150	IN ...	120
	RIGHT	43				OUT ...	40			OUT ...			

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	27	30	NORTH LEG	NORTH BOUND	LEFT	18	20	NORTH LEG
	THRU	788	930	RATIO 8.3%		THRU	417	670	RATIO 8.5%
	RIGHT	89	98	ADT 21,400		RIGHT	52	57	ADT 21,400
SOUTH BOUND	LEFT	26	97	SOUTH LEG	SOUTH BOUND	LEFT	38	102	SOUTH LEG
	THRU	302	564	RATIO 11.1%		THRU	510	757	RATIO 10.4%
	RIGHT	20	59	ADT 15,300		RIGHT	44	81	ADT 15,300
EAST BOUND	LEFT	20	33	EAST LEG	EAST BOUND	LEFT	48	93	EAST LEG
	THRU	20	22	RATIO 8.7%		THRU	16	18	RATIO 8.9%
	RIGHT	7	8	ADT 4,500		RIGHT	12	13	ADT 4,500
WEST BOUND	LEFT	60	66	WEST LEG	WEST BOUND	LEFT	74	81	WEST LEG
	THRU	19	21	RATIO #DIV/0!		THRU	16	18	RATIO #DIV/0!
	RIGHT	43	87	ADT 0		RIGHT	40	126	ADT 0

**EISENHOWER DR (NS) / AVENUE 50 (EW) - #1**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	27	SOUTH LEG	930	NORTH BOUND	LEFT	18	SOUTH LEG	540		
	THRU	788				THRU	417			IN ...	52
	RIGHT	89				OUT ...	450			RIGHT	52
SOUTH BOUND	LEFT	26	NORTH LEG	490	SOUTH BOUND	LEFT	38	NORTH LEG	730		
	THRU	302				THRU	510			IN ...	44
	RIGHT	20				OUT ...	930			RIGHT	44
EAST BOUND	LEFT	20	WEST LEG	50	EAST BOUND	LEFT	48	WEST LEG	80		
	THRU	20				THRU	16			IN ...	12
	RIGHT	7				OUT ...	70			RIGHT	12
WEST BOUND	LEFT	60	EAST LEG	120	WEST BOUND	LEFT	74	EAST LEG	130		
	THRU	19				THRU	16			IN ...	40
	RIGHT	43				OUT ...	140			RIGHT	40

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	27	28	NORTH LEG RATIO 8.0% ADT 17,600	NORTH BOUND	LEFT	18	19	NORTH LEG RATIO 7.6% ADT 17,600
	THRU	788	847			THRU	417	504	
	RIGHT	89	92			RIGHT	52	54	
SOUTH BOUND	LEFT	26	47	SOUTH LEG RATIO 10.6% ADT 13,600	SOUTH BOUND	LEFT	38	60	SOUTH LEG RATIO 9.3% ADT 13,600
	THRU	302	400			THRU	510	599	
	RIGHT	20	33			RIGHT	44	57	
EAST BOUND	LEFT	20	26	EAST LEG RATIO 10.0% ADT 3,000	EAST BOUND	LEFT	48	62	EAST LEG RATIO 9.5% ADT 3,000
	THRU	20	21			THRU	16	16	
	RIGHT	7	7			RIGHT	12	12	
WEST BOUND	LEFT	60	62	WEST LEG RATIO #DIV/0! ADT 0	WEST BOUND	LEFT	74	76	WEST LEG RATIO #DIV/0! ADT 0
	THRU	19	20			THRU	16	16	
	RIGHT	43	57			RIGHT	40	64	

EISENHOWER DR (NS) / CALLE TAMPICO (EW) - #2	
MORNING PEAK HOUR	EVENING PEAK HOUR
<b>EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES:</b> 2015 1 206 29 < v > 3 ^ 71 0 > 2 0 v 138 < ^ > 2 726 60	<b>EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES:</b> 2015 0 347 44 < v > 1 ^ 92 0 > 0 4 v 271 < ^ > 1 394 64
<b>EXISTING PEAK PERIOD MODEL YEAR:</b> 2009 108 110 v ^ 0 < IN = 277 < 51 0 > OUT = 278 > 119 v ^ 49 118	<b>EXISTING PEAK PERIOD MODEL YEAR:</b> 2009 275 239 v ^ 0 < IN = 623 < 226 0 > OUT = 623 > 194 v ^ 190 122
<b>EXISTING PEAK HOUR MODEL YEAR:</b> Peak Period to Peak Hour: 0.38 41 42 v ^ 0 < IN = 105 < 19 0 > OUT = 106 > 45 v ^ 19 45	<b>EXISTING PEAK HOUR MODEL YEAR:</b> Peak Period to Peak Hour: 0.29 80 69 v ^ 0 < IN = 181 < 66 0 > OUT = 181 > 56 v ^ 55 35
<b>FUTURE PEAK PERIOD MODEL YEAR:</b> 2035 134 376 v ^ 0 < IN = 559 < 36 0 > OUT = 558 > 75 v ^ 107 389	<b>FUTURE PEAK PERIOD MODEL YEAR:</b> 2035 788 910 v ^ 0 < IN = 1830 < 190 0 > OUT = 1830 > 127 v ^ 793 852
<b>FUTURE PEAK HOUR MODEL YEAR (PCE'S):</b> Peak Period to Peak Hour: 0.38 51 143 v ^ 0 < IN = 212 < 14 0 > OUT = 212 > 29 v ^ 41 148	<b>FUTURE PEAK HOUR MODEL YEAR (PCE'S):</b> Peak Period to Peak Hour: 0.29 229 264 v ^ 0 < IN = 531 < 55 0 > OUT = 531 > 37 v ^ 230 247
<b>RAW GROWTH:</b> 2009 TO 2035 10 101 v ^ 0 < < -6 0 > > -17 v ^ 22 103	<b>RAW GROWTH:</b> 2009 TO 2035 149 195 v ^ 0 < < -10 0 > > -19 v ^ 175 212
<b>ADJUSTED GROWTH:</b> 2009 TO 2035 10 MINIMUM GROWTH % 20 100 v ^ 0 < IN = 140 < 20 0 > OUT = 130 > 10 v ^ 20 100	<b>ADJUSTED GROWTH:</b> 2009 TO 2035 10 MINIMUM GROWTH % 150 190 v ^ 0 < IN = 400 < 40 0 > OUT = 370 > 10 v ^ 170 210
<b>PRORATED GROWTH:</b> 2015 TO 2035 20 YEARS 20 80 v ^ 0 < < 20 0 > > 10 v ^ 20 80	<b>PRORATED GROWTH:</b> 2015 TO 2035 20 YEARS 120 150 v ^ 0 < < 30 0 > > 10 v ^ 130 160
<b>NEW PROJECTED VOLUMES:</b> 2035 260 880 v ^ 10 < < 230 0 > > 100 v ^ 360 870	<b>NEW PROJECTED VOLUMES:</b> 2035 510 640 v ^ 0 < < 390 10 > > 120 v ^ 750 620
<b>YEAR 2021 GROWTH:</b> 2015 TO 2021 6 YEARS 0 20 v ^ 0 < < 0 0 > > 0 v ^ 0 20	<b>YEAR 2021 GROWTH:</b> 2015 TO 2021 6 YEARS 30 40 v ^ 0 < < 10 0 > > 0 v ^ 40 50
<b>INITIAL YEAR 2021 VOLUMES:</b> 2021 240 820 v ^ 10 < IN = 1260 < 210 0 > OUT = 1260 > 90 v ^ 340 810	<b>INITIAL YEAR 2021 VOLUMES:</b> 2021 420 530 v ^ 0 < IN = 1310 < 370 10 > OUT = 1300 > 110 v ^ 660 510
<b>BALANCED YEAR 2021 VOLUMES:</b> 2021 240 820 v ^ 10 < IN = 1260 < 210 0 > OUT = 1260 > 90 v ^ 340 810	<b>BALANCED YEAR 2021 VOLUMES:</b> 2021 420 530 v ^ 0 < IN = 1310 < 370 10 > OUT = 1310 > 110 v ^ 670 510

**EISENHOWER DR (NS) / CALLE TAMPICO (EW) - #2**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	2	SOUTH LEG	870	NORTH BOUND	LEFT	1	SOUTH LEG	620		
	THRU	726				THRU	394			IN ...	620
	RIGHT	60				RIGHT	64			OUT ...	750
SOUTH BOUND	LEFT	29	NORTH LEG	260	SOUTH BOUND	LEFT	44	NORTH LEG	510		
	THRU	206				THRU	347			IN ...	510
	RIGHT	1				RIGHT	0			OUT ...	640
EAST BOUND	LEFT	3	WEST LEG	0	EAST BOUND	LEFT	1	WEST LEG	10		
	THRU	0				THRU	0			IN ...	10
	RIGHT	0				RIGHT	4			OUT ...	0
WEST BOUND	LEFT	138	EAST LEG	230	WEST BOUND	LEFT	271	EAST LEG	390		
	THRU	2				THRU	0			IN ...	390
	RIGHT	71				RIGHT	92			OUT ...	120

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	2	4	NORTH LEG RATIO 8.3% ADT 13,900	NORTH BOUND	LEFT	1	1	NORTH LEG RATIO 8.2% ADT 13,900	
	THRU	726	799			THRU	394	540		RATIO 8.2%
	RIGHT	60	66			RIGHT	64	72		ADT 13,900
SOUTH BOUND	LEFT	29	35	SOUTH LEG RATIO 8.9% ADT 14,000	SOUTH BOUND	LEFT	44	48	SOUTH LEG RATIO 9.8% ADT 14,000	
	THRU	206	227			THRU	347	455		RATIO 9.8%
	RIGHT	1	2			RIGHT	0	0		ADT 14,000
EAST BOUND	LEFT	3	3	EAST LEG RATIO 6.4% ADT 5,300	EAST BOUND	LEFT	1	2	EAST LEG RATIO 9.8% ADT 5,300	
	THRU	0	0			THRU	0	0		RATIO 9.8%
	RIGHT	0	0			RIGHT	4	8		ADT 5,300
WEST BOUND	LEFT	138	152	WEST LEG RATIO #DIV/0! ADT 0	WEST BOUND	LEFT	271	298	WEST LEG RATIO #DIV/0! ADT 0	
	THRU	2	4			THRU	0	0		RATIO #DIV/0!
	RIGHT	71	84			RIGHT	92	101		ADT 0



**EISENHOWER DR (NS) / CALLE TAMPICO (EW) - #2**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL
NORTH BOUND	LEFT	2	SOUTH LEG	810	NORTH BOUND	LEFT	1	SOUTH LEG	510
	THRU	726				THRU	394		
	RIGHT	60				RIGHT	64		
SOUTH BOUND	LEFT	29	NORTH LEG	240	SOUTH BOUND	LEFT	44	NORTH LEG	420
	THRU	206				THRU	347		
	RIGHT	1				RIGHT	0		
EAST BOUND	LEFT	3	WEST LEG	0	EAST BOUND	LEFT	1	WEST LEG	10
	THRU	0				THRU	0		
	RIGHT	0				RIGHT	4		
WEST BOUND	LEFT	138	EAST LEG	210	WEST BOUND	LEFT	271	EAST LEG	370
	THRU	2				THRU	0		
	RIGHT	71				RIGHT	92		

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	2	4	NORTH LEG RATIO 8.3% ADT 12,900	NORTH BOUND	LEFT	1	1	NORTH LEG RATIO 7.5% ADT 12,900
	THRU	726	748			THRU	394	441	
	RIGHT	60	62			RIGHT	64	68	
SOUTH BOUND	LEFT	29	30	SOUTH LEG RATIO 9.2% ADT 12,700	SOUTH BOUND	LEFT	44	45	SOUTH LEG RATIO 9.3% ADT 12,700
	THRU	206	212			THRU	347	379	
	RIGHT	1	2			RIGHT	0	0	
EAST BOUND	LEFT	3	3	EAST LEG RATIO 7.1% ADT 4,400	EAST BOUND	LEFT	1	2	EAST LEG RATIO 11.2% ADT 4,400
	THRU	0	0			THRU	0	0	
	RIGHT	0	0			RIGHT	4	8	
WEST BOUND	LEFT	138	142	WEST LEG RATIO #DIV/0! ADT 0	WEST BOUND	LEFT	271	283	WEST LEG RATIO #DIV/0! ADT 0
	THRU	2	4			THRU	0	0	
	RIGHT	71	73			RIGHT	92	95	



**EISENHOWER DR (NS) / AVENIDA MONTEZUMA (EW) - #3**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	10	SOUTH LEG	600	NORTH BOUND	LEFT	22	SOUTH LEG	410		
	THRU	539				THRU	289			THRU	410
	RIGHT	0				RIGHT	2			RIGHT	580
SOUTH BOUND	LEFT	0	NORTH LEG	360	SOUTH BOUND	LEFT	2	NORTH LEG	700		
	THRU	235				THRU	431			THRU	700
	RIGHT	109				RIGHT	189			RIGHT	560
EAST BOUND	LEFT	253	WEST LEG	300	EAST BOUND	LEFT	135	WEST LEG	180		
	THRU	0				THRU	0			THRU	180
	RIGHT	23				RIGHT	24			RIGHT	260
WEST BOUND	LEFT	14	EAST LEG	30	WEST BOUND	LEFT	46	EAST LEG	120		
	THRU	5				THRU	24			THRU	120
	RIGHT	10				RIGHT	35			RIGHT	0

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		
NORTH BOUND	LEFT	10	11	NORTH LEG RATIO 9.4% ADT 13,400	NORTH BOUND	LEFT	22	31	NORTH LEG RATIO 9.5% ADT 13,400		
	THRU	539	593			THRU	289	375		THRU	375
	RIGHT	0	0			RIGHT	2	2		RIGHT	2
SOUTH BOUND	LEFT	0	0	SOUTH LEG RATIO 8.6% ADT 10,500	SOUTH BOUND	LEFT	2	2	SOUTH LEG RATIO 9.4% ADT 10,500		
	THRU	235	259			THRU	431	494		THRU	494
	RIGHT	109	120			RIGHT	189	208		RIGHT	208
EAST BOUND	LEFT	253	278	EAST LEG RATIO 2.7% ADT 1,200	EAST BOUND	LEFT	135	149	EAST LEG RATIO 10.4% ADT 1,200		
	THRU	0	0			THRU	0	0		THRU	0
	RIGHT	23	25			RIGHT	24	30		RIGHT	30
WEST BOUND	LEFT	14	15	WEST LEG RATIO 10.2% ADT 4,300	WEST BOUND	LEFT	46	55	WEST LEG RATIO 10.3% ADT 4,300		
	THRU	5	6			THRU	24	27		THRU	27
	RIGHT	10	11			RIGHT	35	39		RIGHT	39

**EISENHOWER DR (NS) / AVENIDA MONTEZUMA (EW) - #3**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	10	SOUTH LEG	570	NORTH BOUND	LEFT	22	SOUTH LEG	340		
	THRU	539				THRU	289			IN ...	340
	RIGHT	0				OUT ...	280			RIGHT	2
SOUTH BOUND	LEFT	0	NORTH LEG	350	SOUTH BOUND	LEFT	2	NORTH LEG	650		
	THRU	235				THRU	431			IN ...	650
	RIGHT	109				OUT ...	840			RIGHT	189
EAST BOUND	LEFT	253	WEST LEG	290	EAST BOUND	LEFT	135	WEST LEG	160		
	THRU	0				THRU	0			IN ...	160
	RIGHT	23				OUT ...	120			RIGHT	24
WEST BOUND	LEFT	14	EAST LEG	30	WEST BOUND	LEFT	46	EAST LEG	110		
	THRU	5				THRU	24			IN ...	110
	RIGHT	10				OUT ...	0			RIGHT	35

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	10	10	NORTH LEG	NORTH BOUND	LEFT	22	23	NORTH LEG
	THRU	539	562	RATIO 9.5%		THRU	289	317	RATIO 9.1%
	RIGHT	0	0	ADT 12,600		RIGHT	2	2	ADT 12,600
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	2	2	SOUTH LEG
	THRU	235	243	RATIO 8.7%		THRU	431	457	RATIO 8.9%
	RIGHT	109	112	ADT 9,800		RIGHT	189	195	ADT 9,800
EAST BOUND	LEFT	253	267	EAST LEG	EAST BOUND	LEFT	135	139	EAST LEG
	THRU	0	0	RATIO 2.7%		THRU	0	0	RATIO 10.5%
	RIGHT	23	24	ADT 1,100		RIGHT	24	25	ADT 1,100
WEST BOUND	LEFT	14	14	WEST LEG	WEST BOUND	LEFT	46	49	WEST LEG
	THRU	5	5	RATIO 10.5%		THRU	24	25	RATIO 10.2%
	RIGHT	10	11	ADT 4,000		RIGHT	35	37	ADT 4,000

EISENHOWER DR (NS) / CALLE SINALOA (EW) - #4

MORNING PEAK HOUR				EVENING PEAK HOUR				
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				
		27	230	15		52	429	20
	<	v	>			<	v	>
1	^			^		0	^	^
191	>			<		73	>	<
0	v			v		0	v	v
		<	^	>			<	^
		0	568	141		0	274	63
EXISTING PEAK PERIOD MODEL YEAR: 2009				EXISTING PEAK PERIOD MODEL YEAR: 2009				
			52	129			221	138
		v	^			v	^	
169	<	IN =	1124	<	371	529	<	IN =
341	>	OUT =	1124	>	585	328	>	OUT =
		v	^			v	^	
			241	360			594	504
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38				EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29				
		20	49			64	40	
		v	^			v	^	
64	<	IN =	427	<	141	153	<	IN =
130	>	OUT =	427	>	222	95	>	OUT =
		v	^			v	^	
			92	137			172	146
FUTURE PEAK PERIOD MODEL YEAR: 2035				FUTURE PEAK PERIOD MODEL YEAR: 2035				
		71	324			586	597	
		v	^			v	^	
203	<	IN =	1290	<	446	690	<	IN =
418	>	OUT =	1290	>	480	410	>	OUT =
		v	^			v	^	
			283	355			704	647
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38				FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29				
		27	123			170	173	
		v	^			v	^	
77	<	IN =	490	<	169	200	<	IN =
159	>	OUT =	490	>	182	119	>	OUT =
		v	^			v	^	
			108	135			204	188
RAW GROWTH: 2009 TO 2035				RAW GROWTH: 2009 TO 2035				
		7	74			106	133	
		v	^			v	^	
13	<		<	29		47	<	-9
29	>		>	-40		24	>	-49
		v	^			v	^	
			16	-2			32	41
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				
		30	70			110	130	
		v	^			v	^	
10	<	IN =	90	<	30	50	<	IN =
30	>	OUT =	130	>	30	20	>	OUT =
		v	^			v	^	
			20	0			30	40
PRORATED GROWTH: 2015 TO 2035 20 YEARS				PRORATED GROWTH: 2015 TO 2035 20 YEARS				
		20	50			80	100	
		v	^			v	^	
10	<		<	20		40	<	30
20	>		>	20		20	>	20
		v	^			v	^	
			20	0			20	30
NEW PROJECTED VOLUMES: 2035				NEW PROJECTED VOLUMES: 2035				
		290	650			580	410	
		v	^			v	^	
100	<		<	230		180	<	440
210	>		>	370		90	>	180
		v	^			v	^	
			360	710			730	370
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				
		10	20			30	30	
		v	^			v	^	
0	<		<	10		10	<	10
10	>		>	10		0	>	0
		v	^			v	^	
			0	0			10	10
INITIAL YEAR 2021 VOLUMES: 2021				INITIAL YEAR 2021 VOLUMES: 2021				
		280	620			530	340	
		v	^			v	^	
90	<	IN =	1410	<	220	150	<	IN =
200	>	OUT =	1410	>	360	70	>	OUT =
		v	^			v	^	
			340	710			720	350
BALANCED YEAR 2021 VOLUMES: 2021				BALANCED YEAR 2021 VOLUMES: 2021				
		280	620			530	340	
		v	^			v	^	
90	<	IN =	1410	<	220	150	<	IN =
200	>	OUT =	1410	>	360	70	>	OUT =
		v	^			v	^	
			340	710			720	350

**EISENHOWER DR (NS) / CALLE SINALOA (EW) - #4**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	0	SOUTH LEG	710	NORTH BOUND	LEFT	0	SOUTH LEG	370		
	THRU	568				THRU	274			IN ...	370
	RIGHT	141				OUT ...	360			RIGHT	63
SOUTH BOUND	LEFT	15	NORTH LEG	290	SOUTH BOUND	LEFT	20	NORTH LEG	580		
	THRU	230				THRU	429			IN ...	580
	RIGHT	27				OUT ...	650			RIGHT	52
EAST BOUND	LEFT	1	WEST LEG	210	EAST BOUND	LEFT	0	WEST LEG	90		
	THRU	191				THRU	73			IN ...	90
	RIGHT	0				OUT ...	100			RIGHT	0
WEST BOUND	LEFT	112	EAST LEG	230	WEST BOUND	LEFT	285	EAST LEG	440		
	THRU	63				THRU	83			IN ...	440
	RIGHT	33				OUT ...	370			RIGHT	39

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 9.3% ADT 10,500	NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 9.5% ADT 10,500	
	THRU	568	625			THRU	274	330		RATIO 9.5%
	RIGHT	141	155			RIGHT	63	69		ADT 10,500
SOUTH BOUND	LEFT	15	20	SOUTH LEG RATIO 11.0% ADT 10,500	SOUTH BOUND	LEFT	20	34	SOUTH LEG RATIO 11.3% ADT 10,500	
	THRU	230	253			THRU	429	472		RATIO 11.3%
	RIGHT	27	30			RIGHT	52	77		ADT 10,500
EAST BOUND	LEFT	1	1	EAST LEG RATIO 9.9% ADT 6,400	EAST BOUND	LEFT	0	0	EAST LEG RATIO 10.8% ADT 6,400	
	THRU	191	216			THRU	73	93		RATIO 10.8%
	RIGHT	0	0			RIGHT	0	0		ADT 6,400
WEST BOUND	LEFT	112	123	WEST LEG RATIO 12.7% ADT 2,500	WEST BOUND	LEFT	285	314	WEST LEG RATIO 10.9% ADT 2,500	
	THRU	63	70			THRU	83	103		RATIO 10.9%
	RIGHT	33	48			RIGHT	39	80		ADT 2,500

**EISENHOWER DR (NS) / CALLE SINALOA (EW) - #4**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	0	SOUTH LEG	710	NORTH BOUND	LEFT	0	SOUTH LEG	350		
	THRU	568				THRU	274			THRU	350
	RIGHT	141				OUT ...	340			RIGHT	63
SOUTH BOUND	LEFT	15	NORTH LEG	280	SOUTH BOUND	LEFT	20	NORTH LEG	530		
	THRU	230				THRU	429			THRU	530
	RIGHT	27				OUT ...	620			RIGHT	52
EAST BOUND	LEFT	1	WEST LEG	200	EAST BOUND	LEFT	0	WEST LEG	70		
	THRU	191				THRU	73			THRU	70
	RIGHT	0				OUT ...	90			RIGHT	0
WEST BOUND	LEFT	112	EAST LEG	220	WEST BOUND	LEFT	285	EAST LEG	420		
	THRU	63				THRU	83			THRU	420
	RIGHT	33				OUT ...	360			RIGHT	39

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	568	585	RATIO 9.3%		THRU	274	290	RATIO 8.9%
	RIGHT	141	145	ADT 9,800		RIGHT	63	65	ADT 9,800
SOUTH BOUND	LEFT	15	20	SOUTH LEG	SOUTH BOUND	LEFT	20	26	SOUTH LEG
	THRU	230	237	RATIO 11.0%		THRU	429	442	RATIO 11.1%
	RIGHT	27	28	ADT 9,800		RIGHT	52	60	ADT 9,800
EAST BOUND	LEFT	1	1	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG
	THRU	191	200	RATIO 9.8%		THRU	73	75	RATIO 10.0%
	RIGHT	0	0	ADT 6,000		RIGHT	0	0	ADT 6,000
WEST BOUND	LEFT	112	115	WEST LEG	WEST BOUND	LEFT	285	294	WEST LEG
	THRU	63	65	RATIO 14.0%		THRU	83	90	RATIO 10.7%
	RIGHT	33	44	ADT 2,100		RIGHT	39	50	ADT 2,100

MORNING PEAK HOUR		AVENIDA BERMUDAS (NS) / CALLE TAMPICO (EW) - #5		EVENING PEAK HOUR	
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015		11 0 1  22 ^ 123 > 12 v  40 1 95	< v >       v ^ v ^	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015	
				31 7 35 9 ^ 133 > 31 v  44 10 109	^ ^ v v  ^ ^
EXISTING PEAK PERIOD MODEL YEAR: 2009		0 0 v ^ 1372 < IN = 1639 < 209 > OUT = 1639 > v ^ 37 79	1351 230	EXISTING PEAK PERIOD MODEL YEAR: 2009	
				0 0 v ^ 628 < IN = 1771 < 1018 > OUT = 1771 > v ^ 142 113	640 1001
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38		0 0 v ^ 521 < IN = 623 < 79 > OUT = 623 > v ^ 14 30	513 87	EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29	
				0 0 v ^ 182 < IN = 514 < 295 > OUT = 514 > v ^ 41 33	186 290
FUTURE PEAK PERIOD MODEL YEAR: 2035		0 0 v ^ 297 < IN = 622 < 110 > OUT = 622 > v ^ 204 52	460 121	FUTURE PEAK PERIOD MODEL YEAR: 2035	
				0 0 v ^ 356 < IN = 1173 < 684 > OUT = 1173 > v ^ 132 128	361 685
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38		0 0 v ^ 113 < IN = 236 < 42 > OUT = 236 > v ^ 78 20	175 46	FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29	
				0 0 v ^ 103 < IN = 340 < 198 > OUT = 340 > v ^ 38 37	105 199
RAW GROWTH: 2009 TO 2035		0 0 v ^ -409 < -38 > v ^ 63 -10	-339 -41	RAW GROWTH: 2009 TO 2035	
				0 0 v ^ -79 < -97 > v ^ -3 4	-81 -92
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %		0 10 v ^ 20 < IN = 50 < 20 > OUT = 110 > v ^ 60 0	30 20	ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %	
				10 10 v ^ 30 < IN = 80 < 20 > OUT = 70 > v ^ 0 0	50 30
PRORATED GROWTH: 2015 TO 2035 20 YEARS		0 10 v ^ 20 < 20 > v ^ 50 0	20 20	PRORATED GROWTH: 2015 TO 2035 20 YEARS	
				10 10 v ^ 20 < 20 > v ^ 0 0	40 20
NEW PROJECTED VOLUMES: 2035		10 70 v ^ 260 < 180 > v ^ 180 140	360 240	NEW PROJECTED VOLUMES: 2035	
				80 70 v ^ 350 < 190 > v ^ 230 160	530 300
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS		0 0 v ^ 0 < 0 > v ^ 10 0	10 0	YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS	
				0 0 v ^ 10 < 0 > v ^ 0 0	10 10
INITIAL YEAR 2021 VOLUMES: 2021		10 60 v ^ 240 < IN = 660 < 160 > OUT = 660 > v ^ 140 140	350 220	INITIAL YEAR 2021 VOLUMES: 2021	
				70 60 v ^ 340 < IN = 900 < 170 > OUT = 920 > v ^ 230 160	500 290
BALANCED YEAR 2021 VOLUMES: 2021		10 60 v ^ 240 < IN = 660 < 160 > OUT = 660 > v ^ 140 140	350 220	BALANCED YEAR 2021 VOLUMES: 2021	
				70 60 v ^ 340 < IN = 910 < 170 > OUT = 920 > v ^ 230 160	510 290



**AVENIDA BERMUDAS (NS) / CALLE TAMPICO (EW) - #5**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	40	SOUTH LEG		NORTH BOUND	LEFT	44	SOUTH LEG			
	THRU	1		IN ...		140	THRU		10	IN ...	160
	RIGHT	95		OUT ...		180	RIGHT		109	OUT ...	230
SOUTH BOUND	LEFT	1	NORTH LEG		SOUTH BOUND	LEFT	35	NORTH LEG			
	THRU	0		IN ...		10	THRU		7	IN ...	80
	RIGHT	11		OUT ...		70	RIGHT		31	OUT ...	70
EAST BOUND	LEFT	22	WEST LEG		EAST BOUND	LEFT	9	WEST LEG			
	THRU	123		IN ...		180	THRU		133	IN ...	190
	RIGHT	12		OUT ...		260	RIGHT		31	OUT ...	350
WEST BOUND	LEFT	118	EAST LEG		WEST BOUND	LEFT	188	EAST LEG			
	THRU	187		IN ...		360	THRU		259	IN ...	530
	RIGHT	36		OUT ...		240	RIGHT		43	OUT ...	300

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	40	53	NORTH LEG RATIO 5.7% ADT 1,500	NORTH BOUND	LEFT	44	48	NORTH LEG RATIO 10.3% ADT 1,500
	THRU	1	1			THRU	10	11	
	RIGHT	95	105			RIGHT	109	120	
SOUTH BOUND	LEFT	1	1	SOUTH LEG RATIO 8.3% ADT 4,100	SOUTH BOUND	LEFT	35	41	SOUTH LEG RATIO 10.4% ADT 4,100
	THRU	0	0			THRU	7	8	
	RIGHT	11	12			RIGHT	31	34	
EAST BOUND	LEFT	22	32	EAST LEG RATIO 6.3% ADT 10,300	EAST BOUND	LEFT	9	10	EAST LEG RATIO 8.3% ADT 10,300
	THRU	123	141			THRU	133	149	
	RIGHT	12	22			RIGHT	31	34	
WEST BOUND	LEFT	118	158	WEST LEG RATIO 8.8% ADT 5,300	WEST BOUND	LEFT	188	207	WEST LEG RATIO 10.6% ADT 5,300
	THRU	187	206			THRU	259	285	
	RIGHT	36	40			RIGHT	43	51	

**AVENIDA BERMUDAS (NS) / CALLE TAMPICO (EW) - #5**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	40	SOUTH LEG		NORTH BOUND	LEFT	44	SOUTH LEG			
	THRU	1		IN ...		140	THRU		10	IN ...	160
	RIGHT	95		OUT ...		140	RIGHT		109	OUT ...	230
SOUTH BOUND	LEFT	1	NORTH LEG		SOUTH BOUND	LEFT	35	NORTH LEG			
	THRU	0		IN ...		10	THRU		7	IN ...	70
	RIGHT	11		OUT ...		60	RIGHT		31	OUT ...	60
EAST BOUND	LEFT	22	WEST LEG		EAST BOUND	LEFT	9	WEST LEG			
	THRU	123		IN ...		160	THRU		133	IN ...	170
	RIGHT	12		OUT ...		240	RIGHT		31	OUT ...	340
WEST BOUND	LEFT	118	EAST LEG		WEST BOUND	LEFT	188	EAST LEG			
	THRU	187		IN ...		350	THRU		259	IN ...	510
	RIGHT	36		OUT ...		220	RIGHT		43	OUT ...	290

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	40	43	NORTH LEG	NORTH BOUND	LEFT	44	45	NORTH LEG
	THRU	1	1	RATIO 5.2%		THRU	10	10	RATIO 9.9%
	RIGHT	95	98	ADT 1,400		RIGHT	109	115	ADT 1,400
SOUTH BOUND	LEFT	1	1	SOUTH LEG	SOUTH BOUND	LEFT	35	37	SOUTH LEG
	THRU	0	0	RATIO 8.1%		THRU	7	7	RATIO 11.6%
	RIGHT	11	11	ADT 3,500		RIGHT	31	32	ADT 3,500
EAST BOUND	LEFT	22	23	EAST LEG	EAST BOUND	LEFT	9	9	EAST LEG
	THRU	123	127	RATIO 8.0%		THRU	133	138	RATIO 11.0%
	RIGHT	12	14	ADT 7,300		RIGHT	31	32	ADT 7,300
WEST BOUND	LEFT	118	126	WEST LEG	WEST BOUND	LEFT	188	197	WEST LEG
	THRU	187	193	RATIO 9.3%		THRU	259	274	RATIO 12.0%
	RIGHT	36	37	ADT 4,400		RIGHT	43	44	ADT 4,400

MORNING PEAK HOUR		EVENING PEAK HOUR	
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015		EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015	
26 ^	9 26 29	20 ^	41 99 35
318 >	< v >	132 >	< v >
3 v	< ^ >	4 v	< ^ >
	11 103 919		4 64 300
19		40	
188		362	
183		344	
EXISTING PEAK PERIOD MODEL YEAR: 2009		EXISTING PEAK PERIOD MODEL YEAR: 2009	
371 <	22 94	902 <	129 76
585 >	v ^	694 >	v ^
	IN = 1523 <		IN = 2617 <
	OUT = 1523 >		OUT = 2617 >
	v ^		v ^
	225 273		490 415
643		1379	
833		1149	
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38		EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29	
141 <	8 36	262 <	37 22
222 >	v ^	201 >	v ^
	IN = 579 <		IN = 759 <
	OUT = 579 >		OUT = 759 >
	v ^		v ^
	86 104		142 120
244		400	
317		333	
FUTURE PEAK PERIOD MODEL YEAR: 2035		FUTURE PEAK PERIOD MODEL YEAR: 2035	
446 <	36 94	871 <	210 119
480 >	v ^	525 >	v ^
	IN = 1732 <		IN = 2983 <
	OUT = 1726 >		OUT = 2973 >
	v ^		v ^
	356 346		681 645
870		1603	
830		1302	
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38		FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29	
169 <	14 36	253 <	61 35
182 >	v ^	152 >	v ^
	IN = 658 <		IN = 865 <
	OUT = 656 >		OUT = 862 >
	v ^		v ^
	135 131		197 187
331		465	
315		378	
RAW GROWTH: 2009 TO 2035		RAW GROWTH: 2009 TO 2035	
29 <	5 0	-9 <	23 12
-40 >	v ^	-49 >	v ^
	< >		< >
	v ^		v ^
	50 28		55 67
86		65	
-1		44	
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %		ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %	
30 <	10 10	40 <	20 10
30 >	v ^	20 >	v ^
	IN = 160 <		IN = 180 <
	OUT = 220 >		OUT = 160 >
	v ^		v ^
	50 30		60 70
90		70	
130		50	
PRORATED GROWTH: 2015 TO 2035 20 YEARS		PRORATED GROWTH: 2015 TO 2035 20 YEARS	
20 <	10 10	30 <	20 10
20 >	v ^	20 >	v ^
	< >		< >
	v ^		v ^
	40 20		50 50
70		50	
100		40	
NEW PROJECTED VOLUMES: 2035		NEW PROJECTED VOLUMES: 2035	
230 <	70 160	440 <	200 130
370 >	v ^	180 >	v ^
	< >		< >
	v ^		v ^
	250 1050		500 420
460		800	
1370		510	
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS		YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS	
10 <	0 0	10 <	0 0
10 >	v ^	0 >	v ^
	< >		< >
	v ^		v ^
	10 10		10 20
20		20	
30		10	
INITIAL YEAR 2021 VOLUMES: 2021		INITIAL YEAR 2021 VOLUMES: 2021	
220 <	60 150	420 <	180 120
360 >	v ^	160 >	v ^
	IN = 1870 <		IN = 1500 <
	OUT = 1890 >		OUT = 1480 >
	v ^		v ^
	220 1040		460 390
410		770	
1300		480	
BALANCED YEAR 2021 VOLUMES: 2021		BALANCED YEAR 2021 VOLUMES: 2021	
220 <	60 150	430 <	180 120
360 >	v ^	160 >	v ^
	IN = 1880 <		IN = 1500 <
	OUT = 1890 >		OUT = 1510 >
	v ^		v ^
	220 1050		470 390
410		770	
1300		490	

**AVENIDA BERMUDAS (NS) / CALLE SINALOA (EW) - #6**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	11	SOUTH LEG	1,050	NORTH BOUND	LEFT	4	SOUTH LEG	420		
	THRU	103				THRU	64			IN ...	420
	RIGHT	919				RIGHT	300			OUT ...	500
SOUTH BOUND	LEFT	29	NORTH LEG	70	SOUTH BOUND	LEFT	35	NORTH LEG	200		
	THRU	26				THRU	99			IN ...	200
	RIGHT	9				RIGHT	41			OUT ...	130
EAST BOUND	LEFT	26	WEST LEG	370	EAST BOUND	LEFT	20	WEST LEG	180		
	THRU	318				THRU	132			IN ...	180
	RIGHT	3				RIGHT	4			OUT ...	440
WEST BOUND	LEFT	183	EAST LEG	460	WEST BOUND	LEFT	344	EAST LEG	800		
	THRU	188				THRU	362			IN ...	800
	RIGHT	19				RIGHT	40			OUT ...	510

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	11	12	NORTH LEG RATIO 6.0% ADT 4,100	NORTH BOUND	LEFT	4	6	NORTH LEG RATIO 8.4% ADT 4,100	
	THRU	103	113			THRU	64	73		RATIO 8.4%
	RIGHT	919	1,011			RIGHT	300	331		ADT 4,100
SOUTH BOUND	LEFT	29	38	SOUTH LEG RATIO 13.9% ADT 10,000	SOUTH BOUND	LEFT	35	39	SOUTH LEG RATIO 9.1% ADT 10,000	
	THRU	26	29			THRU	99	119		RATIO 9.1%
	RIGHT	9	10			RIGHT	41	48		ADT 10,000
EAST BOUND	LEFT	26	29	EAST LEG RATIO 11.1% ADT 16,900	EAST BOUND	LEFT	20	23	EAST LEG RATIO 7.9% ADT 16,900	
	THRU	318	354			THRU	132	147		RATIO 7.9%
	RIGHT	3	3			RIGHT	4	6		ADT 16,900
WEST BOUND	LEFT	183	222	WEST LEG RATIO 9.7% ADT 6,400	WEST BOUND	LEFT	344	378	WEST LEG RATIO 9.8% ADT 6,400	
	THRU	188	214			THRU	362	398		RATIO 9.8%
	RIGHT	19	29			RIGHT	40	44		ADT 6,400

**AVENIDA BERMUDAS (NS) / CALLE SINALOA (EW) - #6**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL
NORTH BOUND	LEFT	11	SOUTH LEG IN ... OUT ...	1,050 220	NORTH BOUND	LEFT	4	SOUTH LEG IN ... OUT ...	390 470
	THRU	103				THRU	64		
	RIGHT	919				RIGHT	300		
SOUTH BOUND	LEFT	29	NORTH LEG IN ... OUT ...	60 150	SOUTH BOUND	LEFT	35	NORTH LEG IN ... OUT ...	180 120
	THRU	26				THRU	99		
	RIGHT	9				RIGHT	41		
EAST BOUND	LEFT	26	WEST LEG IN ... OUT ...	360 220	EAST BOUND	LEFT	20	WEST LEG IN ... OUT ...	160 430
	THRU	318				THRU	132		
	RIGHT	3				RIGHT	4		
WEST BOUND	LEFT	183	EAST LEG IN ... OUT ...	410 1,300	WEST BOUND	LEFT	344	EAST LEG IN ... OUT ...	770 490
	THRU	188				THRU	362		
	RIGHT	19				RIGHT	40		

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	11	11	NORTH LEG RATIO 6.3% ADT 3,500	NORTH BOUND	LEFT	4	5	NORTH LEG RATIO 8.9% ADT 3,500
	THRU	103	106			THRU	64	66	
	RIGHT	919	947			RIGHT	300	321	
SOUTH BOUND	LEFT	29	30	SOUTH LEG RATIO 14.0% ADT 9,200	SOUTH BOUND	LEFT	35	36	SOUTH LEG RATIO 9.4% ADT 9,200
	THRU	26	27			THRU	99	105	
	RIGHT	9	9			RIGHT	41	44	
EAST BOUND	LEFT	26	27	EAST LEG RATIO 11.4% ADT 15,100	EAST BOUND	LEFT	20	21	EAST LEG RATIO 8.5% ADT 15,100
	THRU	318	332			THRU	132	136	
	RIGHT	3	3			RIGHT	4	5	
WEST BOUND	LEFT	183	192	WEST LEG RATIO 9.7% ADT 6,000	WEST BOUND	LEFT	344	361	WEST LEG RATIO 9.9% ADT 6,000
	THRU	188	200			THRU	362	382	
	RIGHT	19	20			RIGHT	40	41	

DESERT CLUB DR (NS) / CALLE TAMPICO (EW) - #7

MORNING PEAK HOUR				EVENING PEAK HOUR							
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015							
		81	55	203		57	27	108			
		<	v	>		<	v	>			
96	^				^						
131	>				<			22			
2	v				v			385			
								114			
		13	92	45		37	28	92			
EXISTING PEAK PERIOD MODEL YEAR: 2009				EXISTING PEAK PERIOD MODEL YEAR: 2009							
			0	0			0	0			
			v	^			v	^			
1801	<	IN =	2127	<	1801	1026	<	IN =	2675	<	1026
326	>	OUT =	2127	>	326	1649	>	OUT =	2675	>	1649
			v	^			v	^			
			0	0			0	0			
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38				EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29							
			0	0			0	0			
			v	^			v	^			
684	<	IN =	808	<	684	298	<	IN =	776	<	298
124	>	OUT =	808	>	124	478	>	OUT =	776	>	478
			v	^			v	^			
			0	0			0	0			
FUTURE PEAK PERIOD MODEL YEAR: 2035				FUTURE PEAK PERIOD MODEL YEAR: 2035							
			0	0			0	0			
			v	^			v	^			
1328	<	IN =	1775	<	1328	1376	<	IN =	3414	<	1376
447	>	OUT =	1775	>	447	2038	>	OUT =	3414	>	2038
			v	^			v	^			
			0	0			0	0			
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38				FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29							
			0	0			0	0			
			v	^			v	^			
505	<	IN =	675	<	505	399	<	IN =	990	<	399
170	>	OUT =	675	>	170	591	>	OUT =	990	>	591
			v	^			v	^			
			0	0			0	0			
RAW GROWTH: 2009 TO 2035				RAW GROWTH: 2009 TO 2035							
			0	0			0	0			
			v	^			v	^			
-180	<			<	-180	102	<			<	102
46	>			>	46	113	>			>	113
			v	^			v	^			
			0	0			0	0			
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %							
			30	30			20	10			
			v	^			v	^			
30	<	IN =	120	<	40	100	<	IN =	230	<	100
50	>	OUT =	110	>	50	110	>	OUT =	220	>	110
			v	^			v	^			
			0	0			0	0			
PRORATED GROWTH: 2015 TO 2035 20 YEARS				PRORATED GROWTH: 2015 TO 2035 20 YEARS							
			20	20			20	10			
			v	^			v	^			
20	<			<	30	80	<			<	80
40	>			>	40	80	>			>	80
			v	^			v	^			
			0	0			0	0			
NEW PROJECTED VOLUMES: 2035				NEW PROJECTED VOLUMES: 2035							
			360	320			210	110			
			v	^			v	^			
350	<			<	430	560	<			<	600
270	>			>	420	360	>			>	500
			v	^			v	^			
			120	150			150	160			
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS							
			10	10			0	0			
			v	^			v	^			
10	<			<	10	20	<			<	20
10	>			>	10	30	>			>	30
			v	^			v	^			
			0	0			0	0			
INITIAL YEAR 2021 VOLUMES: 2021				INITIAL YEAR 2021 VOLUMES: 2021							
			350	310			190	100			
			v	^			v	^			
340	<	IN =	1150	<	410	500	<	IN =	1200	<	540
240	>	OUT =	1160	>	390	310	>	OUT =	1200	>	450
			v	^			v	^			
			120	150			150	160			
BALANCED YEAR 2021 VOLUMES: 2021				BALANCED YEAR 2021 VOLUMES: 2021							
			350	310			190	100			
			v	^			v	^			
340	<	IN =	1150	<	410	500	<	IN =	1200	<	540
240	>	OUT =	1160	>	390	310	>	OUT =	1200	>	450
			v	^			v	^			
			120	150			150	160			

**DESERT CLUB DR (NS) / CALLE TAMPICO (EW) - #7**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	13	SOUTH LEG	150	NORTH BOUND	LEFT	37	SOUTH LEG	160		
	THRU	92				THRU	28			IN ...	160
	RIGHT	45				OUT ...	120			RIGHT	92
SOUTH BOUND	LEFT	203	NORTH LEG	360	SOUTH BOUND	LEFT	108	NORTH LEG	210		
	THRU	55				THRU	27			IN ...	210
	RIGHT	81				OUT ...	320			RIGHT	57
EAST BOUND	LEFT	96	WEST LEG	270	EAST BOUND	LEFT	46	WEST LEG	360		
	THRU	131				THRU	223			IN ...	360
	RIGHT	2				OUT ...	350			RIGHT	12
WEST BOUND	LEFT	61	EAST LEG	430	WEST BOUND	LEFT	114	EAST LEG	600		
	THRU	232				THRU	385			IN ...	600
	RIGHT	107				OUT ...	420			RIGHT	22

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	13	14	NORTH LEG RATIO 20.7% ADT 3,400	NORTH BOUND	LEFT	37	41	NORTH LEG RATIO 9.6% ADT 3,400	
	THRU	92	101			THRU	28	31		RATIO 9.6%
	RIGHT	45	50			RIGHT	92	101		ADT 3,400
SOUTH BOUND	LEFT	203	223	SOUTH LEG RATIO 10.9% ADT 2,700	SOUTH BOUND	LEFT	108	120	SOUTH LEG RATIO 12.6% ADT 2,700	
	THRU	55	61			THRU	27	30		RATIO 12.6%
	RIGHT	81	89			RIGHT	57	64		ADT 2,700
EAST BOUND	LEFT	96	112	EAST LEG RATIO 4.4% ADT 19,800	EAST BOUND	LEFT	46	57	EAST LEG RATIO 5.6% ADT 19,800	
	THRU	131	156			THRU	223	287		RATIO 5.6%
	RIGHT	2	2			RIGHT	12	13		ADT 19,800
WEST BOUND	LEFT	61	67	WEST LEG RATIO 6.1% ADT 10,300	WEST BOUND	LEFT	114	125	WEST LEG RATIO 8.9% ADT 10,300	
	THRU	232	255			THRU	385	458		RATIO 8.9%
	RIGHT	107	118			RIGHT	22	25		ADT 10,300

**DESERT CLUB DR (NS) / CALLE TAMPICO (EW) - #7**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL
NORTH BOUND	LEFT	13	SOUTH LEG		NORTH BOUND	LEFT	37	SOUTH LEG	
	THRU	92	IN ...	150		THRU	28	IN ...	160
	RIGHT	45	OUT ...	120		RIGHT	92	OUT ...	150
SOUTH BOUND	LEFT	203	NORTH LEG		SOUTH BOUND	LEFT	108	NORTH LEG	
	THRU	55	IN ...	350		THRU	27	IN ...	190
	RIGHT	81	OUT ...	310		RIGHT	57	OUT ...	100
EAST BOUND	LEFT	96	WEST LEG		EAST BOUND	LEFT	46	WEST LEG	
	THRU	131	IN ...	240		THRU	223	IN ...	310
	RIGHT	2	OUT ...	340		RIGHT	12	OUT ...	500
WEST BOUND	LEFT	61	EAST LEG		WEST BOUND	LEFT	114	EAST LEG	
	THRU	232	IN ...	410		THRU	385	IN ...	540
	RIGHT	107	OUT ...	390		RIGHT	22	OUT ...	450

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	13	13	NORTH LEG	NORTH BOUND	LEFT	37	38	NORTH LEG
	THRU	92	95	RATIO 20.8%		THRU	28	29	RATIO 9.4%
	RIGHT	45	46	ADT 3,200		RIGHT	92	95	ADT 3,200
SOUTH BOUND	LEFT	203	210	SOUTH LEG	SOUTH BOUND	LEFT	108	111	SOUTH LEG
	THRU	55	57	RATIO 13.8%		THRU	27	28	RATIO 16.0%
	RIGHT	81	86	ADT 2,000		RIGHT	57	59	ADT 2,000
EAST BOUND	LEFT	96	104	EAST LEG	EAST BOUND	LEFT	46	50	EAST LEG
	THRU	131	136	RATIO 4.6%		THRU	223	248	RATIO 5.7%
	RIGHT	2	2	ADT 17,500		RIGHT	12	12	ADT 17,500
WEST BOUND	LEFT	61	63	WEST LEG	WEST BOUND	LEFT	114	117	WEST LEG
	THRU	232	240	RATIO 7.3%		THRU	385	405	RATIO 10.2%
	RIGHT	107	112	ADT 8,000		RIGHT	22	23	ADT 8,000



MORNING PEAK HOUR		EVENING PEAK HOUR	
<b>EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES:</b> 2015 38 10 15 < v > 68 ^ 34 1147 > 351 1 v v < ^ > 1 10 0		<b>EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES:</b> 2015 71 0 43 < v > 36 ^ 50 431 > 675 0 v v < ^ > 0 3 2	
<b>EXISTING PEAK PERIOD MODEL YEAR:</b> 2009 0 0 v ^ 643 < IN = 1476 < 643 833 > OUT = 1476 > 833 v ^ 0 0		<b>EXISTING PEAK PERIOD MODEL YEAR:</b> 2009 0 0 v ^ 1379 < IN = 2528 < 1379 1149 > OUT = 2528 > 1149 v ^ 0 0	
<b>EXISTING PEAK HOUR MODEL YEAR:</b> Peak Period to Peak Hour: 0.38 0 0 v ^ 244 < IN = 561 < 244 317 > OUT = 561 > 317 v ^ 0 0		<b>EXISTING PEAK HOUR MODEL YEAR:</b> Peak Period to Peak Hour: 0.29 0 0 v ^ 400 < IN = 733 < 400 333 > OUT = 733 > 333 v ^ 0 0	
<b>FUTURE PEAK PERIOD MODEL YEAR:</b> 2035 0 0 v ^ 870 < IN = 1700 < 870 830 > OUT = 1700 > 830 v ^ 0 0		<b>FUTURE PEAK PERIOD MODEL YEAR:</b> 2035 0 0 v ^ 1603 < IN = 2905 < 1603 1302 > OUT = 2905 > 1302 v ^ 0 0	
<b>FUTURE PEAK HOUR MODEL YEAR (PCE'S):</b> Peak Period to Peak Hour: 0.38 0 0 v ^ 331 < IN = 646 < 331 315 > OUT = 646 > 315 v ^ 0 0		<b>FUTURE PEAK HOUR MODEL YEAR (PCE'S):</b> Peak Period to Peak Hour: 0.29 0 0 v ^ 465 < IN = 842 < 465 378 > OUT = 842 > 378 v ^ 0 0	
<b>RAW GROWTH:</b> 2009 TO 2035 0 0 v ^ 86 < < 86 -1 > > -1 v ^ 0 0		<b>RAW GROWTH:</b> 2009 TO 2035 0 0 v ^ 65 < < 65 44 > > 44 v ^ 0 0	
<b>ADJUSTED GROWTH:</b> 2009 TO 2035 10 MINIMUM GROWTH % 10 10 v ^ 90 < IN = 220 < 90 120 > OUT = 220 > 120 v ^ 0 0		<b>ADJUSTED GROWTH:</b> 2009 TO 2035 10 MINIMUM GROWTH % 10 10 v ^ 70 < IN = 130 < 70 50 > OUT = 130 > 50 v ^ 0 0	
<b>PRORATED GROWTH:</b> 2015 TO 2035 20 YEARS 10 10 v ^ 70 < < 70 90 > > 90 v ^ 0 0		<b>PRORATED GROWTH:</b> 2015 TO 2035 20 YEARS 10 10 v ^ 50 < < 50 40 > > 40 v ^ 0 0	
<b>NEW PROJECTED VOLUMES:</b> 2035 70 120 v ^ 460 < < 470 1310 > > 1250 v ^ 30 10		<b>NEW PROJECTED VOLUMES:</b> 2035 120 100 v ^ 800 < < 780 510 > > 520 v ^ 10 10	
<b>YEAR 2021 GROWTH:</b> 2015 TO 2021 6 YEARS 0 0 v ^ 20 < < 20 30 > > 30 v ^ 0 0		<b>YEAR 2021 GROWTH:</b> 2015 TO 2021 6 YEARS 0 0 v ^ 20 < < 20 10 > > 10 v ^ 0 0	
<b>INITIAL YEAR 2021 VOLUMES:</b> 2021 60 110 v ^ 410 < IN = 1740 < 420 1250 > OUT = 1740 > 1190 v ^ 30 10		<b>INITIAL YEAR 2021 VOLUMES:</b> 2021 110 90 v ^ 770 < IN = 1350 < 750 480 > OUT = 1360 > 490 v ^ 10 10	
<b>BALANCED YEAR 2021 VOLUMES:</b> 2021 60 110 v ^ 410 < IN = 1740 < 420 1250 > OUT = 1740 > 1190 v ^ 30 10		<b>BALANCED YEAR 2021 VOLUMES:</b> 2021 110 90 v ^ 770 < IN = 1360 < 760 480 > OUT = 1360 > 490 v ^ 10 10	

**DESERT CLUB DR (NS) / AVENUE 52 (EW) - #8**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH BOUND	LEFT	1	SOUTH LEG IN ... OUT ...	10 10 30	NORTH BOUND	LEFT	0	SOUTH LEG IN ... OUT ...	10 10 10
	THRU	10				THRU	3		
	RIGHT	0				RIGHT	2		
SOUTH BOUND	LEFT	15	NORTH LEG IN ... OUT ...	70 120 120	SOUTH BOUND	LEFT	43	NORTH LEG IN ... OUT ...	120 100 100
	THRU	10				THRU	0		
	RIGHT	38				RIGHT	71		
EAST BOUND	LEFT	68	WEST LEG IN ... OUT ...	1,310 460 460	EAST BOUND	LEFT	36	WEST LEG IN ... OUT ...	510 800 800
	THRU	1,147				THRU	431		
	RIGHT	1				RIGHT	0		
WEST BOUND	LEFT	15	EAST LEG IN ... OUT ...	470 1,250 1,250	WEST BOUND	LEFT	7	EAST LEG IN ... OUT ...	780 520 520
	THRU	351				THRU	675		
	RIGHT	34				RIGHT	50		

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	1	1	NORTH LEG RATIO 7.2% ADT 2,700	NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 8.4% ADT 2,700
	THRU	10	11			THRU	3	6	
	RIGHT	0	0			RIGHT	2	4	
SOUTH BOUND	LEFT	15	17	SOUTH LEG RATIO #DIV/0! ADT 0	SOUTH BOUND	LEFT	43	47	SOUTH LEG RATIO #DIV/0! ADT 0
	THRU	10	11			THRU	0	0	
	RIGHT	38	43			RIGHT	71	78	
EAST BOUND	LEFT	68	75	EAST LEG RATIO 9.7% ADT 18,100	EAST BOUND	LEFT	36	41	EAST LEG RATIO 7.4% ADT 18,100
	THRU	1,147	1,262			THRU	431	474	
	RIGHT	1	1			RIGHT	0	0	
WEST BOUND	LEFT	15	18	WEST LEG RATIO 10.6% ADT 16,900	WEST BOUND	LEFT	7	10	WEST LEG RATIO 7.9% ADT 16,900
	THRU	351	416			THRU	675	743	
	RIGHT	34	38			RIGHT	50	55	

**DESERT CLUB DR (NS) / AVENUE 52 (EW) - #8**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL
NORTH BOUND	LEFT	1	SOUTH LEG IN ... OUT ...	10 30	NORTH BOUND	LEFT	0	SOUTH LEG IN ... OUT ...	10 10
	THRU	10				THRU	3		
	RIGHT	0				RIGHT	2		
SOUTH BOUND	LEFT	15	NORTH LEG IN ... OUT ...	60 110	SOUTH BOUND	LEFT	43	NORTH LEG IN ... OUT ...	110 90
	THRU	10				THRU	0		
	RIGHT	38				RIGHT	71		
EAST BOUND	LEFT	68	WEST LEG IN ... OUT ...	1,250 410	EAST BOUND	LEFT	36	WEST LEG IN ... OUT ...	480 770
	THRU	1,147				THRU	431		
	RIGHT	1				RIGHT	0		
WEST BOUND	LEFT	15	EAST LEG IN ... OUT ...	420 1,190	WEST BOUND	LEFT	7	EAST LEG IN ... OUT ...	760 490
	THRU	351				THRU	675		
	RIGHT	34				RIGHT	50		

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	1	1	NORTH LEG RATIO 9.0% ADT 2,000	NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 10.6% ADT 2,000
	THRU	10	10			THRU	3	6	
	RIGHT	0	0			RIGHT	2	4	
SOUTH BOUND	LEFT	15	15	SOUTH LEG RATIO #DIV/0! ADT 0	SOUTH BOUND	LEFT	43	44	SOUTH LEG RATIO #DIV/0! ADT 0
	THRU	10	11			THRU	0	0	
	RIGHT	38	39			RIGHT	71	73	
EAST BOUND	LEFT	68	70	EAST LEG RATIO 10.1% ADT 16,100	EAST BOUND	LEFT	36	37	EAST LEG RATIO 7.8% ADT 16,100
	THRU	1,147	1,181			THRU	431	445	
	RIGHT	1	1			RIGHT	0	0	
WEST BOUND	LEFT	15	18	WEST LEG RATIO 11.0% ADT 15,100	WEST BOUND	LEFT	7	10	WEST LEG RATIO 8.3% ADT 15,100
	THRU	351	373			THRU	675	701	
	RIGHT	34	35			RIGHT	50	52	

WASHINGTON ST (NS) / EISENHOWER DR (EW) - #9	
MORNING PEAK HOUR	EVENING PEAK HOUR
<b>EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES:</b> 2015 0 702 53 < v > 0 ^ 277 0 > 0 0 v 451 < ^ > 0 1682 573	<b>EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES:</b> 2015 0 1210 142 < v > 0 ^ 205 0 > 0 0 v 530 < ^ > 0 1194 451
<b>EXISTING PEAK PERIOD MODEL YEAR:</b> 2009 3208 1682 v ^ 0 < IN = 6563 < 1032 0 > OUT = 6384 > 564 v ^ 4138 2323	<b>EXISTING PEAK PERIOD MODEL YEAR:</b> 2009 4696 4097 v ^ 0 < IN = 11711 < 1437 0 > OUT = 11502 > 1489 v ^ 5916 5578
<b>EXISTING PEAK HOUR MODEL YEAR:</b> Peak Period to Peak Hour: 0.38 1219 639 v ^ 0 < IN = 2494 < 392 0 > OUT = 2426 > 214 v ^ 1572 883	<b>EXISTING PEAK HOUR MODEL YEAR:</b> Peak Period to Peak Hour: 0.29 1362 1188 v ^ 0 < IN = 3396 < 417 0 > OUT = 3336 > 432 v ^ 1716 1618
<b>FUTURE PEAK PERIOD MODEL YEAR:</b> 2035 5720 5102 v ^ 0 < IN = 12914 < 1159 0 > OUT = 12709 > 883 v ^ 6724 6035	<b>FUTURE PEAK PERIOD MODEL YEAR:</b> 2035 8915 9138 v ^ 0 < IN = 22684 < 2285 0 > OUT = 22410 > 2407 v ^ 10865 11484
<b>FUTURE PEAK HOUR MODEL YEAR (PCE'S):</b> Peak Period to Peak Hour: 0.38 2174 1939 v ^ 0 < IN = 4907 < 440 0 > OUT = 4829 > 336 v ^ 2555 2293	<b>FUTURE PEAK HOUR MODEL YEAR (PCE'S):</b> Peak Period to Peak Hour: 0.29 2585 2650 v ^ 0 < IN = 6578 < 663 0 > OUT = 6499 > 698 v ^ 3151 3330
<b>RAW GROWTH:</b> 2009 TO 2035 955 1300 v ^ 0 < < 48 0 > > 121 v ^ 983 1411	<b>RAW GROWTH:</b> 2009 TO 2035 1224 1462 v ^ 0 < < 246 0 > > 266 v ^ 1435 1713
<b>ADJUSTED GROWTH:</b> 2009 TO 2035 10 MINIMUM GROWTH % 950 1300 v ^ 0 < IN = 2430 < 70 0 > OUT = 2400 > 120 v ^ 980 1410	<b>ADJUSTED GROWTH:</b> 2009 TO 2035 10 MINIMUM GROWTH % 1220 1460 v ^ 0 < IN = 3180 < 250 0 > OUT = 3170 > 270 v ^ 1440 1710
<b>PRORATED GROWTH:</b> 2015 TO 2035 20 YEARS 730 1000 v ^ 0 < < 50 0 > > 90 v ^ 750 1080	<b>PRORATED GROWTH:</b> 2015 TO 2035 20 YEARS 940 1120 v ^ 0 < < 190 0 > > 210 v ^ 1110 1320
<b>NEW PROJECTED VOLUMES:</b> 2035 1490 2960 v ^ 0 < < 780 0 > > 720 v ^ 1900 3340	<b>NEW PROJECTED VOLUMES:</b> 2035 2290 2520 v ^ 0 < < 930 0 > > 800 v ^ 2850 2970
<b>YEAR 2021 GROWTH:</b> 2015 TO 2021 6 YEARS 220 300 v ^ 0 < < 20 0 > > 30 v ^ 230 330	<b>YEAR 2021 GROWTH:</b> 2015 TO 2021 6 YEARS 280 340 v ^ 0 < < 60 0 > > 60 v ^ 330 390
<b>INITIAL YEAR 2021 VOLUMES:</b> 2021 980 2260 v ^ 0 < IN = 4320 < 750 0 > OUT = 4300 > 660 v ^ 1380 2590	<b>INITIAL YEAR 2021 VOLUMES:</b> 2021 1630 1740 v ^ 0 < IN = 4470 < 800 0 > OUT = 4460 > 650 v ^ 2070 2040
<b>BALANCED YEAR 2021 VOLUMES:</b> 2021 980 2270 v ^ 0 < IN = 4320 < 750 0 > OUT = 4320 > 660 v ^ 1390 2590	<b>BALANCED YEAR 2021 VOLUMES:</b> 2021 1630 1740 v ^ 0 < IN = 4470 < 800 0 > OUT = 4460 > 650 v ^ 2070 2040

**WASHINGTON ST (NS) / EISENHOWER DR (EW) - #9**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG	3,340	NORTH BOUND	LEFT	0	SOUTH LEG	2,970
	THRU	1,682				THRU	1,194		
	RIGHT	573				RIGHT	451		
SOUTH BOUND	LEFT	53	NORTH LEG	1,490	SOUTH BOUND	LEFT	142	NORTH LEG	2,290
	THRU	702				THRU	1,210		
	RIGHT	0				RIGHT	0		
EAST BOUND	LEFT	0	WEST LEG	0	EAST BOUND	LEFT	0	WEST LEG	0
	THRU	0				THRU	0		
	RIGHT	0				RIGHT	0		
WEST BOUND	LEFT	451	EAST LEG	780	WEST BOUND	LEFT	530	EAST LEG	930
	THRU	0				THRU	0		
	RIGHT	277				RIGHT	205		
			OUT ...	720				OUT ...	800

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 8.2% ADT 54,700	NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 8.8% ADT 54,700
	THRU	1,682	2,669			THRU	1,194	2,294	
	RIGHT	573	646			RIGHT	451	645	
SOUTH BOUND	LEFT	53	74	SOUTH LEG RATIO 9.0% ADT 58,300	SOUTH BOUND	LEFT	142	156	SOUTH LEG RATIO 9.9% ADT 58,300
	THRU	702	1,414			THRU	1,210	2,145	
	RIGHT	0	0			RIGHT	0	0	
EAST BOUND	LEFT	0	0	EAST LEG RATIO 8.3% ADT 18,400	EAST BOUND	LEFT	0	0	EAST LEG RATIO 9.4% ADT 18,400
	THRU	0	0			THRU	0	0	
	RIGHT	0	0			RIGHT	0	0	
WEST BOUND	LEFT	451	496	WEST LEG RATIO #DIV/0! ADT 0	WEST BOUND	LEFT	530	705	WEST LEG RATIO #DIV/0! ADT 0
	THRU	0	0			THRU	0	0	
	RIGHT	277	305			RIGHT	205	226	

**WASHINGTON ST (NS) / EISENHOWER DR (EW) - #9**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG	2,590	NORTH BOUND	LEFT	0	SOUTH LEG	2,040
	THRU	1,682				THRU	1,194		
	RIGHT	573				RIGHT	451		
SOUTH BOUND	LEFT	53	NORTH LEG	980	SOUTH BOUND	LEFT	142	NORTH LEG	1,630
	THRU	702				THRU	1,210		
	RIGHT	0				RIGHT	0		
EAST BOUND	LEFT	0	WEST LEG	0	EAST BOUND	LEFT	0	WEST LEG	0
	THRU	0				THRU	0		
	RIGHT	0				RIGHT	0		
WEST BOUND	LEFT	451	EAST LEG	750	WEST BOUND	LEFT	530	EAST LEG	800
	THRU	0				THRU	0		
	RIGHT	277				RIGHT	205		

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 7.8% ADT 41,600	NORTH BOUND	LEFT	0	0	NORTH LEG RATIO 8.1% ADT 41,600
	THRU	1,682	1,988			THRU	1,194	1,526	
	RIGHT	573	600			RIGHT	451	506	
SOUTH BOUND	LEFT	53	60	SOUTH LEG RATIO 8.5% ADT 46,900	SOUTH BOUND	LEFT	142	146	SOUTH LEG RATIO 8.7% ADT 46,900
	THRU	702	921			THRU	1,210	1,485	
	RIGHT	0	0			RIGHT	0	0	
EAST BOUND	LEFT	0	0	EAST LEG RATIO 8.6% ADT 16,500	EAST BOUND	LEFT	0	0	EAST LEG RATIO 8.8% ADT 16,500
	THRU	0	0			THRU	0	0	
	RIGHT	0	0			RIGHT	0	0	
WEST BOUND	LEFT	451	469	WEST LEG RATIO #DIV/0! ADT 0	WEST BOUND	LEFT	530	585	WEST LEG RATIO #DIV/0! ADT 0
	THRU	0	0			THRU	0	0	
	RIGHT	277	285			RIGHT	205	214	

WASHINGTON ST (NS) / EISENHOWER DR (EW) - #10

MORNING PEAK HOUR					EVENING PEAK HOUR								
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015					EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015								
			307	785	24			507	1137	37			
		<	v	>				<	v	>			
703	^				^	14		519	^	^	45		
4	>				<	2		1	>	<	7		
8	v				v	3		10	v	v	3		
			<	^	>				<	^	>		
			10	1463	8			13	1023	12			
EXISTING PEAK PERIOD MODEL YEAR: 2009					EXISTING PEAK PERIOD MODEL YEAR: 2009								
			4138	2323				5916	5578				
			v	^				v	^				
652	<	IN =	6537	<	0			798	<	IN =	11655	<	0
353	>	OUT =	6540	>	0			1318	>	OUT =	11646	>	0
			v	^				v	^				
			3565	2046				5270	4421				
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38					EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29								
			1572	883				1716	1618				
			v	^				v	^				
248	<	IN =	2484	<	0			231	<	IN =	3380	<	0
134	>	OUT =	2485	>	0			382	>	OUT =	3377	>	0
			v	^				v	^				
			1355	777				1528	1282				
FUTURE PEAK PERIOD MODEL YEAR: 2035					FUTURE PEAK PERIOD MODEL YEAR: 2035								
			6724	6035				10865	11484				
			v	^				v	^				
2180	<	IN =	12858	<	0			3110	<	IN =	22543	<	0
1254	>	OUT =	12863	>	0			2886	>	OUT =	22531	>	0
			v	^				v	^				
			4648	4880				7937	8792				
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38					FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29								
			2555	2293				3151	3330				
			v	^				v	^				
828	<	IN =	4886	<	0			902	<	IN =	6537	<	0
477	>	OUT =	4888	>	0			837	>	OUT =	6534	>	0
			v	^				v	^				
			1766	1854				2302	2550				
RAW GROWTH: 2009 TO 2035					RAW GROWTH: 2009 TO 2035								
			983	1411				1435	1713				
			v	^				v	^				
581	<			<	0			670	<	<	0		
342	>			>	0			455	>	>	0		
			v	^				v	^				
			412	1077				773	1268				
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %					ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %								
			980	1410				1440	1710				
			v	^				v	^				
580	<	IN =	2400	<	0			670	<	IN =	3170	<	10
340	>	OUT =	2400	>	0			450	>	OUT =	3160	>	10
			v	^				v	^				
			410	1080				770	1270				
PRORATED GROWTH: 2015 TO 2035 20 YEARS					PRORATED GROWTH: 2015 TO 2035 20 YEARS								
			750	1080				1110	1320				
			v	^				v	^				
450	<			<	0			520	<	<	10		
260	>			>	0			350	>	>	10		
			v	^				v	^				
			320	830				590	980				
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035								
			1870	3260				2790	2910				
			v	^				v	^				
770	<			<	20			1050	<	<	70		
980	>			>	40			880	>	>	60		
			v	^				v	^				
			1120	2310				1740	2030				
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS					YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS								
			230	330				330	390				
			v	^				v	^				
130	<			<	0			150	<	<	0		
80	>			>	0			100	>	>	0		
			v	^				v	^				
			90	250				180	290				
INITIAL YEAR 2021 VOLUMES: 2021					INITIAL YEAR 2021 VOLUMES: 2021								
			1350	2510				2010	1980				
			v	^				v	^				
450	<	IN =	3900	<	20			680	<	IN =	4040	<	60
800	>	OUT =	3890	>	40			630	>	OUT =	4040	>	50
			v	^				v	^				
			890	1730				1330	1340				
BALANCED YEAR 2021 VOLUMES: 2021					BALANCED YEAR 2021 VOLUMES: 2021								
			1350	2520				2010	1980				
			v	^				v	^				
450	<	IN =	3900	<	20			680	<	IN =	4040	<	60
800	>	OUT =	3900	>	40			630	>	OUT =	4040	>	50
			v	^				v	^				
			890	1730				1330	1340				

**WASHINGTON ST (NS) / EISENHOWER DR (EW) - #10**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH BOUND	LEFT	10	SOUTH LEG	2,310	NORTH BOUND	LEFT	13	SOUTH LEG	2,030
	THRU	1,463				THRU	1,023		
	RIGHT	8				RIGHT	12		
SOUTH BOUND	LEFT	24	NORTH LEG	1,870	SOUTH BOUND	LEFT	37	NORTH LEG	2,790
	THRU	785				THRU	1,137		
	RIGHT	307				RIGHT	507		
EAST BOUND	LEFT	703	WEST LEG	980	EAST BOUND	LEFT	519	WEST LEG	880
	THRU	4				THRU	1		
	RIGHT	8				RIGHT	10		
WEST BOUND	LEFT	3	EAST LEG	20	WEST BOUND	LEFT	3	EAST LEG	70
	THRU	2				THRU	7		
	RIGHT	14				RIGHT	45		
			OUT ...	40				OUT ...	60

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	10	23	NORTH LEG RATIO 8.8% ADT 58,300	NORTH BOUND	LEFT	13	29	NORTH LEG RATIO 9.8% ADT 58,300
	THRU	1,463	2,279			THRU	1,023	1,988	
	RIGHT	8	9			RIGHT	12	16	
SOUTH BOUND	LEFT	24	27	SOUTH LEG RATIO 8.3% ADT 41,400	SOUTH BOUND	LEFT	37	43	SOUTH LEG RATIO 9.1% ADT 41,400
	THRU	785	1,108			THRU	1,137	1,722	
	RIGHT	307	744			RIGHT	507	1,011	
EAST BOUND	LEFT	703	967	EAST LEG RATIO 4.7% ADT 1,300	EAST BOUND	LEFT	519	865	EAST LEG RATIO 10.0% ADT 1,300
	THRU	4	4			THRU	1	1	
	RIGHT	8	10			RIGHT	10	15	
WEST BOUND	LEFT	3	3	WEST LEG RATIO 7.7% ADT 22,800	WEST BOUND	LEFT	3	3	WEST LEG RATIO 8.5% ADT 22,800
	THRU	2	3			THRU	7	10	
	RIGHT	14	15			RIGHT	45	57	



**WASHINGTON ST (NS) / EISENHOWER DR (EW) - #10**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	10	SOUTH LEG	1,730	NORTH BOUND	LEFT	13	SOUTH LEG	1,340		
	THRU	1,463				THRU	1,023			IN ...	1,330
	RIGHT	8				RIGHT	12			OUT ...	1,330
SOUTH BOUND	LEFT	24	NORTH LEG	1,350	SOUTH BOUND	LEFT	37	NORTH LEG	2,010		
	THRU	785				THRU	1,137			IN ...	1,980
	RIGHT	307				RIGHT	507			OUT ...	1,980
EAST BOUND	LEFT	703	WEST LEG	800	EAST BOUND	LEFT	519	WEST LEG	630		
	THRU	4				THRU	1			IN ...	680
	RIGHT	8				RIGHT	10			OUT ...	680
WEST BOUND	LEFT	3	EAST LEG	20	WEST BOUND	LEFT	3	EAST LEG	60		
	THRU	2				THRU	7			IN ...	50
	RIGHT	14				RIGHT	45			OUT ...	50

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	10	13	NORTH LEG	NORTH BOUND	LEFT	13	18	NORTH LEG
	THRU	1,463	1,714	RATIO 8.2%		THRU	1,023	1,312	RATIO 8.5%
	RIGHT	8	8	ADT 46,900		RIGHT	12	12	ADT 46,900
SOUTH BOUND	LEFT	24	28	SOUTH LEG	SOUTH BOUND	LEFT	37	38	SOUTH LEG
	THRU	785	879	RATIO 8.4%		THRU	1,137	1,316	RATIO 8.6%
	RIGHT	307	435	ADT 31,100		RIGHT	507	654	ADT 31,100
EAST BOUND	LEFT	703	791	EAST LEG	EAST BOUND	LEFT	519	619	EAST LEG
	THRU	4	4	RATIO 5.0%		THRU	1	1	RATIO 9.3%
	RIGHT	8	8	ADT 1,200		RIGHT	10	11	ADT 1,200
WEST BOUND	LEFT	3	3	WEST LEG	WEST BOUND	LEFT	3	3	WEST LEG
	THRU	2	2	RATIO 7.1%		THRU	7	8	RATIO 7.4%
	RIGHT	14	15	ADT 17,600		RIGHT	45	49	ADT 17,600

WASHINGTON ST (NS) / AVENUE 50 (EW) - #11													
MORNING PEAK HOUR						EVENING PEAK HOUR							
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015						EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015							
			48	633	125				83	902	204		
		<	v	>				<	v	>			
	41	^			^	339		44	^		^	218	
	116	>			<	132		95	>		<	85	
	15	v			v	91		15	v		v	114	
			<	^	>				<	^	>		
			18	1021	79				6	784	72		
EXISTING PEAK PERIOD MODEL YEAR: 2009						EXISTING PEAK PERIOD MODEL YEAR: 2009							
				3548	2017				5215	4358			
			v	^					v	^			
	1805	<	IN =	7565	<	1409		2323	<	IN =	13348	<	1512
	960	>	OUT =	7563	>	724		2406	>	OUT =	13348	>	2492
			v	^						v	^		
				3017	1648					4175	4215		
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38						EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29							
				1348	766				1512	1264			
			v	^					v	^			
	686	<	IN =	2875	<	535		674	<	IN =	3871	<	438
	365	>	OUT =	2874	>	275		698	>	OUT =	3871	>	723
			v	^						v	^		
				1146	626				1211	1222			
FUTURE PEAK PERIOD MODEL YEAR: 2035						FUTURE PEAK PERIOD MODEL YEAR: 2035							
				4615	4838				7858	8720			
			v	^					v	^			
	1138	<	IN =	11140	<	2173		1401	<	IN =	19788	<	3397
	688	>	OUT =	11142	>	996		1482	>	OUT =	19789	>	3438
			v	^						v	^		
				4170	3664					6230	7051		
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38						FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29							
				1754	1838				2279	2529			
			v	^					v	^			
	432	<	IN =	4233	<	826		406	<	IN =	5739	<	985
	261	>	OUT =	4234	>	378		430	>	OUT =	5739	>	997
			v	^						v	^		
				1585	1392				1807	2045			
RAW GROWTH: 2009 TO 2035						RAW GROWTH: 2009 TO 2035							
				405	1072				766	1265			
			v	^					v	^			
	-253	<			<	290		-267	<		<	547	
	-103	>			>	103		-268	>		>	274	
			v	^						v	^		
				438	766				596	822			
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %						ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %							
				410	1070				770	1260			
			v	^					v	^			
	20	<	IN =	1490	<	290		20	<	IN =	2160	<	550
	20	>	OUT =	1630	>	100		20	>	OUT =	2150	>	270
			v	^						v	^		
				440	770				600	820			
PRORATED GROWTH: 2015 TO 2035 20 YEARS						PRORATED GROWTH: 2015 TO 2035 20 YEARS							
				320	820				590	970			
			v	^					v	^			
	20	<			<	220		20	<		<	420	
	20	>			>	80		20	>		>	210	
			v	^						v	^		
				340	590				460	630			
NEW PROJECTED VOLUMES: 2035						NEW PROJECTED VOLUMES: 2035							
				1130	2220				1780	2020			
			v	^					v	^			
	220	<			<	780		190	<		<	840	
	190	>			>	400		170	>		>	580	
			v	^						v	^		
				1080	1710				1490	1490			
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS						YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS							
				90	250				180	290			
			v	^					v	^			
	0	<			<	70		0	<		<	130	
	0	>			>	20		0	>		>	60	
			v	^						v	^		
				100	180				140	190			
INITIAL YEAR 2021 VOLUMES: 2021						INITIAL YEAR 2021 VOLUMES: 2021							
				900	1650				1370	1340			
			v	^					v	^			
	200	<	IN =	3000	<	630		170	<	IN =	3120	<	550
	170	>	OUT =	3030	>	340		150	>	OUT =	3110	>	430
			v	^						v	^		
				840	1300				1170	1050			
BALANCED YEAR 2021 VOLUMES: 2021						BALANCED YEAR 2021 VOLUMES: 2021							
				910	1650				1370	1340			
			v	^					v	^			
	200	<	IN =	3030	<	640		170	<	IN =	3120	<	550
	170	>	OUT =	3030	>	340		150	>	OUT =	3110	>	430
			v	^						v	^		
				840	1310				1170	1050			

**WASHINGTON ST (NS) / AVENUE 50 (EW) - #11**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	18	SOUTH LEG	1,710	NORTH BOUND	LEFT	6	SOUTH LEG	1,490		
	THRU	1,021				THRU	784			IN ...	1,490
	RIGHT	79				RIGHT	72			OUT ...	1,490
SOUTH BOUND	LEFT	125	NORTH LEG	1,130	SOUTH BOUND	LEFT	204	NORTH LEG	1,780		
	THRU	633				THRU	902			IN ...	1,780
	RIGHT	48				RIGHT	83			OUT ...	2,020
EAST BOUND	LEFT	41	WEST LEG	190	EAST BOUND	LEFT	44	WEST LEG	170		
	THRU	116				THRU	95			IN ...	190
	RIGHT	15				RIGHT	15			OUT ...	190
WEST BOUND	LEFT	91	EAST LEG	780	WEST BOUND	LEFT	114	EAST LEG	840		
	THRU	132				THRU	85			IN ...	840
	RIGHT	339				RIGHT	218			OUT ...	580

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	18	20	NORTH LEG RATIO 8.2% ADT 41,400	NORTH BOUND	LEFT	6	7	NORTH LEG RATIO 9.1% ADT 41,400	
	THRU	1,021	1,637			THRU	784	1,397		9.1%
	RIGHT	79	105			RIGHT	72	101		41,400
SOUTH BOUND	LEFT	125	170	SOUTH LEG RATIO 7.9% ADT 36,200	SOUTH BOUND	LEFT	204	379	SOUTH LEG RATIO 8.3% ADT 36,200	
	THRU	633	934			THRU	902	1,298		8.3%
	RIGHT	48	55			RIGHT	83	91		36,200
EAST BOUND	LEFT	41	53	EAST LEG RATIO 6.8% ADT 17,800	EAST BOUND	LEFT	44	58	EAST LEG RATIO 8.0% ADT 17,800	
	THRU	116	128			THRU	95	105		8.0%
	RIGHT	15	18			RIGHT	15	17		17,800
WEST BOUND	LEFT	91	128	WEST LEG RATIO 9.3% ADT 4,500	WEST BOUND	LEFT	114	180	WEST LEG RATIO 8.4% ADT 4,500	
	THRU	132	145			THRU	85	98		8.4%
	RIGHT	339	530			RIGHT	218	565		4,500

**WASHINGTON ST (NS) / AVENUE 50 (EW) - #11**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	18	SOUTH LEG	1,310	NORTH BOUND	LEFT	6	SOUTH LEG	1,050		
	THRU	1,021				THRU	784			THRU	1,170
	RIGHT	79				RIGHT	72			RIGHT	1,340
SOUTH BOUND	LEFT	125	NORTH LEG	910	SOUTH BOUND	LEFT	204	NORTH LEG	1,370		
	THRU	633				THRU	902			THRU	1,340
	RIGHT	48				RIGHT	83			RIGHT	170
EAST BOUND	LEFT	41	WEST LEG	170	EAST BOUND	LEFT	44	WEST LEG	150		
	THRU	116				THRU	95			THRU	170
	RIGHT	15				RIGHT	15			RIGHT	550
WEST BOUND	LEFT	91	EAST LEG	640	WEST BOUND	LEFT	114	EAST LEG	550		
	THRU	132				THRU	85			THRU	430
	RIGHT	339				RIGHT	218			RIGHT	

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	18	19	NORTH LEG	NORTH BOUND	LEFT	6	6	NORTH LEG
	THRU	1,021	1,205	RATIO 8.2%		THRU	784	966	RATIO 8.7%
	RIGHT	79	88	ADT 31,100		RIGHT	72	80	ADT 31,100
SOUTH BOUND	LEFT	125	139	SOUTH LEG	SOUTH BOUND	LEFT	204	260	SOUTH LEG
	THRU	633	721	RATIO 8.0%		THRU	902	1,021	RATIO 8.3%
	RIGHT	48	49	ADT 26,800		RIGHT	83	85	ADT 26,800
EAST BOUND	LEFT	41	42	EAST LEG	EAST BOUND	LEFT	44	47	EAST LEG
	THRU	116	119	RATIO 8.2%		THRU	95	98	RATIO 8.2%
	RIGHT	15	15	ADT 12,000		RIGHT	15	15	ADT 12,000
WEST BOUND	LEFT	91	104	WEST LEG	WEST BOUND	LEFT	114	136	WEST LEG
	THRU	132	136	RATIO 12.7%		THRU	85	88	RATIO 11.3%
	RIGHT	339	403	ADT 3,000		RIGHT	218	327	ADT 3,000

WASHINGTON ST (NS) / CALLE TAMPICO (EW) - #12

MORNING PEAK HOUR				EVENING PEAK HOUR							
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015							
		211	429	24		322	532	35			
		<	v	>		<	v	>			
195	^				^	309	^	43			
70	>				<	110	>	59			
12	v				v	46	v	29			
		<	^	>		<	^	>			
		29	751	129		39	393	46			
EXISTING PEAK PERIOD MODEL YEAR: 2009				EXISTING PEAK PERIOD MODEL YEAR: 2009							
		2589	1697			3977	3771				
		v	^			v	^				
2011	<	IN =	4880	<	0	1203	<	IN =	8454	<	0
384	>	OUT =	5011	>	0	1900	>	OUT =	8423	>	0
		v	^			v	^				
		1303	1907			3449	2577				
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38				EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29							
		984	645			1153	1094				
		v	^			v	^				
764	<	IN =	1854	<	0	349	<	IN =	2452	<	0
146	>	OUT =	1904	>	0	551	>	OUT =	2443	>	0
		v	^			v	^				
		495	725			1000	747				
FUTURE PEAK PERIOD MODEL YEAR: 2035				FUTURE PEAK PERIOD MODEL YEAR: 2035							
		3836	3626			6095	6824				
		v	^			v	^				
1532	<	IN =	7916	<	0	1582	<	IN =	14137	<	0
515	>	OUT =	8011	>	0	2089	>	OUT =	14127	>	0
		v	^			v	^				
		2853	3565			5721	5953				
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38				FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29							
		1458	1378			1768	1979				
		v	^			v	^				
582	<	IN =	3008	<	0	459	<	IN =	4100	<	0
196	>	OUT =	3044	>	0	606	>	OUT =	4097	>	0
		v	^			v	^				
		1084	1355			1659	1726				
RAW GROWTH: 2009 TO 2035				RAW GROWTH: 2009 TO 2035							
		474	733			614	885				
		v	^			v	^				
-182	<			<	0	110	<			<	0
50	>			>	0	55	>			>	0
		v	^			v	^				
		589	630			659	979				
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %							
		470	730			610	890				
		v	^			v	^				
30	<	IN =	1170	<	20	110	<	IN =	1650	<	10
50	>	OUT =	1370	>	20	50	>	OUT =	1680	>	20
		v	^			v	^				
		590	630			660	980				
PRORATED GROWTH: 2015 TO 2035 20 YEARS				PRORATED GROWTH: 2015 TO 2035 20 YEARS							
		360	560			470	680				
		v	^			v	^				
20	<			<	20	80	<			<	10
40	>			>	20	40	>			>	20
		v	^			v	^				
		450	480			510	750				
NEW PROJECTED VOLUMES: 2035				NEW PROJECTED VOLUMES: 2035							
		1020	1570			1360	1430				
		v	^			v	^				
330	<			<	190	500	<			<	140
320	>			>	240	510	>			>	210
		v	^			v	^				
		930	1390			1120	1230				
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS							
		110	170			140	210				
		v	^			v	^				
10	<			<	0	30	<			<	0
10	>			>	0	10	>			>	0
		v	^			v	^				
		140	150			150	230				
INITIAL YEAR 2021 VOLUMES: 2021				INITIAL YEAR 2021 VOLUMES: 2021							
		770	1180			1030	960				
		v	^			v	^				
320	<	IN =	2290	<	170	450	<	IN =	2350	<	130
290	>	OUT =	2340	>	220	480	>	OUT =	2360	>	190
		v	^			v	^				
		620	1060			760	710				
BALANCED YEAR 2021 VOLUMES: 2021				BALANCED YEAR 2021 VOLUMES: 2021							
		790	1180			1030	960				
		v	^			v	^				
320	<	IN =	2340	<	170	450	<	IN =	2350	<	130
300	>	OUT =	2340	>	220	480	>	OUT =	2360	>	190
		v	^			v	^				
		620	1080			760	710				

**WASHINGTON ST (NS) / CALLE TAMPICO (EW) - #12**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH BOUND	LEFT	29	SOUTH LEG		NORTH BOUND	LEFT	39	SOUTH LEG	
	THRU	751	IN ...	1,390		THRU	393	IN ...	1,230
	RIGHT	129	OUT ...	930		RIGHT	46	OUT ...	1,120
SOUTH BOUND	LEFT	24	NORTH LEG		SOUTH BOUND	LEFT	35	NORTH LEG	
	THRU	429	IN ...	1,020		THRU	532	IN ...	1,360
	RIGHT	211	OUT ...	1,570		RIGHT	322	OUT ...	1,430
EAST BOUND	LEFT	195	WEST LEG		EAST BOUND	LEFT	309	WEST LEG	
	THRU	70	IN ...	320		THRU	110	IN ...	510
	RIGHT	12	OUT ...	330		RIGHT	46	OUT ...	500
WEST BOUND	LEFT	41	EAST LEG		WEST BOUND	LEFT	29	EAST LEG	
	THRU	73	IN ...	190		THRU	59	IN ...	140
	RIGHT	59	OUT ...	240		RIGHT	43	OUT ...	210

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	29	39	NORTH LEG	NORTH BOUND	LEFT	39	94	NORTH LEG
	THRU	751	1,256	RATIO 7.4%		THRU	393	1,045	RATIO 7.8%
	RIGHT	129	154	ADT 36,200		RIGHT	46	90	ADT 36,200
SOUTH BOUND	LEFT	24	26	SOUTH LEG	SOUTH BOUND	LEFT	35	39	SOUTH LEG
	THRU	429	839	RATIO 8.7%		THRU	532	996	RATIO 8.6%
	RIGHT	211	232	ADT 27,400		RIGHT	322	354	ADT 27,400
EAST BOUND	LEFT	195	248	EAST LEG	EAST BOUND	LEFT	309	342	EAST LEG
	THRU	70	77	RATIO 15.2%		THRU	110	121	RATIO 13.1%
	RIGHT	12	23	ADT 3,100		RIGHT	46	79	ADT 3,100
WEST BOUND	LEFT	41	68	WEST LEG	WEST BOUND	LEFT	29	45	WEST LEG
	THRU	73	80	RATIO 3.8%		THRU	59	65	RATIO 5.8%
	RIGHT	59	66	ADT 18,300		RIGHT	43	47	ADT 18,300

**WASHINGTON ST (NS) / CALLE TAMPICO (EW) - #12**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	29	SOUTH LEG	1,080	NORTH BOUND	LEFT	39	SOUTH LEG	710		
	THRU	751				THRU	393			IN ...	760
	RIGHT	129				RIGHT	46			OUT ...	
SOUTH BOUND	LEFT	24	NORTH LEG	790	SOUTH BOUND	LEFT	35	NORTH LEG	1,030		
	THRU	429				THRU	532			IN ...	960
	RIGHT	211				RIGHT	322			OUT ...	
EAST BOUND	LEFT	195	WEST LEG	300	EAST BOUND	LEFT	309	WEST LEG	480		
	THRU	70				THRU	110			IN ...	450
	RIGHT	12				RIGHT	46			OUT ...	
WEST BOUND	LEFT	41	EAST LEG	170	WEST BOUND	LEFT	29	EAST LEG	130		
	THRU	73				THRU	59			IN ...	190
	RIGHT	59				RIGHT	43			OUT ...	

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	29	35	NORTH LEG RATIO 7.4% ADT 26,900	NORTH BOUND	LEFT	39	58	NORTH LEG RATIO 7.4% ADT 26,900
	THRU	751	908			THRU	393	594	
	RIGHT	129	133			RIGHT	46	59	
SOUTH BOUND	LEFT	24	25	SOUTH LEG RATIO 9.2% ADT 18,400	SOUTH BOUND	LEFT	35	36	SOUTH LEG RATIO 8.0% ADT 18,400
	THRU	429	556			THRU	532	669	
	RIGHT	211	218			RIGHT	322	336	
EAST BOUND	LEFT	195	216	EAST LEG RATIO 14.3% ADT 2,900	EAST BOUND	LEFT	309	325	EAST LEG RATIO 11.9% ADT 2,900
	THRU	70	72			THRU	110	113	
	RIGHT	12	16			RIGHT	46	57	
WEST BOUND	LEFT	41	48	WEST LEG RATIO 3.7% ADT 17,100	WEST BOUND	LEFT	29	33	WEST LEG RATIO 5.6% ADT 17,100
	THRU	73	75			THRU	59	61	
	RIGHT	59	61			RIGHT	43	44	

WASHINGTON ST (NS) / AVENIDA LA FONDA (EW) - #13

MORNING PEAK HOUR					EVENING PEAK HOUR								
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015					EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015								
			62	418	2			44	602	12			
		<	v	>				<	v	>			
39	^				^	0		72	^	^			
0	>				<	0		0	>	<			
14	v				v	0		39	v	v			
			<	^	>				<	^	>		
			54	868	0			15	394	0			
EXISTING PEAK PERIOD MODEL YEAR: 2009					EXISTING PEAK PERIOD MODEL YEAR: 2009								
			1289	1955				3404	2606				
			v	^				v	^				
0	<	IN =	3244	<	0			0	<	IN =	11479	<	0
0	>	OUT =	3244	>	0			0	>	OUT =	6010	>	0
			v	^				v	^				
			1289	1955				3404	2606				
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38					EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29								
			490	743				987	756				
			v	^				v	^				
0	<	IN =	1233	<	0			0	<	IN =	1743	<	0
0	>	OUT =	1233	>	0			0	>	OUT =	1743	>	0
			v	^				v	^				
			490	743				987	756				
FUTURE PEAK PERIOD MODEL YEAR: 2035					FUTURE PEAK PERIOD MODEL YEAR: 2035								
			2828	3604				5657	5822				
			v	^				v	^				
0	<	IN =	6432	<	0			0	<	IN =	11479	<	0
0	>	OUT =	6432	>	0			0	>	OUT =	11479	>	0
			v	^				v	^				
			2828	3604				5657	5822				
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38					FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29								
			1075	1370				1641	1688				
			v	^				v	^				
0	<	IN =	2444	<	0			0	<	IN =	3329	<	0
0	>	OUT =	2444	>	0			0	>	OUT =	3329	>	0
			v	^				v	^				
			1075	1370				1641	1688				
RAW GROWTH: 2009 TO 2035					RAW GROWTH: 2009 TO 2035								
			585	627				653	933				
			v	^				v	^				
0	<			<	0			0	<				0
0	>			>	0			0	>				0
			v	^				v	^				
			585	627				653	933				
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %					ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %								
			580	630				650	930				
			v	^				v	^				
10	<	IN =	1220	<	0			10	<	IN =	1590	<	0
10	>	OUT =	1220	>	0			10	>	OUT =	1590	>	0
			v	^				v	^				
			580	630				650	930				
PRORATED GROWTH: 2015 TO 2035 20 YEARS					PRORATED GROWTH: 2015 TO 2035 20 YEARS								
			450	480				500	720				
			v	^				v	^				
10	<			<	0			10	<				0
10	>			>	0			10	>				0
			v	^				v	^				
			450	480				500	720				
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035								
			930	1390				1160	1190				
			v	^				v	^				
130	<			<	0			70	<				0
60	>			>	0			120	>				10
			v	^				v	^				
			880	1400				1140	1130				
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS					YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS								
			130	150				150	210				
			v	^				v	^				
0	<			<	0			0	<				0
0	>			>	0			0	>				0
			v	^				v	^				
			130	150				150	210				
INITIAL YEAR 2021 VOLUMES: 2021					INITIAL YEAR 2021 VOLUMES: 2021								
			610	1060				810	680				
			v	^				v	^				
120	<	IN =	1730	<	0			60	<	IN =	1540	<	0
50	>	OUT =	1740	>	0			110	>	OUT =	1540	>	10
			v	^				v	^				
			560	1070				790	620				
BALANCED YEAR 2021 VOLUMES: 2021					BALANCED YEAR 2021 VOLUMES: 2021								
			610	1060				810	680				
			v	^				v	^				
120	<	IN =	1740	<	0			60	<	IN =	1540	<	0
50	>	OUT =	1740	>	0			110	>	OUT =	1540	>	10
			v	^				v	^				
			560	1080				790	620				



**WASHINGTON ST (NS) / AVENIDA LA FONDA (EW) - #13**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	54	SOUTH LEG	1,400	NORTH BOUND	LEFT	15	SOUTH LEG	1,130		
	THRU	868				THRU	394			IN ...	1,140
	RIGHT	0				RIGHT	0			OUT ...	880
SOUTH BOUND	LEFT	2	NORTH LEG	930	SOUTH BOUND	LEFT	12	NORTH LEG	1,160		
	THRU	418				THRU	602			IN ...	1,190
	RIGHT	62				RIGHT	44			OUT ...	1,390
EAST BOUND	LEFT	39	WEST LEG	60	EAST BOUND	LEFT	72	WEST LEG	120		
	THRU	0				THRU	0			IN ...	70
	RIGHT	14				RIGHT	39			OUT ...	130
WEST BOUND	LEFT	0	EAST LEG	0	WEST BOUND	LEFT	0	EAST LEG	0		
	THRU	0				THRU	0			IN ...	10
	RIGHT	0				RIGHT	0			OUT ...	0

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	54	59	NORTH LEG RATIO 8.6% ADT 27,100	NORTH BOUND	LEFT	15	23	NORTH LEG RATIO 8.7% ADT 27,100
	THRU	868	1,347			THRU	394	1,111	
	RIGHT	0	0			RIGHT	0	0	
SOUTH BOUND	LEFT	2	2	SOUTH LEG RATIO 9.1% ADT 25,000	SOUTH BOUND	LEFT	12	13	SOUTH LEG RATIO 9.1% ADT 25,000
	THRU	418	863			THRU	602	1,099	
	RIGHT	62	75			RIGHT	44	48	
EAST BOUND	LEFT	39	43	EAST LEG RATIO #DIV/0! ADT 0	EAST BOUND	LEFT	72	79	EAST LEG RATIO #DIV/0! ADT 0
	THRU	0	0			THRU	0	0	
	RIGHT	14	17			RIGHT	39	43	
WEST BOUND	LEFT	0	0	WEST LEG RATIO 12.9% ADT 1,500	WEST BOUND	LEFT	0	0	WEST LEG RATIO 12.9% ADT 1,500
	THRU	0	0			THRU	0	0	
	RIGHT	0	0			RIGHT	0	0	

**WASHINGTON ST (NS) / AVENIDA LA FONDA (EW) - #13**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	54	SOUTH LEG	1,080	NORTH BOUND	LEFT	15	SOUTH LEG	620		
	THRU	868				THRU	394			IN ...	620
	RIGHT	0				OUT ...	560			RIGHT	0
SOUTH BOUND	LEFT	2	NORTH LEG	610	SOUTH BOUND	LEFT	12	NORTH LEG	810		
	THRU	418				THRU	602			IN ...	810
	RIGHT	62				OUT ...	1,060			RIGHT	44
EAST BOUND	LEFT	39	WEST LEG	50	EAST BOUND	LEFT	72	WEST LEG	110		
	THRU	0				THRU	0			IN ...	110
	RIGHT	14				OUT ...	120			RIGHT	39
WEST BOUND	LEFT	0	EAST LEG	0	WEST BOUND	LEFT	0	EAST LEG	0		
	THRU	0				THRU	0			IN ...	0
	RIGHT	0				OUT ...	0			RIGHT	0

YEAR 2021 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	54	56	NORTH LEG RATIO 9.2% ADT 18,300	NORTH BOUND	LEFT	15	17	NORTH LEG RATIO 8.1% ADT 18,300	
	THRU	868	1,024			THRU	394	606		RATIO 8.1%
	RIGHT	0	0			RIGHT	0	0		ADT 18,300
SOUTH BOUND	LEFT	2	2	SOUTH LEG RATIO 10.1% ADT 16,200	SOUTH BOUND	LEFT	12	12	SOUTH LEG RATIO 8.7% ADT 16,200	
	THRU	418	546			THRU	602	753		RATIO 8.7%
	RIGHT	62	65			RIGHT	44	45		ADT 16,200
EAST BOUND	LEFT	39	40	EAST LEG RATIO #DIV/0! ADT 0	EAST BOUND	LEFT	72	74	EAST LEG RATIO #DIV/0! ADT 0	
	THRU	0	0			THRU	0	0		RATIO #DIV/0!
	RIGHT	14	14			RIGHT	39	40		ADT 0
WEST BOUND	LEFT	0	0	WEST LEG RATIO 12.5% ADT 1,400	WEST BOUND	LEFT	0	0	WEST LEG RATIO 12.6% ADT 1,400	
	THRU	0	0			THRU	0	0		RATIO 12.6%
	RIGHT	0	0			RIGHT	0	0		ADT 1,400

WASHINGTON ST (NS) / AVENUE 52 (EW) - #14												
MORNING PEAK HOUR					EVENING PEAK HOUR							
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015					EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015							
			240	8	184			406	12	223		
		<	v	>				<	v	>		
730	^				^	182		241	^	153		
384	>				<	157		226	>	320		
1	v				v	22		0	v	13		
			<	^	>			<	^	>		
			3	10	3			6	15	10		
EXISTING PEAK PERIOD MODEL YEAR: 2009					EXISTING PEAK PERIOD MODEL YEAR: 2009							
			1289	1955			3404	2606				
			v	^			v	^				
1039	<	IN =	3653	<	1391		1854	<	IN =	6771	<	1462
973	>	OUT =	3653	>	659		1905	>	OUT =	6736	>	2276
			v	^					v	^		
			0	0					0	0		
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38					EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29							
			490	743			987	756				
			v	^			v	^				
395	<	IN =	1388	<	529		538	<	IN =	1964	<	424
370	>	OUT =	1388	>	250		552	>	OUT =	1953	>	660
			v	^					v	^		
			0	0					0	0		
FUTURE PEAK PERIOD MODEL YEAR: 2035					FUTURE PEAK PERIOD MODEL YEAR: 2035							
			2828	3604			5657	5822				
			v	^			v	^				
1039	<	IN =	7452	<	3464		1760	<	IN =	13640	<	5868
876	>	OUT =	7452	>	2585		1655	>	OUT =	13640	>	5504
			v	^					v	^		
			224	284					554	460		
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38					FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29							
			1075	1370			1641	1688				
			v	^			v	^				
395	<	IN =	2832	<	1316		510	<	IN =	3956	<	1702
333	>	OUT =	2832	>	982		480	>	OUT =	3956	>	1596
			v	^					v	^		
			85	108					161	133		
RAW GROWTH: 2009 TO 2035					RAW GROWTH: 2009 TO 2035							
			585	627			653	933				
			v	^			v	^				
0	<			<	788		-27	<		<	1278	
-37	>			>	732		-73	>		>	936	
			v	^					v	^		
			85	108					161	133		
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %					ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %							
			580	630			650	930				
			v	^			v	^				
40	<	IN =	1590	<	790		70	<	IN =	2110	<	1280
110	>	OUT =	1490	>	730		50	>	OUT =	2100	>	940
			v	^					v	^		
			90	110					160	130		
PRORATED GROWTH: 2015 TO 2035 20 YEARS					PRORATED GROWTH: 2015 TO 2035 20 YEARS							
			450	480			500	720				
			v	^			v	^				
30	<			<	610		50	<		<	980	
80	>			>	560		40	>		>	720	
			v	^					v	^		
			70	80					120	100		
NEW PROJECTED VOLUMES: 2035					NEW PROJECTED VOLUMES: 2035							
			880	1400			1140	1130				
			v	^			v	^				
430	<			<	970		780	<		<	1470	
1200	>			>	1130		510	>		>	1180	
			v	^					v	^		
			100	100					150	130		
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS					YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS							
			130	150			150	210				
			v	^			v	^				
10	<			<	180		20	<		<	300	
30	>			>	170		10	>		>	220	
			v	^					v	^		
			20	30					40	30		
INITIAL YEAR 2021 VOLUMES: 2021					INITIAL YEAR 2021 VOLUMES: 2021							
			560	1070			790	620				
			v	^			v	^				
410	<	IN =	2300	<	540		750	<	IN =	2120	<	790
1150	>	OUT =	2270	>	740		480	>	OUT =	2120	>	680
			v	^					v	^		
			50	50					70	60		
BALANCED YEAR 2021 VOLUMES: 2021					BALANCED YEAR 2021 VOLUMES: 2021							
			560	1080			790	620				
			v	^			v	^				
420	<	IN =	2300	<	540		750	<	IN =	2120	<	790
1150	>	OUT =	2300	>	750		480	>	OUT =	2120	>	680
			v	^					v	^		
			50	50					70	60		

**WASHINGTON ST (NS) / AVENUE 52 (EW) - #14**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL		
NORTH BOUND	LEFT	3	SOUTH LEG	100	NORTH BOUND	LEFT	6	SOUTH LEG	130		
	THRU	10				THRU	15			IN ...	150
	RIGHT	3				OUT ...	10			OUT ...	150
SOUTH BOUND	LEFT	184	NORTH LEG	880	SOUTH BOUND	LEFT	223	NORTH LEG	1,140		
	THRU	8				THRU	12			IN ...	1,130
	RIGHT	240				OUT ...	406			OUT ...	1,130
EAST BOUND	LEFT	730	WEST LEG	1,200	EAST BOUND	LEFT	241	WEST LEG	510		
	THRU	384				THRU	226			IN ...	780
	RIGHT	1				OUT ...	0			OUT ...	780
WEST BOUND	LEFT	22	EAST LEG	970	WEST BOUND	LEFT	13	EAST LEG	1,470		
	THRU	157				THRU	320			IN ...	1,180
	RIGHT	182				OUT ...	153			OUT ...	1,180

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	3	7	NORTH LEG RATIO 9.7% ADT 25,000	NORTH BOUND	LEFT	6	7	NORTH LEG RATIO 10.0% ADT 25,000	
	THRU	10	64			THRU	15	61		10.0%
	RIGHT	3	26			RIGHT	10	62		25,000
SOUTH BOUND	LEFT	184	619	SOUTH LEG RATIO 5.5% ADT 3,600	SOUTH BOUND	LEFT	223	820	SOUTH LEG RATIO 7.8% ADT 3,600	
	THRU	8	20			THRU	12	43		7.8%
	RIGHT	240	264			RIGHT	406	447		3,600
EAST BOUND	LEFT	730	803	EAST LEG RATIO 6.5% ADT 31,800	EAST BOUND	LEFT	241	265	EAST LEG RATIO 8.3% ADT 31,800	
	THRU	384	485			THRU	226	298		8.3%
	RIGHT	1	1			RIGHT	0	0		31,800
WEST BOUND	LEFT	22	79	WEST LEG RATIO 9.8% ADT 18,100	WEST BOUND	LEFT	13	107	WEST LEG RATIO 8.4% ADT 18,100	
	THRU	157	206			THRU	320	498		8.4%
	RIGHT	182	657			RIGHT	153	858		18,100

**WASHINGTON ST (NS) / AVENUE 52 (EW) - #14**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	3	SOUTH LEG	50	NORTH BOUND	LEFT	6	SOUTH LEG	60		
	THRU	10				THRU	15			IN ...	60
	RIGHT	3				OUT ...	50			RIGHT	10
SOUTH BOUND	LEFT	184	NORTH LEG	560	SOUTH BOUND	LEFT	223	NORTH LEG	790		
	THRU	8				THRU	12			IN ...	790
	RIGHT	240				OUT ...	1,080			RIGHT	406
EAST BOUND	LEFT	730	WEST LEG	1,150	EAST BOUND	LEFT	241	WEST LEG	480		
	THRU	384				THRU	226			IN ...	480
	RIGHT	1				OUT ...	420			RIGHT	0
WEST BOUND	LEFT	22	EAST LEG	540	WEST BOUND	LEFT	13	EAST LEG	790		
	THRU	157				THRU	320			IN ...	790
	RIGHT	182				OUT ...	750			RIGHT	153

YEAR 2021 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	3	6	NORTH LEG RATIO 10.4% ADT 16,200	NORTH BOUND	LEFT	6	6	NORTH LEG RATIO 9.2% ADT 16,200	
	THRU	10	33			THRU	15	31		RATIO 9.2%
	RIGHT	3	11			RIGHT	10	23		ADT 16,200
SOUTH BOUND	LEFT	184	314	SOUTH LEG RATIO 5.3% ADT 1,900	SOUTH BOUND	LEFT	223	411	SOUTH LEG RATIO 6.8% ADT 1,900	
	THRU	8	12			THRU	12	28		RATIO 6.8%
	RIGHT	240	247			RIGHT	406	418		ADT 1,900
EAST BOUND	LEFT	730	752	EAST LEG RATIO 7.9% ADT 16,400	EAST BOUND	LEFT	241	248	EAST LEG RATIO 9.0% ADT 16,400	
	THRU	384	425			THRU	226	246		RATIO 9.0%
	RIGHT	1	1			RIGHT	0	0		ADT 16,400
WEST BOUND	LEFT	22	37	WEST LEG RATIO 10.0% ADT 16,100	WEST BOUND	LEFT	13	42	WEST LEG RATIO 8.1% ADT 16,100	
	THRU	157	179			THRU	320	392		RATIO 8.1%
	RIGHT	182	324			RIGHT	153	356		ADT 16,100

JEFFERSON ST (NS) / AVENUE 50 (EW) - #15

MORNING PEAK HOUR				EVENING PEAK HOUR							
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015							
		235	429	110		116	531	189			
		<	v	>		<	v	>			
183	^				^	162	^	189			
196	>				<	252	>	215			
29	v				v	40	v	94			
		<	^	>		<	^	>			
		29	472	29		47	614	66			
EXISTING PEAK PERIOD MODEL YEAR: 2009				EXISTING PEAK PERIOD MODEL YEAR: 2009							
		2534	3336			3857	5816				
		v	^			v	^				
1668	<	IN =	6734	<	914	1475	<	IN =	11307	<	760
687	>	OUT =	6735	>	501	2669	>	OUT =	11308	>	1470
		v	^			v	^				
		1230	2599			2547	4021				
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38				EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29							
		963	1268			1119	1687				
		v	^			v	^				
634	<	IN =	2559	<	347	428	<	IN =	3279	<	220
261	>	OUT =	2559	>	190	774	>	OUT =	3279	>	426
		v	^			v	^				
		467	988			739	1166				
FUTURE PEAK PERIOD MODEL YEAR: 2035				FUTURE PEAK PERIOD MODEL YEAR: 2035							
		6502	6266			9951	10523				
		v	^			v	^				
2507	<	IN =	15633	<	2952	3436	<	IN =	26886	<	4014
875	>	OUT =	15633	>	1860	3742	>	OUT =	26885	>	4126
		v	^			v	^				
		5000	5304			8800	9179				
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38				FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29							
		2471	2381			2886	3052				
		v	^			v	^				
953	<	IN =	5941	<	1122	996	<	IN =	7797	<	1164
333	>	OUT =	5941	>	707	1085	>	OUT =	7797	>	1197
		v	^			v	^				
		1900	2016			2552	2662				
RAW GROWTH: 2009 TO 2035				RAW GROWTH: 2009 TO 2035							
		1508	1113			1767	1365				
		v	^			v	^				
319	<			<	774	569	<			<	944
71	>			>	516	311	>			>	770
		v	^			v	^				
		1433	1028			1813	1496				
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %							
		1510	1110			1770	1370				
		v	^			v	^				
320	<	IN =	3380	<	770	570	<	IN =	4520	<	940
70	>	OUT =	3380	>	520	310	>	OUT =	4520	>	770
		v	^			v	^				
		1430	1030			1810	1500				
PRORATED GROWTH: 2015 TO 2035 20 YEARS				PRORATED GROWTH: 2015 TO 2035 20 YEARS							
		1160	850			1360	1050				
		v	^			v	^				
250	<			<	590	440	<			<	720
50	>			>	400	240	>			>	590
		v	^			v	^				
		1100	790			1390	1150				
NEW PROJECTED VOLUMES: 2035				NEW PROJECTED VOLUMES: 2035							
		1930	1690			2200	1990				
		v	^			v	^				
790	<			<	1110	820	<			<	1190
460	>			>	740	690	>			>	1100
		v	^			v	^				
		1610	1320			2060	1880				
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS							
		350	260			410	320				
		v	^			v	^				
70	<			<	180	130	<			<	220
20	>			>	120	70	>			>	180
		v	^			v	^				
		330	240			420	350				
INITIAL YEAR 2021 VOLUMES: 2021				INITIAL YEAR 2021 VOLUMES: 2021							
		1120	1100			1250	1260				
		v	^			v	^				
610	<	IN =	3020	<	700	510	<	IN =	3540	<	690
430	>	OUT =	3010	>	460	520	>	OUT =	3550	>	690
		v	^			v	^				
		840	770			1090	1080				
BALANCED YEAR 2021 VOLUMES: 2021				BALANCED YEAR 2021 VOLUMES: 2021							
		1120	1100			1250	1260				
		v	^			v	^				
610	<	IN =	3020	<	700	510	<	IN =	3540	<	690
430	>	OUT =	3010	>	460	520	>	OUT =	3550	>	690
		v	^			v	^				
		840	770			1090	1080				

**JEFFERSON ST (NS) / AVENUE 50 (EW) - #15**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH BOUND	LEFT	29	SOUTH LEG	1,320	NORTH BOUND	LEFT	47	SOUTH LEG	1,880
	THRU	472				THRU	614		
	RIGHT	29				RIGHT	66		
SOUTH BOUND	LEFT	110	NORTH LEG	1,930	SOUTH BOUND	LEFT	189	NORTH LEG	2,200
	THRU	429				THRU	531		
	RIGHT	235				RIGHT	116		
EAST BOUND	LEFT	183	WEST LEG	460	EAST BOUND	LEFT	162	WEST LEG	690
	THRU	196				THRU	252		
	RIGHT	29				RIGHT	40		
WEST BOUND	LEFT	54	EAST LEG	1,110	WEST BOUND	LEFT	94	EAST LEG	1,190
	THRU	276				THRU	215		
	RIGHT	189				RIGHT	161		

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	29	52	NORTH LEG RATIO 7.5% ADT 49,300	NORTH BOUND	LEFT	47	132	NORTH LEG RATIO 8.5% ADT 49,300
	THRU	472	1,133			THRU	614	1,494	
	RIGHT	29	131			RIGHT	66	248	
SOUTH BOUND	LEFT	110	329	SOUTH LEG RATIO 8.3% ADT 35,100	SOUTH BOUND	LEFT	189	427	SOUTH LEG RATIO 11.2% ADT 35,100
	THRU	429	1,333			THRU	531	1,590	
	RIGHT	235	279			RIGHT	116	196	
EAST BOUND	LEFT	183	201	EAST LEG RATIO 6.9% ADT 26,800	EAST BOUND	LEFT	162	178	EAST LEG RATIO 8.6% ADT 26,800
	THRU	196	279			THRU	252	425	
	RIGHT	29	43			RIGHT	40	89	
WEST BOUND	LEFT	54	234	WEST LEG RATIO 7.4% ADT 17,800	WEST BOUND	LEFT	94	381	WEST LEG RATIO 8.5% ADT 17,800
	THRU	276	458			THRU	215	492	
	RIGHT	189	419			RIGHT	161	319	

**JEFFERSON ST (NS) / AVENUE 50 (EW) - #15**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS											
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA						
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL		
NORTH BOUND	LEFT	29	SOUTH LEG	770	NORTH BOUND	LEFT	47	SOUTH LEG	1,080		
	THRU	472				THRU	614			IN ...	1,090
	RIGHT	29				RIGHT	66			OUT ...	
SOUTH BOUND	LEFT	110	NORTH LEG	1,120	SOUTH BOUND	LEFT	189	NORTH LEG	1,250		
	THRU	429				THRU	531			IN ...	1,260
	RIGHT	235				RIGHT	116			OUT ...	
EAST BOUND	LEFT	183	WEST LEG	430	EAST BOUND	LEFT	162	WEST LEG	520		
	THRU	196				THRU	252			IN ...	510
	RIGHT	29				RIGHT	40			OUT ...	
WEST BOUND	LEFT	54	EAST LEG	700	WEST BOUND	LEFT	94	EAST LEG	690		
	THRU	276				THRU	215			IN ...	690
	RIGHT	189				RIGHT	161			OUT ...	690

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	29	36	NORTH LEG	NORTH BOUND	LEFT	47	72	NORTH LEG
	THRU	472	675	RATIO 7.4%		THRU	614	889	RATIO 8.3%
	RIGHT	29	55	ADT 30,300		RIGHT	66	119	ADT 30,300
SOUTH BOUND	LEFT	110	174	SOUTH LEG	SOUTH BOUND	LEFT	189	264	SOUTH LEG
	THRU	429	702	RATIO 6.2%		THRU	531	855	RATIO 8.3%
	RIGHT	235	242	ADT 26,000		RIGHT	116	137	ADT 26,000
EAST BOUND	LEFT	183	188	EAST LEG	EAST BOUND	LEFT	162	167	EAST LEG
	THRU	196	231	RATIO 7.0%		THRU	252	307	RATIO 8.3%
	RIGHT	29	35	ADT 16,600		RIGHT	40	56	ADT 16,600
WEST BOUND	LEFT	54	103	WEST LEG	WEST BOUND	LEFT	94	179	WEST LEG
	THRU	276	332	RATIO 8.8%		THRU	215	301	RATIO 8.6%
	RIGHT	189	263	ADT 12,100		RIGHT	161	213	ADT 12,100



JEFFERSON ST (NS) / AVENUE 52 (EW) - #16

MORNING PEAK HOUR				EVENING PEAK HOUR				
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES: 2015				
		60	302	87		116	376	86
		<	v	>		<	v	>
	44	^			^	37		178
	191	>		<		221	>	217
	165	v		v		179	v	12
		<	^	>		<	^	>
		150	302	182		137	387	179
EXISTING PEAK PERIOD MODEL YEAR: 2009				EXISTING PEAK PERIOD MODEL YEAR: 2009				
			1009	2337		2117	3529	
			v	^		v	^	
	1638	<	IN =	5365	<	1249	IN =	8880
	543	>	OUT =	5363	>	2143	OUT =	8889
			v	^		v	^	
			713	2567		1951	3325	
EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.38				EXISTING PEAK HOUR MODEL YEAR: Peak Period to Peak Hour: 0.29				
			383	888		614	1023	
			v	^		v	^	
	622	<	IN =	2039	<	362	IN =	2575
	206	>	OUT =	2038	>	621	OUT =	2578
			v	^		v	^	
			271	975		566	964	
FUTURE PEAK PERIOD MODEL YEAR: 2035				FUTURE PEAK PERIOD MODEL YEAR: 2035				
			4790	5035		8303	8676	
			v	^		v	^	
	3592	<	IN =	15684	<	5737	IN =	27414
	2299	>	OUT =	15430	>	5511	OUT =	27994
			v	^		v	^	
			4049	4897		8387	8497	
FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.38				FUTURE PEAK HOUR MODEL YEAR (PCE'S): Peak Period to Peak Hour: 0.29				
			1820	1913		2408	2516	
			v	^		v	^	
	1365	<	IN =	5960	<	1664	IN =	7950
	874	>	OUT =	5863	>	1598	OUT =	8118
			v	^		v	^	
			1539	1861		2432	2464	
RAW GROWTH: 2009 TO 2035				RAW GROWTH: 2009 TO 2035				
			1437	1025		1794	1493	
			v	^		v	^	
	743	<		<	932	1302	<	1104
	667	>		>	790	977	>	880
			v	^		v	^	
			1268	885		1866	1500	
ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				ADJUSTED GROWTH: 2009 TO 2035 10 MINIMUM GROWTH %				
			1440	1030		1790	1490	
			v	^		v	^	
	740	<	IN =	3930	<	1300	IN =	5370
	670	>	OUT =	3830	>	980	OUT =	5540
			v	^		v	^	
			1270	890		1870	1500	
PRORATED GROWTH: 2015 TO 2035 20 YEARS				PRORATED GROWTH: 2015 TO 2035 20 YEARS				
			1110	790		1380	1150	
			v	^		v	^	
	570	<		<	720	1000	<	850
	520	>		>	610	750	>	680
			v	^		v	^	
			980	680		1440	1150	
NEW PROJECTED VOLUMES: 2035				NEW PROJECTED VOLUMES: 2035				
			1560	1310		1960	1750	
			v	^		v	^	
	1020	<		<	1150	1470	<	1260
	920	>		>	1070	1190	>	1170
			v	^		v	^	
			1470	1310		2010	1850	
YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				YEAR 2021 GROWTH: 2015 TO 2021 6 YEARS				
			330	240		410	340	
			v	^		v	^	
	170	<		<	210	300	<	250
	150	>		>	180	230	>	200
			v	^		v	^	
			290	210		430	350	
INITIAL YEAR 2021 VOLUMES: 2021				INITIAL YEAR 2021 VOLUMES: 2021				
			780	760		990	940	
			v	^		v	^	
	620	<	IN =	2810	<	770	IN =	3370
	550	>	OUT =	2800	>	670	OUT =	3400
			v	^		v	^	
			780	840		1000	1050	
BALANCED YEAR 2021 VOLUMES: 2021				BALANCED YEAR 2021 VOLUMES: 2021				
			780	760		1000	940	
			v	^		v	^	
	620	<	IN =	2810	<	770	IN =	3410
	550	>	OUT =	2800	>	680	OUT =	3400
			v	^		v	^	
			780	840		1000	1060	

**JEFFERSON ST (NS) / AVENUE 52 (EW) - #16**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH BOUND	LEFT	150	SOUTH LEG IN ... OUT ...	1,310 1,470	NORTH BOUND	LEFT	137	SOUTH LEG IN ... OUT ...	1,850 2,010
	THRU	302				THRU	387		
	RIGHT	182				RIGHT	179		
SOUTH BOUND	LEFT	87	NORTH LEG IN ... OUT ...	1,560 1,310	SOUTH BOUND	LEFT	86	NORTH LEG IN ... OUT ...	1,960 1,750
	THRU	302				THRU	376		
	RIGHT	60				RIGHT	116		
EAST BOUND	LEFT	44	WEST LEG IN ... OUT ...	920 1,020	EAST BOUND	LEFT	37	WEST LEG IN ... OUT ...	1,190 1,470
	THRU	191				THRU	221		
	RIGHT	165				RIGHT	179		
WEST BOUND	LEFT	19	EAST LEG IN ... OUT ...	1,150 1,070	WEST BOUND	LEFT	12	EAST LEG IN ... OUT ...	1,260 1,170
	THRU	239				THRU	217		
	RIGHT	169				RIGHT	178		

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	150	263	NORTH LEG RATIO 8.1% ADT 35,100	NORTH BOUND	LEFT	137	392	NORTH LEG RATIO 10.7% ADT 35,100
	THRU	302	680			THRU	387	1,087	
	RIGHT	182	349			RIGHT	179	412	
SOUTH BOUND	LEFT	87	299	SOUTH LEG RATIO 7.6% ADT 36,500	SOUTH BOUND	LEFT	86	232	SOUTH LEG RATIO 10.7% ADT 36,500
	THRU	302	1,050			THRU	376	1,385	
	RIGHT	60	189			RIGHT	116	388	
EAST BOUND	LEFT	44	114	EAST LEG RATIO 7.8% ADT 28,200	EAST BOUND	LEFT	37	107	EAST LEG RATIO 8.7% ADT 28,200
	THRU	191	423			THRU	221	526	
	RIGHT	165	370			RIGHT	179	583	
WEST BOUND	LEFT	19	50	WEST LEG RATIO 6.1% ADT 31,800	WEST BOUND	LEFT	12	42	WEST LEG RATIO 8.4% ADT 31,800
	THRU	239	568			THRU	217	690	
	RIGHT	169	516			RIGHT	178	556	

**JEFFERSON ST (NS) / AVENUE 52 (EW) - #16**  
**FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES**  
**NCHRP 255**

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2021 TOTAL
NORTH BOUND	LEFT	150	SOUTH LEG IN ... OUT ...	840 780	NORTH BOUND	LEFT	137	SOUTH LEG IN ... OUT ...	1,060 1,000
	THRU	302				THRU	387		
	RIGHT	182				RIGHT	179		
SOUTH BOUND	LEFT	87	NORTH LEG IN ... OUT ...	780 760	SOUTH BOUND	LEFT	86	NORTH LEG IN ... OUT ...	1,000 940
	THRU	302				THRU	376		
	RIGHT	60				RIGHT	116		
EAST BOUND	LEFT	44	WEST LEG IN ... OUT ...	550 620	EAST BOUND	LEFT	37	WEST LEG IN ... OUT ...	680 770
	THRU	191				THRU	221		
	RIGHT	165				RIGHT	179		
WEST BOUND	LEFT	19	EAST LEG IN ... OUT ...	640 640	WEST BOUND	LEFT	12	EAST LEG IN ... OUT ...	670 690
	THRU	239				THRU	217		
	RIGHT	169				RIGHT	178		

YEAR 2021 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2021 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	150	183	NORTH LEG RATIO 5.9% ADT 26,000	NORTH BOUND	LEFT	137	215	NORTH LEG RATIO 7.5% ADT 26,000
	THRU	302	422			THRU	387	594	
	RIGHT	182	232			RIGHT	179	248	
SOUTH BOUND	LEFT	87	150	SOUTH LEG RATIO 7.3% ADT 22,100	SOUTH BOUND	LEFT	86	128	SOUTH LEG RATIO 9.3% ADT 22,100
	THRU	302	527			THRU	376	673	
	RIGHT	60	100			RIGHT	116	196	
EAST BOUND	LEFT	44	65	EAST LEG RATIO 7.8% ADT 16,300	EAST BOUND	LEFT	37	58	EAST LEG RATIO 8.3% ADT 16,300
	THRU	191	258			THRU	221	314	
	RIGHT	165	225			RIGHT	179	306	
WEST BOUND	LEFT	19	28	WEST LEG RATIO 7.1% ADT 16,400	WEST BOUND	LEFT	12	21	WEST LEG RATIO 8.8% ADT 16,400
	THRU	239	337			THRU	217	359	
	RIGHT	169	273			RIGHT	178	288	

**APPENDIX I**

**Future Intersection Delay and  
Level of Service Worksheets**

**Existing Plus Project**

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (7, 7, 7), Lanes (1 0 2 0 1).

Volume Module:

Table with 13 columns for 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) and 4 rows of data.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN  
 Existing Plus Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.0 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	568	141	15	230	27	1	191	0	112	63	33
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	568	141	15	230	27	1	191	0	112	63	33
Added Vol:	0	27	20	0	16	9	15	42	0	12	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	595	161	15	246	36	16	233	0	124	88	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:	0	647	175	16	267	39	17	253	0	135	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	647	175	16	267	39	17	253	0	135	96	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:	0	647	175	16	267	39	17	253	0	135	96	36

PCE Module:

AutoPCE:	0	647	175	16	267	39	17	253	0	135	96	36
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	647	175	16	267	39	17	253	0	135	96	36

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	287	230	418	664
MaxVolume:	1045	1076	974	841
PedVolume:	0	0	0	0
AdjMaxVol:	1045	1076	974	841
ApproachVol:	822	323	271	266
ApproachDel:	14.8	4.8	5.1	6.2
Queue:	8.5	1.3	1.1	1.4

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-1-0-1).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic flows and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
Existing Plus Project  
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.7  
Optimal Cycle: 100 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	13	92	45	203	55	81	96	131	2	61	232	107
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:	13	92	45	203	55	81	96	131	2	61	232	107
Added Vol:	0	0	111	137	0	14	23	285	0	79	144	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	92	156	340	55	95	119	416	2	140	376	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	15	107	181	395	64	110	138	484	2	163	437	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	107	181	395	64	110	138	484	2	163	437	221
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	107	181	395	64	110	138	484	2	163	437	221

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.91	0.91	0.94	0.94	0.94	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.37	0.63	1.53	0.17	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	622	1054	2657	298	515	1758	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.17	0.15	0.21	0.21	0.08	0.13	0.00	0.09	0.12	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.24	0.24	0.30	0.30	0.30	0.11	0.18	0.18	0.13	0.19	0.19
Volume/Cap:	0.04	0.72	0.72	0.50	0.72	0.72	0.72	0.73	0.01	0.73	0.61	0.72
Delay/Veh:	29.3	41.3	41.3	29.3	34.7	34.7	55.6	43.2	33.9	54.1	38.2	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	41.3	41.3	29.3	34.7	34.7	55.6	43.2	33.9	54.1	38.2	45.8
LOS by Move:	C	D	D	C	C	C	E	D	C	D	D	D
HCM2kAvgQ:	0	10	10	7	12	12	6	9	0	6	7	8

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different 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 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green (7-7-7), Lanes (0-0-2-1-0).

Volume Module: Table with 12 columns for 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) and 4 rows of data.

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Washington St (NS) at Eisenhower Dr (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic movements. 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 representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow values and adjustments for each lane.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different 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) across 4 approaches.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) across 4 approaches.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) across 4 approaches.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[ 20.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module table with 13 columns for different volume metrics and 4 columns for the four approaches.

Critical Gap Module table with 13 columns for gap metrics and 4 columns for the four approaches.

Capacity Module table with 13 columns for capacity metrics and 4 columns for the four approaches.

Level Of Service Module table with 13 columns for LOS metrics and 4 columns for the four approaches.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic flows and 13 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for different lanes and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different lanes and 10 rows for metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #16 Jefferson St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Average Delay (sec/veh): 7.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns for volume components and 4 rows for North, South, East, and West bounds.

PCE Module table with 12 columns for PCE components and 4 rows for North, South, East, and West bounds.

Delay Module table with 4 columns for delay metrics and 4 rows for North, South, East, and West bounds.

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data including 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 Final Volume.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume metrics and 13 rows for various adjustments 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 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)
\*\*\*\*\*

Average Delay (sec/veh): 8.4 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 10 rows of volume data.

PCE Module table with 12 columns and 5 rows of data for different vehicle types.

Delay Module table with 4 columns and 7 rows of delay-related data.

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 13 rows of data including 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 and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic flows and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (0-0-0-1-0).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic movements. 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 representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Protected, Split Phase), Rights (Include, Ovl, Include), Min. Green (7 7 7), Lanes (1 0 3 0 1)

Volume Module: Table with 12 columns for 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) and 4 rows of data.

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data including 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 representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different traffic components and 13 rows for various volume and adjustment factors.

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 metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[ 21.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, 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, FinalVolume).

Critical Gap Module: Table with 13 columns for critical gap and follow-up time metrics.

Capacity Module: Table with 13 columns for capacity-related metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap).

Level Of Service Module: Table with 13 columns for level of service metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic components and 13 rows of data including 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 and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different 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 representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #16 Jefferson St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Average Delay (sec/veh): 8.6 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns for volume components and 4 rows for North, South, East, and West bounds.

PCE Module table with 12 columns for PCE components and 4 rows for North, South, East, and West bounds.

Delay Module table with 4 columns for delay metrics and 4 rows for North, South, East, and West bounds.

**Interim Year Without Project**

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year Without Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 8.8 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	585	145	20	237	28	1	200	0	115	65	44
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	585	145	20	237	28	1	200	0	115	65	44
Added Vol:	0	0	3	0	1	1	0	4	0	5	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	148	20	238	29	1	204	0	120	72	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	636	161	22	259	32	1	222	0	130	78	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	161	22	259	32	1	222	0	130	78	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:	0	636	161	22	259	32	1	222	0	130	78	48

PCE Module:

AutoPCE:	0	636	161	22	259	32	1	222	0	130	78	48
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	636	161	22	259	32	1	222	0	130	78	48

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	245	209	411	637
MaxVolume:	1068	1087	978	856
PedVolume:	0	0	0	0
AdjMaxVol:	1068	1087	978	856
ApproachVol:	797	312	223	257
ApproachDel:	12.5	4.6	4.8	6.0
Queue:	7.3	1.2	0.9	1.3

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-1-0-1).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Ovl, Include), Min. Green (7, 7, 7), and Lanes (0 1 0 0 1).

Volume Module: Table with 13 columns representing different traffic components. 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 Final Volume.

Saturation Flow Module: Table with 13 columns. Rows include Sat/Lane (1850), Adjustment (1.00, 0.85), Lanes (0.09, 1.00), and Final Sat. (169, 1672, 1573).

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat (0.07, 0.64), Crit Moves (\*\*\*\*), Green/Cycle (0.60, 0.67), Volume/Cap (0.11, 0.95), Delay/Veh (8.5, 31.6), User DelAdj (1.00), AdjDel/Veh (8.5, 31.6), LOS by Move (A, C, D), and HCM2kAvgQ (2, 34).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different 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 representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year Without Project  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Permitted			Permitted			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7									
Lanes:	0	1	0	0	0	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	1	10	0	15	11	39	70	1181	1	18	373	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:	1	10	0	15	11	39	70	1181	1	18	373	35
Added Vol:	0	0	0	17	0	2	3	36	0	0	22	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	10	0	32	11	41	73	1217	1	18	395	45
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:	1	10	0	33	11	43	76	1268	1	19	411	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	33	11	43	76	1268	1	19	411	47
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	10	0	33	11	43	76	1268	1	19	411	47

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.97	0.97	1.00	0.76	0.76	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.09	0.91	0.00	0.74	0.26	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	164	1636	0	1052	362	1573	1758	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.03	0.04	0.34	0.00	0.01	0.11	0.03
Crit Moves:				****			****			****		
Green/Cycle:	0.07	0.07	0.00	0.07	0.07	0.07	0.31	0.74	0.74	0.07	0.50	0.50
Volume/Cap:	0.09	0.09	0.00	0.45	0.45	0.39	0.14	0.46	0.00	0.15	0.22	0.06
Delay/Veh:	43.8	43.8	0.0	47.9	47.9	46.7	24.8	5.3	3.4	44.3	14.3	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.8	0.0	47.9	47.9	46.7	24.8	5.3	3.4	44.3	14.3	13.1
LOS by Move:	D	D	A	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	0	0	0	2	2	2	2	8	0	1	4	1

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns for volume components (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 12 columns for saturation flow components (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis components (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Washington St (NS) at Eisenhower Dr (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns for volume components. 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 Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow components. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis components. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different 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, Final Volume).

Saturation Flow Module: Table with 13 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[ 32.5]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap values and follow-up times for different movements.

Capacity Module: Table with 12 columns showing capacity-related metrics like Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns showing LOS values, control delays, and shared queue/delay information.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic components and 13 rows of volume data.

Saturation Flow Module: Table with 13 columns representing saturation flow data for different lanes and movements.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data including 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 representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #16 Jefferson St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Average Delay (sec/veh): 53.0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns for volume components and 4 rows for North, South, East, and West bounds.

PCE Module table with 12 columns for PCE components and 4 rows for North, South, East, and West bounds.

Delay Module table with 4 columns for delay metrics and 4 rows for North, South, East, and West bounds.

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different 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) and 4 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year Without Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.6 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	290	65	26	442	60	0	75	0	294	90	50
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	290	65	26	442	60	0	75	0	294	90	50
Added Vol:	0	1	7	0	0	0	1	9	0	6	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	291	72	26	442	60	1	84	0	300	98	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:	0	303	75	27	460	63	1	88	0	313	102	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	303	75	27	460	63	1	88	0	313	102	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:	0	303	75	27	460	63	1	88	0	313	102	52

PCE Module:

AutoPCE:	0	303	75	27	460	63	1	88	0	313	102	52
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	303	75	27	460	63	1	88	0	313	102	52

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	116	415	800	304
MaxVolume:	1138	976	768	1036
PedVolume:	0	0	0	0
AdjMaxVol:	1138	976	768	1036
ApproachVol:	378	550	89	467
ApproachDel:	4.7	8.3	5.3	6.3
Queue:	1.5	3.6	0.4	2.4

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.264
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-1-0-1).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for various 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7), and Lanes (0-1-0).

Volume Module: Table with 13 columns for traffic volumes and adjustments. 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. Rows include Sat/Lane (1850), Adjustment (1.00/0.95), Lanes (0.00/0.60/0.40), and Final Sat. (0/1050/700).

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat (0.00/0.01/0.01), Crit Moves (\*\*\*\*), Green/Cycle (0.00/0.15/0.15), Volume/Cap (0.00/0.04/0.04), Delay/Veh (0.0/36.5/36.5), User DelAdj (1.00/1.00/1.00), AdjDel/Veh (0.0/36.5/36.5), LOS by Move (A/D/D), and HCM2kAvgQ (0/0/0).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic components and 12 rows of volume data.

Saturation Flow Module: Table with 12 columns representing saturation flow factors and 4 rows of data.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic components and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow data for different lanes and movements.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics such as Vol/Sat, Crit Moves, Green/Cycle, etc.

\*\*\*\*\*

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

\*\*\*\*\*



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year Without Project  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Washington St (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5  
 Optimal Cycle: 100 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			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	2	1	0	2	0	1	2	1	0	0

Volume Module:

Base Vol:	58	594	59	36	669	336	325	113	57	33	61	44
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:	58	594	59	36	669	336	325	113	57	33	61	44
Added Vol:	1	117	0	15	141	37	33	7	2	0	7	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	711	59	51	810	373	358	120	59	33	68	56
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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	60	726	60	52	827	381	365	122	60	34	69	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	726	60	52	827	381	365	122	60	34	69	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	726	60	52	827	381	365	122	60	34	69	57

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.95	0.93	0.93
Lanes:	1.00	2.77	0.23	1.00	2.00	1.00	2.25	0.75	1.00	1.00	0.55	0.45
Final Sat.:	1758	5063	420	1758	3700	1573	4007	1343	1573	1758	946	779

Capacity Analysis Module:

Vol/Sat:	0.03	0.14	0.14	0.03	0.22	0.24	0.09	0.09	0.04	0.02	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.34	0.34	0.17	0.44	0.62	0.18	0.18	0.18	0.15	0.15	0.15
Volume/Cap:	0.49	0.42	0.42	0.18	0.50	0.39	0.50	0.50	0.21	0.13	0.50	0.50
Delay/Veh:	47.8	25.2	25.2	35.9	20.2	9.6	37.3	37.3	35.3	37.4	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	25.2	25.2	35.9	20.2	9.6	37.3	37.3	35.3	37.4	41.0	41.0
LOS by Move:	D	C	C	D	C	A	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	1	9	6	5	5	2	1	4	4

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: E[ 41.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 columns and 10 rows including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for 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, Final Volume).

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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year Without Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #16 Jefferson St (NS) at Avenue 52 (EW)

\*\*\*\*\*

Average Delay (sec/veh): 144.0 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	215	594	248	128	673	196	58	314	306	21	359	288
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:	215	594	248	128	673	196	58	314	306	21	359	288
Added Vol:	4	182	27	113	194	13	0	3	3	29	4	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	776	275	241	867	209	58	317	309	50	363	354
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.00
PHF Volume:	238	843	0	262	942	0	63	345	0	54	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	843	0	262	942	0	63	345	0	54	395	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	238	843	0	262	942	0	63	345	0	54	395	0

PCE Module:

AutoPCE:	238	843	0	262	942	0	63	345	0	54	395	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	238	843	0	262	942	0	63	345	0	54	395	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	670	687	1259	1145
MaxVolume:	838	829	520	582
PedVolume:	0	0	0	0
AdjMaxVol:	838	829	520	582
ApproachVol:	1082	1204	408	449
ApproachDel:	151.7	221.1	27.6	24.0
Queue:	40.4	55.1	7.2	7.1

**Interim Year With Project**

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green (7-7-7), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)
\*\*\*\*\*

Average Delay (sec/veh): 9.1 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 12 columns for volume components and 4 rows for North, South, East, and West bounds.

PCE Module table with 12 columns for PCE components and 4 rows for North, South, East, and West bounds.

Delay Module table with 4 columns for delay metrics and 4 rows for North, South, East, and West bounds.

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-1-0-1).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 13 rows of volume data.

Saturation Flow Module: Table with 13 columns representing saturation flow components and 4 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis components and 10 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green (7-7-7), and Lanes (1-0-0-1-0).

Volume Module: Table with 13 columns representing different volume metrics like 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 Final Volume.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7-7-7), and Lanes (0-1-0-0-0).

Volume Module: Table with 13 columns for volume metrics. 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 Final Volume.

Saturation Flow Module: Table with 13 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green (7, 7, 7), Lanes (0 0 2 1 0, 2 0 3 0 0, 0 0 0 0 0, 3 0 0 0 1)

Volume Module: Base Vol: 0 1988 600 60 921 0 0 0 0 469 0 285
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 1988 600 60 921 0 0 0 0 469 0 285
Added Vol: 0 172 20 0 120 0 0 0 0 15 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 2160 620 60 1041 0 0 0 0 484 0 285
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: 0 2455 705 68 1183 0 0 0 0 550 0 324
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 2455 705 68 1183 0 0 0 0 550 0 324
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 2455 705 68 1183 0 0 0 0 550 0 324

Saturation Flow Module: Sat/Lane: 1850 1850 1850 1850 1850 1850 1850 1850 1850 1850 1850 1850
Adjustment: 1.00 0.97 0.97 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 2.33 0.67 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.: 0 4170 1197 3515 5550 0 0 0 0 5273 0 1573

Capacity Analysis Module: Vol/Sat: 0.00 0.59 0.59 0.02 0.21 0.00 0.00 0.00 0.00 0.10 0.00 0.21
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
Green/Cycle: 0.00 0.60 0.60 0.07 0.50 0.00 0.00 0.00 0.00 0.21 0.00 0.21
Volume/Cap: 0.00 0.98 0.98 0.28 0.42 0.00 0.00 0.00 0.00 0.50 0.00 0.98
Delay/Veh: 0.0 31.2 31.2 44.7 15.7 0.0 0.0 0.0 0.0 35.2 0.0 83.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 31.2 31.2 44.7 15.7 0.0 0.0 0.0 0.0 35.2 0.0 83.5
LOS by Move: A C C D B A A A A D A F
HCM2kAvgQ: 0 39 39 1 8 0 0 0 0 5 0 15

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Washington St (NS) at Eisenhower Dr (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume metrics. 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 metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Washington St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different 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 representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different 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, Final Volume).

Saturation Flow Module: Table with 13 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[ 32.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap values and follow-up times for different movements.

Capacity Module: Table with 12 columns showing conflict volumes, potential capacities, and volume-to-capacity ratios.

Level Of Service Module: Table with 12 columns showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project - With Mitigation
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 11.5]

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 Cnflct 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.
\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic components and 13 rows of volume data including 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 Final Volume.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different 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 representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year With Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 55.1 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	183	422	232	150	527	100	65	258	225	28	337	273
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:	183	422	232	150	527	100	65	258	225	28	337	273
Added Vol:	5	124	19	34	175	4	1	17	5	27	8	100
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	546	251	184	702	104	66	275	230	55	345	373
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.00	0.89	0.89	0.00	0.89	0.89	0.00
PHF Volume:	211	613	0	207	789	0	74	309	0	62	388	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	613	0	207	789	0	74	309	0	62	388	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	211	613	0	207	789	0	74	309	0	62	388	0

PCE Module:

AutoPCE:	211	613	0	207	789	0	74	309	0	62	388	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	211	613	0	207	789	0	74	309	0	62	388	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	590	661	1057	899
MaxVolume:	881	843	629	715
PedVolume:	0	0	0	0
AdjMaxVol:	881	843	629	715
ApproachVol:	825	996	383	449
ApproachDel:	33.5	107.5	14.2	13.2
Queue:	14.4	31.1	4.1	4.5



LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year With Project - With Mitigation  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			1			1		

Volume Module:

Base Vol:	183	422	232	150	527	100	65	258	225	28	337	273
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:	183	422	232	150	527	100	65	258	225	28	337	273
Added Vol:	5	124	19	34	175	4	1	17	5	27	8	100
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	546	251	184	702	104	66	275	230	55	345	373
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.00	0.89	0.89	0.00	0.89	0.89	0.00
PHF Volume:	211	613	0	207	789	0	74	309	0	62	388	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	613	0	207	789	0	74	309	0	62	388	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	211	613	0	207	789	0	74	309	0	62	388	0

PCE Module:

AutoPCE:	211	613	0	207	789	0	74	309	0	62	388	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	211	613	0	207	789	0	74	309	0	62	388	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	590	661	1057	899
MaxVolume:	1999	1948	629	715
PedVolume:	0	0	0	0
AdjMaxVol:	1999	1948	629	715
ApproachVol:	825	996	383	449
ApproachDel:	3.1	3.8	14.2	13.2
Queue:	2.1	3.1	4.1	4.5

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic components and 13 rows of data including 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 and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic flows and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 5 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module: Table with 13 columns representing saturation flow metrics and 3 rows of data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 13 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year With Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.9 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	290	65	26	442	60	0	75	0	294	90	50
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	290	65	26	442	60	0	75	0	294	90	50
Added Vol:	0	8	12	0	9	5	5	21	0	13	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	298	77	26	451	65	5	96	0	307	112	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:	0	310	80	27	470	68	5	100	0	320	117	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	80	27	470	68	5	100	0	320	117	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:	0	310	80	27	470	68	5	100	0	320	117	52

PCE Module:

AutoPCE:	0	310	80	27	470	68	5	100	0	320	117	52
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	310	80	27	470	68	5	100	0	320	117	52

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	132	436	817	316
MaxVolume:	1129	964	759	1030
PedVolume:	0	0	0	0
AdjMaxVol:	1129	964	759	1030
ApproachVol:	391	565	105	489
ApproachDel:	4.9	8.9	5.5	6.6
Queue:	1.6	3.9	0.5	2.6

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 12 rows of data including 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 Final Volume.

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 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 12 rows of data including 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 and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green (7), and Lanes (0-1-0).

Volume Module: Table with 13 columns for different volume metrics. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic flows. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.:

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different 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 12 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic components and 13 rows of volume data.

Saturation Flow Module: Table with 13 columns representing saturation flow and 4 rows of adjustment data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow rates and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: E[ 42.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volume metrics across four directions.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time metrics.

Capacity Module: Table with 13 columns for capacity-related metrics.

Level Of Service Module: Table with 13 columns for LOS metrics including delay and queue length.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project - With Mitigation
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[ 11.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 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 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 13 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.

LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Split Phase, Protected), Rights (Include, Ovl), Min. Green, Lanes.

Volume Module: Table with 13 columns for volume components (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 13 rows of data.

Saturation Flow Module: Table with 13 columns for saturation flow components (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns for capacity analysis components (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
Interim Year With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (7 7 7), Lanes (1 0 3 0 1).

Volume Module: Table with 13 columns and 15 rows including 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.

Saturation Flow Module: Table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year With Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 149.9 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	215	594	248	128	673	196	58	314	306	21	359	288
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:	215	594	248	128	673	196	58	314	306	21	359	288
Added Vol:	10	182	27	113	194	14	1	15	11	29	17	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	776	275	241	867	210	59	329	317	50	376	354
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.00
PHF Volume:	245	843	0	262	942	0	64	358	0	54	409	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	843	0	262	942	0	64	358	0	54	409	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	245	843	0	262	942	0	64	358	0	54	409	0

PCE Module:

AutoPCE:	245	843	0	262	942	0	64	358	0	54	409	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	245	843	0	262	942	0	64	358	0	54	409	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	684	708	1259	1152
MaxVolume:	831	818	520	578
PedVolume:	0	0	0	0
AdjMaxVol:	831	818	520	578
ApproachVol:	1088	1204	422	463
ApproachDel:	160.1	230.0	30.2	26.7
Queue:	41.9	56.3	7.8	7.8

LA QUINTA VILLAGE BUILD-OUT PLAN  
 Interim Year With Project - With Mitigation  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 11.2 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			1			1		

Volume Module:

Base Vol:	215	594	248	128	673	196	58	314	306	21	359	288
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:	215	594	248	128	673	196	58	314	306	21	359	288
Added Vol:	10	182	27	113	194	14	1	15	11	29	17	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	776	275	241	867	210	59	329	317	50	376	354
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.00
PHF Volume:	245	843	0	262	942	0	64	358	0	54	409	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	843	0	262	942	0	64	358	0	54	409	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	245	843	0	262	942	0	64	358	0	54	409	0

PCE Module:

AutoPCE:	245	843	0	262	942	0	64	358	0	54	409	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	245	843	0	262	942	0	64	358	0	54	409	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	684	708	1259	1152
MaxVolume:	1932	1915	520	578
PedVolume:	0	0	0	0
AdjMaxVol:	1932	1915	520	578
ApproachVol:	1088	1204	422	463
ApproachDel:	4.2	5.0	30.2	26.7
Queue:	3.7	4.8	7.8	7.8

**General Plan Buildout Without Project**  
**(Current General Plan Circulation Element)**

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4  
 Optimal Cycle: 100 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	0	0	1	0

Volume Module:

Base Vol:	4	799	66	35	227	2	3	0	0	152	4	84
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:	4	799	66	35	227	2	3	0	0	152	4	84
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:	4	799	66	35	227	2	3	0	0	152	4	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	799	66	35	227	2	3	0	0	152	4	84
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	799	66	35	227	2	3	0	0	152	4	84

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	0.97	0.03	1.00
Final Sat.:	1758	3700	1573	1758	3664	32	1758	0	0	1720	45	1573

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.04	0.02	0.06	0.06	0.00	0.00	0.00	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.56	0.56	0.05	0.59	0.59	0.00	0.00	0.00	0.23	0.23	0.28
Volume/Cap:	0.11	0.39	0.08	0.39	0.11	0.11	0.39	0.00	0.00	0.39	0.39	0.19
Delay/Veh:	49.2	12.7	10.3	48.7	9.1	9.1	79.0	0.0	0.0	33.3	33.3	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	12.7	10.3	48.7	9.1	9.1	79.0	0.0	0.0	33.3	33.3	27.7
LOS by Move:	D	B	B	D	A	A	E	A	A	C	C	C
HCM2kAvgQ:	0	7	1	2	2	2	0	0	0	4	4	2

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*  
 Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6  
 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:	Ignore			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:	11	593	0	0	259	120	278	0	25	15	6	11
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	593	0	0	259	120	278	0	25	15	6	11
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:	11	593	0	0	259	120	278	0	25	15	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	593	0	0	259	120	278	0	25	15	6	11
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:	11	593	0	0	259	120	278	0	25	15	6	11

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	1.37	0.63	0.92	0.00	0.08	0.71	0.29	1.00
Final Sat.:	484	1048	577	452	674	327	462	0	42	293	117	466

Capacity Analysis Module:

Vol/Sat:	0.02	0.57	0.00	0.00	0.38	0.37	0.60	xxxx	0.60	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	10.1	17.6	0.0	0.0	13.9	13.1	19.4	0.0	19.4	11.1	11.1	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:	10.1	17.6	0.0	0.0	13.9	13.1	19.4	0.0	19.4	11.1	11.1	9.8
LOS by Move:	B	C	*	*	B	B	C	*	C	B	B	A
ApproachDel:	17.4		13.6				19.4			10.6		
Delay Adj:	1.00		1.00				1.00			1.00		
ApprAdjDel:	17.4		13.6				19.4			10.6		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	0.0	1.2	0.0	0.0	0.6	0.5	1.3	1.3	1.3	0.0	0.0	0.0

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 8.4 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	625	155	20	253	30	1	216	0	123	70	48
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	625	155	20	253	30	1	216	0	123	70	48
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	625	155	20	253	30	1	216	0	123	70	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	155	20	253	30	1	216	0	123	70	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:	0	625	155	20	253	30	1	216	0	123	70	48

PCE Module:

AutoPCE:	0	625	155	20	253	30	1	216	0	123	70	48
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	625	155	20	253	30	1	216	0	123	70	48

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	237	193	396	626
MaxVolume:	1072	1096	986	862
PedVolume:	0	0	0	0
AdjMaxVol:	1072	1096	986	862
ApproachVol:	780	303	217	241
ApproachDel:	11.8	4.5	4.7	5.8
Queue:	6.8	1.1	0.8	1.1



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow related metrics: Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow components like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis components like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1  
 Optimal Cycle: 100 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	2	0	1	0	2

Volume Module:

Base Vol:	15	101	50	223	61	98	112	156	2	67	281	118
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	101	50	223	61	98	112	156	2	67	281	118
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:	15	101	50	223	61	98	112	156	2	67	281	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	101	50	223	61	98	112	156	2	67	281	118
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	101	50	223	61	98	112	156	2	67	281	118

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.95	0.93	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.67	0.33	1.41	0.23	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	1176	582	2440	390	626	1758	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.09	0.09	0.16	0.16	0.06	0.04	0.00	0.04	0.08	0.08
Crit Moves:			****		****		****				****	
Green/Cycle:	0.19	0.19	0.19	0.34	0.34	0.34	0.14	0.16	0.16	0.15	0.17	0.17
Volume/Cap:	0.05	0.45	0.45	0.27	0.45	0.45	0.45	0.26	0.01	0.26	0.45	0.45
Delay/Veh:	33.2	37.0	37.0	23.8	25.9	25.9	40.8	37.0	35.2	38.5	38.1	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	37.0	37.0	23.8	25.9	25.9	40.8	37.0	35.2	38.5	38.1	38.7
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	4	7	7	4	2	0	2	4	4

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: 100 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			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	1	11	0	17	11	53	79	1323	1	18	416	38
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	11	0	17	11	53	79	1323	1	18	416	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:	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	11	0	17	11	53	79	1323	1	18	416	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	11	0	17	11	53	79	1323	1	18	416	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	11	0	17	11	53	79	1323	1	18	416	38

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.98	0.98	1.00	0.81	0.81	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.08	0.92	0.00	0.61	0.39	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	151	1660	0	908	587	1573	1758	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.00	0.02	0.02	0.03	0.04	0.36	0.00	0.01	0.11	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.07	0.07	0.00	0.07	0.07	0.07	0.23	0.78	0.78	0.02	0.58	0.58
Volume/Cap:	0.09	0.09	0.00	0.25	0.25	0.46	0.20	0.46	0.00	0.46	0.20	0.04
Delay/Veh:	43.5	43.5	0.0	44.9	44.9	47.2	31.3	3.8	2.3	56.4	10.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	0.0	44.9	44.9	47.2	31.3	3.8	2.3	56.4	10.2	9.2
LOS by Move:	D	D	A	D	D	D	C	A	A	E	B	A
HCM2kAvgQ:	0	0	0	1	1	2	2	7	0	1	3	1

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington St (NS) at Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 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, etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8  
 Optimal Cycle: 100 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	2	0	1	0	0	1

Volume Module:

Base Vol:	24	2485	6	21	1256	896	1155	3	10	2	3	14
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:	24	2485	6	21	1256	896	1155	3	10	2	3	14
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:	24	2485	6	21	1256	896	1155	3	10	2	3	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2485	6	21	1256	896	1155	3	10	2	3	14
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	2485	6	21	1256	896	1155	3	10	2	3	14

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.33	1.67	2.97	0.01	0.02	0.10	0.16	0.74
Final Sat.:	1758	5550	1573	1758	4051	2890	5226	13	44	175	262	1222

Capacity Analysis Module:

Vol/Sat:	0.01	0.45	0.00	0.01	0.31	0.31	0.22	0.23	0.23	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.54	0.54	0.01	0.53	0.53	0.27	0.27	0.27	0.01	0.01	0.01
Volume/Cap:	0.58	0.83	0.01	0.83	0.58	0.58	0.81	0.83	0.83	0.83	0.83	0.83
Delay/Veh:	68.1	21.3	10.6	155.1	16.2	16.2	37.6	38.5	38.5	162.0	162	162.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	21.3	10.6	155.1	16.2	16.2	37.6	38.5	38.5	162.0	162	162.0
LOS by Move:	E	C	B	F	B	B	D	D	D	F	F	F
HCM2kAvgQ:	2	23	0	2	12	12	13	14	14	2	2	2

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 Washington St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Washington St (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[ 11.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns showing conflict volume, potential capacity, and volume/capacity ratios.

Level Of Service Module: Table with 12 columns showing LOS values for different movements and approaches.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #14 Washington St (NS) at Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.0
Optimal Cycle: 100 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, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #15 Jefferson St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8  
 Optimal Cycle: 100 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
Lanes:	1	0	3	0	1	0	2	0	2	0	1	1

Volume Module:

Base Vol:	58	1211	153	353	1474	288	144	321	50	293	534	461
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:	58	1211	153	353	1474	288	144	321	50	293	534	461
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:	58	1211	153	353	1474	288	144	321	50	293	534	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1211	153	353	1474	288	144	321	50	293	534	461
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	1211	153	353	1474	288	144	321	50	293	534	461

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.07	0.93
Final Sat.:	1758	5550	1573	3515	5550	1573	3515	3700	1573	3515	1849	1596

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.10	0.10	0.27	0.18	0.04	0.09	0.03	0.08	0.29	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.28	0.28	0.13	0.37	0.37	0.05	0.22	0.22	0.21	0.37	0.37
Volume/Cap:	0.72	0.77	0.34	0.77	0.72	0.50	0.77	0.40	0.15	0.40	0.77	0.77
Delay/Veh:	74.6	35.3	29.0	50.0	28.6	25.2	64.6	33.8	31.8	34.5	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	35.3	29.0	50.0	28.6	25.2	64.6	33.8	31.8	34.5	30.5	30.5
LOS by Move:	E	D	C	D	C	C	E	C	C	C	C	C
HCM2kAvgQ:	3	13	4	7	14	7	4	4	1	4	15	15

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.5 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			3			3		

Volume Module:

Base Vol:	425	651	68	386	1126	206	103	519	621	60	565	568
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:	425	651	68	386	1126	206	103	519	621	60	565	568
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:	425	651	68	386	1126	206	103	519	621	60	565	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	651	68	386	1126	206	103	519	621	60	565	568
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:	425	651	68	386	1126	206	103	519	621	60	565	568

PCE Module:

AutoPCE:	425	651	68	386	1126	206	103	519	621	60	565	568
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	425	651	68	386	1126	206	103	519	621	60	565	568

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	386	425	1512	1076
MaxVolume:	2146	2118	xxxxxx	xxxxxx
PedVolume:	0	0	0	0
AdjMaxVol:	2146	2118	xxxxxx	xxxxxx
ApproachVol:	1144	1718	xxxxxx	xxxxxx
ApproachDel:	3.6	8.5	xxxxxx	xxxxxx
Queue:	3.3	10.6	xxxx	xxxx

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (0 0 0), and Lanes (1 0 2 0 1).

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows of data.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows of data.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*  
 Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4  
 Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Ignore			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:	31	510	2	3	634	267	203	0	30	55	27	53
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	510	2	3	634	267	203	0	30	55	27	53
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:	31	510	0	3	634	267	203	0	30	55	27	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	510	0	3	634	267	203	0	30	55	27	53
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:	31	510	0	3	634	267	203	0	30	55	27	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	1.41	0.59	0.87	0.00	0.13	0.67	0.33	1.00
Final Sat.:	407	870	471	437	682	298	387	0	57	262	128	439

Capacity Analysis Module:

Vol/Sat:	0.08	0.59	0.00	0.01	0.93	0.89	0.52	xxxx	0.52	0.21	0.21	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	12.0	21.3	0.0	10.8	52.2	44.2	19.1	0.0	19.1	13.7	13.7	11.5
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:	12.0	21.3	0.0	10.8	52.2	44.2	19.1	0.0	19.1	13.7	13.7	11.5
LOS by Move:	B	C	*	B	F	E	C	*	C	B	B	B
ApproachDel:	20.7			49.7			19.1			12.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.7			49.7			19.1			12.8		
LOS by Appr:	C			E			C			B		
AllWayAvgQ:	0.1	1.3	0.0	0.0	6.0	4.8	1.0	1.0	1.0	0.2	0.2	0.1

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 8.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign										
Lanes:	1			1			1			1										

Volume Module:

Base Vol:	0	408	69	40	553	90	19	93	0	314	103	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	408	69	40	553	90	19	93	0	314	103	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	408	69	40	553	90	19	93	0	314	103	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	69	40	553	90	19	93	0	314	103	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	408	69	40	553	90	19	93	0	314	103	99

PCE Module:

AutoPCE:	0	408	69	40	553	90	19	93	0	314	103	99
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	408	69	40	553	90	19	93	0	314	103	99

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	152	417	907	427
MaxVolume:	1118	975	710	969
PedVolume:	0	0	0	0
AdjMaxVol:	1118	975	710	969
ApproachVol:	477	683	112	516
ApproachDel:	5.6	11.8	6.0	7.9
Queue:	2.2	6.0	0.6	3.2



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0  
 Optimal Cycle: 100 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	2	0	1	0	2

Volume Module:

Base Vol:	41	31	101	120	30	64	57	287	13	125	458	25
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:	41	31	101	120	30	64	57	287	13	125	458	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:	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:	41	31	101	120	30	64	57	287	13	125	458	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	31	101	120	30	64	57	287	13	125	458	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:	41	31	101	120	30	64	57	287	13	125	458	25

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.89	0.89	0.93	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.23	0.77	1.39	0.19	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1758	385	1253	2389	335	714	1758	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.08	0.05	0.09	0.09	0.03	0.08	0.01	0.07	0.12	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.21	0.21	0.24	0.24	0.24	0.08	0.20	0.20	0.19	0.31	0.31
Volume/Cap:	0.11	0.38	0.38	0.21	0.38	0.38	0.40	0.38	0.04	0.38	0.40	0.05
Delay/Veh:	31.9	34.4	34.4	30.8	32.5	32.5	45.4	34.6	32.0	36.3	27.4	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	34.4	34.4	30.8	32.5	32.5	45.4	34.6	32.0	36.3	27.4	24.2
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	4	4	2	4	4	2	4	0	4	6	1

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	0	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	6	4	49	0	78	41	492	0	12	875	65
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	6	4	49	0	78	41	492	0	12	875	65
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	6	4	49	0	78	41	492	0	12	875	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	49	0	78	41	492	0	12	875	65
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	6	4	49	0	78	41	492	0	12	875	65

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	1.00	0.95	0.95	0.72	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.60	0.40	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1050	700	1334	0	1573	1758	3700	1850	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.04	0.00	0.05	0.02	0.13	0.00	0.01	0.24	0.04
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.14	0.14	0.14	0.00	0.14	0.07	0.70	0.00	0.04	0.67	0.67
Volume/Cap:	0.00	0.04	0.04	0.26	0.00	0.35	0.35	0.19	0.00	0.19	0.35	0.06
Delay/Veh:	0.0	37.2	37.2	39.0	0.0	39.8	46.5	5.1	0.0	48.2	7.1	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	37.2	39.0	0.0	39.8	46.5	5.1	0.0	48.2	7.1	5.6
LOS by Move:	A	D	D	D	A	D	D	A	A	D	A	A
HCM2kAvgQ:	0	0	0	2	0	2	2	3	0	1	6	1

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #9 Washington St (NS) at Avenue 48 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 Washington St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include/Ovl), Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Washington St (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl, Include), Min. Green, 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

\*\*\*\*\*



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 12.5]

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 for volume and adjustment factors (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume).

Critical Gap Module: Table with 12 columns for critical gap and follow-up time values.

Capacity Module: Table with 12 columns for conflict volume, potential capacity, move capacity, and volume/capacity ratio.

Level Of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, Approach Del, Approach LOS).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #14 Washington St (NS) at Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout Without Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #15 Jefferson St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 100 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, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like 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 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout Without Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #16 Jefferson St (NS) at Avenue 52 (EW)

\*\*\*\*\*

Average Delay (sec/veh): 25.8 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			3			3		

Volume Module:

Base Vol:	569	997	102	324	1520	251	68	627	636	38	894	567
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:	569	997	102	324	1520	251	68	627	636	38	894	567
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:	569	997	102	324	1520	251	68	627	636	38	894	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	997	102	324	1520	251	68	627	636	38	894	567
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:	569	997	102	324	1520	251	68	627	636	38	894	567

PCE Module:

AutoPCE:	569	997	102	324	1520	251	68	627	636	38	894	567
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	569	997	102	324	1520	251	68	627	636	38	894	567

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	324	569	1844	1566
MaxVolume:	2191	2014	xxxxxx	xxxxxx
PedVolume:	0	0	0	0
AdjMaxVol:	2191	2014	xxxxxx	xxxxxx
ApproachVol:	1668	2095	xxxxxx	xxxxxx
ApproachDel:	6.7	41.1	xxxxxx	xxxxxx
Queue:	8.5	33.5	xxxx	xxxx

**General Plan Buildout With Project**  
**(Current General Plan Circulation Element)**

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Include), Min. Green (0-0-0), and Lanes (1-0-2-0-1).

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: 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 13 columns for 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 0 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Average Delay (sec/veh): 6.6 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, 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.

PCE Module table with 12 columns and 5 rows of data including AutoPCE, TruckPCE, ComboPCE, BicyclePCE, and AdjVolume.

Delay Module table with 4 columns and 7 rows of data including CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachDel, and Queue.

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.1 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	625	155	20	253	30	1	216	0	123	70	48
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	625	155	20	253	30	1	216	0	123	70	48
Added Vol:	0	25	19	0	15	9	14	39	0	11	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	174	20	268	39	15	255	0	134	94	48
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	650	174	20	268	39	15	255	0	134	94	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	174	20	268	39	15	255	0	134	94	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:	0	650	174	20	268	39	15	255	0	134	94	48

PCE Module:

AutoPCE:	0	650	174	20	268	39	15	255	0	134	94	48
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	650	174	20	268	39	15	255	0	134	94	48

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	290	228	422	665
MaxVolume:	1043	1077	972	841
PedVolume:	0	0	0	0
AdjMaxVol:	1043	1077	972	841
ApproachVol:	824	327	270	276
ApproachDel:	15.0	4.8	5.1	6.4
Queue:	8.6	1.3	1.1	1.4

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume components. 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 components. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis components. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 13 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for movements and 10 rows for metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 13 rows for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for movements and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: 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 13 columns for different 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, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing different traffic movements and 4 rows of saturation flow metrics like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns representing different traffic movements and 10 rows of capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different volume components and 12 rows including 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 representing saturation flow components and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis components and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

\*\*\*\*\*

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

\*\*\*\*\*



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Washington St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic flows. 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. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #12 Washington St (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic movements. 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 Final Volume.

Saturation Flow Module: Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 11.8]

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 Cnflct 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., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.0
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 13 rows of volume data.

Saturation Flow Module: Table with 13 columns representing saturation flow and 4 rows of adjustment data.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of data.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 12 columns representing different volume components like 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 Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			3			3		

Volume Module:

Base Vol:	425	651	68	386	1126	206	103	519	621	60	565	568
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:	425	651	68	386	1126	206	103	519	621	60	565	568
Added Vol:	22	0	0	0	0	2	8	88	13	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	651	68	386	1126	208	111	607	634	60	605	568
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:	447	651	68	386	1126	208	111	607	634	60	605	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	651	68	386	1126	208	111	607	634	60	605	568
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:	447	651	68	386	1126	208	111	607	634	60	605	568

PCE Module:

AutoPCE:	447	651	68	386	1126	208	111	607	634	60	605	568
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	447	651	68	386	1126	208	111	607	634	60	605	568

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	386	447	1512	1098
MaxVolume:	2146	2102	xxxxxx	xxxxxx
PedVolume:	0	0	0	0
AdjMaxVol:	2146	2102	xxxxxx	xxxxxx
ApproachVol:	1166	1720	xxxxxx	xxxxxx
ApproachDel:	3.7	8.8	xxxxxx	xxxxxx
Queue:	3.5	11.0	xxxx	xxxx

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different volume components and 13 rows for various adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 55.1
Optimal Cycle: 0 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Ignore/Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume metrics. 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. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)
\*\*\*\*\*

Average Delay (sec/veh): 14.1 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, and Lanes.

Volume Module table with 13 columns for volume metrics and 4 rows for North, South, East, and West bounds.

PCE Module table with 13 columns for PCE metrics and 4 rows for North, South, East, and West bounds.

Delay Module table with 4 columns for delay metrics and 4 rows for North, South, East, and West bounds.

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 13.3 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	408	69	40	553	90	19	93	0	314	103	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	408	69	40	553	90	19	93	0	314	103	99
Added Vol:	0	45	34	0	51	29	26	70	0	39	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	453	103	40	604	119	45	163	0	353	183	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	453	103	40	604	119	45	163	0	353	183	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	453	103	40	604	119	45	163	0	353	183	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	453	103	40	604	119	45	163	0	353	183	99

PCE Module:

AutoPCE:	0	453	103	40	604	119	45	163	0	353	183	99
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	453	103	40	604	119	45	163	0	353	183	99

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	248	536	997	498
MaxVolume:	1066	911	662	931
PedVolume:	0	0	0	0
AdjMaxVol:	1066	911	662	931
ApproachVol:	556	763	208	635
ApproachDel:	7.0	20.6	7.9	11.7
Queue:	3.1	10.0	1.3	5.6

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 13 rows of data including 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 Final Volume.

Saturation Flow Module: Table with 13 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 13 columns representing different traffic movements and 13 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for movements and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic components and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components like 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 Final Volume.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Washington St (NS) at Avenue 48 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with 4 columns: 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 12 columns for 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 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ).

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



LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different traffic components and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow components and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis components and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Washington St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Washington St (NS) at Calle Tampico (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: 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 12 columns representing different 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 Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #13 Washington St (NS) at Ave La Fonda (EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[ 12.8]

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 Cnflct 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., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #14 Washington St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 100 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, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 13 rows for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for movements and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #15 Jefferson St (NS) at Avenue 50 (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (0, 0, 0), Lanes (1, 0, 3, 0, 1).

Volume Module: Table with 12 columns for volume components (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 12 rows for different metrics.

Saturation Flow Module: Table with 12 columns for saturation flow components (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows for different metrics.

Capacity Analysis Module: Table with 12 columns for capacity analysis components (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 9 rows for different metrics.

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

LA QUINTA VILLAGE BUILD-OUT PLAN
General Plan Buildout With Project
Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #16 Jefferson St (NS) at Avenue 52 (EW)
\*\*\*\*\*

Average Delay (sec/veh): 29.0 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 (Yield Sign) and Lanes (2, 2, 3, 3).

Volume Module table with 13 columns for volume components (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 4 columns for approaches.

PCE Module table with 13 columns for PCE components (AutoPCE, TruckPCE, ComboPCE, BicyclePCE, AdjVolume) and 4 columns for approaches.

Delay Module table with 4 columns for delay components (CircVolume, MaxVolume, PedVolume, AdjMaxVol, ApproachVol, ApproachDel, Queue) and 4 columns for approaches.

**General Plan Buildout With Project**  
**(Village Buildout Circulation Plan)**



LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2  
 Optimal Cycle: 100 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
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	30	930	98	97	564	59	33	22	8	66	21	87
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:	30	930	98	97	564	59	33	22	8	66	21	87
Added Vol:	0	13	4	0	22	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	943	102	97	586	59	33	22	8	67	21	87
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:	30	943	102	97	586	59	33	22	8	67	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	943	102	97	586	59	33	22	8	67	21	87
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	943	102	97	586	59	33	22	8	67	21	87

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	1758	3700	1573	1758	3700	1573	1758	1302	474	1758	1850	1573

Capacity Analysis Module:

Vol/Sat:	0.02	0.25	0.06	0.06	0.16	0.04	0.02	0.02	0.02	0.04	0.01	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.56	0.56	0.12	0.61	0.61	0.04	0.05	0.05	0.11	0.12	0.12
Volume/Cap:	0.26	0.46	0.12	0.46	0.26	0.06	0.46	0.34	0.34	0.34	0.09	0.46
Delay/Veh:	45.6	13.3	10.5	42.5	9.0	7.8	51.4	48.2	48.2	42.0	39.3	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	13.3	10.5	42.5	9.0	7.8	51.4	48.2	48.2	42.0	39.3	42.6
LOS by Move:	D	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	1	3	4	1	2	1	1	2	1	3

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.4 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	4	799	66	35	227	2	3	0	0	152	4	84
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:	4	799	66	35	227	2	3	0	0	152	4	84
Added Vol:	0	5	43	20	3	0	0	0	0	26	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	804	109	55	230	2	3	0	0	178	4	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:	4	804	109	55	230	2	3	0	0	178	4	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	804	109	55	230	2	3	0	0	178	4	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:	4	804	109	55	230	2	3	0	0	178	4	96

PCE Module:

AutoPCE:	4	804	109	55	230	2	3	0	0	178	4	96
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	4	804	109	55	230	2	3	0	0	178	4	96

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	58	186	463	811
MaxVolume:	1169	1100	950	762
PedVolume:	0	0	0	0
AdjMaxVol:	1169	1100	950	762
ApproachVol:	917	287	3	278
ApproachDel:	13.2	4.4	3.8	7.4
Queue:	8.6	1.0	0.0	1.7

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.6 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	11	593	0	0	259	120	278	0	25	15	6	11
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	593	0	0	259	120	278	0	25	15	6	11
Added Vol:	0	32	7	3	20	7	11	2	0	4	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	625	7	3	279	127	289	2	25	19	7	16
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:	11	625	0	3	279	127	289	2	25	19	7	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	625	0	3	279	127	289	2	25	19	7	16
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:	11	625	0	3	279	127	289	2	25	19	7	16

PCE Module:

AutoPCE:	11	625	0	3	279	127	289	2	25	19	7	16
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	11	625	0	3	279	127	289	2	25	19	7	16

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	294	37	301	925
MaxVolume:	1041	1180	1037	701
PedVolume:	0	0	0	0
AdjMaxVol:	1041	1180	1037	701
ApproachVol:	636	409	316	42
ApproachDel:	8.7	4.7	5.0	5.5
Queue:	4.3	1.6	1.3	0.2

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.1 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	625	155	20	253	30	1	216	0	123	70	48
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	625	155	20	253	30	1	216	0	123	70	48
Added Vol:	0	25	19	0	15	9	14	39	0	11	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	174	20	268	39	15	255	0	134	94	48
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	650	174	20	268	39	15	255	0	134	94	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	174	20	268	39	15	255	0	134	94	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:	0	650	174	20	268	39	15	255	0	134	94	48

PCE Module:

AutoPCE:	0	650	174	20	268	39	15	255	0	134	94	48
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	650	174	20	268	39	15	255	0	134	94	48

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	290	228	422	665
MaxVolume:	1043	1077	972	841
PedVolume:	0	0	0	0
AdjMaxVol:	1043	1077	972	841
ApproachVol:	824	327	270	276
ApproachDel:	15.0	4.8	5.1	6.4
Queue:	8.6	1.3	1.1	1.4

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 5.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	53	1	105	1	0	12	32	141	22	158	206	40
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:	53	1	105	1	0	12	32	141	22	158	206	40
Added Vol:	6	43	79	121	26	13	22	101	9	49	43	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	44	184	122	26	25	54	242	31	207	249	97
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:	59	44	184	122	26	25	54	242	31	207	249	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	44	184	122	26	25	54	242	31	207	249	97
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	44	184	122	26	25	54	242	31	207	249	97

PCE Module:

AutoPCE:	59	44	184	122	26	25	54	242	31	207	249	97
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	59	44	184	122	26	25	54	242	31	207	249	97

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	418	515	355	157
MaxVolume:	974	922	1008	1115
PedVolume:	0	0	0	0
AdjMaxVol:	974	922	1008	1115
ApproachVol:	287	173	327	553
ApproachDel:	5.2	4.8	5.3	6.4
Queue:	1.2	0.7	1.4	2.8

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 5.9 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	12	113	1011	38	29	10	29	354	3	222	219	29
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	113	1011	38	29	10	29	354	3	222	219	29
Added Vol:	0	66	0	22	40	24	39	19	0	0	11	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	179	1011	60	69	34	68	373	3	222	230	37
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:	12	179	0	60	69	34	68	373	3	222	230	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	179	0	60	69	34	68	373	3	222	230	37
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:	12	179	0	60	69	34	68	373	3	222	230	37

PCE Module:

AutoPCE:	12	179	0	60	69	34	68	373	3	222	230	37
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	12	179	0	60	69	34	68	373	3	222	230	37

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	501	464	351	259
MaxVolume:	929	949	1010	1060
PedVolume:	0	0	0	0
AdjMaxVol:	929	949	1010	1060
ApproachVol:	191	163	444	489
ApproachDel:	4.9	4.6	6.3	6.3
Queue:	0.8	0.6	2.3	2.5

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.4 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign					
Lanes:	1			1			1			1					

Volume Module:

Base Vol:	15	101	50	223	61	98	112	156	2	67	281	118
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	101	50	223	61	98	112	156	2	67	281	118
Added Vol:	0	0	108	134	0	13	22	280	0	75	137	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	101	158	357	61	111	134	436	2	142	418	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:	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:	15	101	158	357	61	111	134	436	2	142	418	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	101	158	357	61	111	134	436	2	142	418	197
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	101	158	357	61	111	134	436	2	142	418	197

PCE Module:

AutoPCE:	15	101	158	357	61	111	134	436	2	142	418	197
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	15	101	158	357	61	111	134	436	2	142	418	197

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	927	575	560	250
MaxVolume:	699	890	898	1065
PedVolume:	0	0	0	0
AdjMaxVol:	699	890	898	1065
ApproachVol:	274	529	572	757
ApproachDel:	8.4	9.8	10.8	11.2
Queue:	1.9	4.0	4.7	6.3

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	1	11	0	17	11	53	79	1323	1	18	416	38
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	11	0	17	11	53	79	1323	1	18	416	38
Added Vol:	0	0	0	28	0	11	19	22	0	0	8	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	11	0	45	11	64	98	1345	1	18	424	61
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	11	0	45	11	64	98	1345	1	18	424	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	11	0	45	11	64	98	1345	1	18	424	61
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	11	0	45	11	64	98	1345	1	18	424	61

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.98	0.98	1.00	0.75	0.75	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.08	0.92	0.00	0.80	0.20	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	151	1660	0	1113	272	1573	1758	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.00	0.04	0.04	0.04	0.06	0.36	0.00	0.01	0.11	0.04
Crit Moves:				****			****			****		
Green/Cycle:	0.09	0.09	0.00	0.09	0.09	0.09	0.26	0.77	0.77	0.02	0.53	0.53
Volume/Cap:	0.08	0.08	0.00	0.47	0.47	0.47	0.21	0.47	0.00	0.47	0.21	0.07
Delay/Veh:	42.3	42.3	0.0	46.5	46.5	46.2	29.2	4.2	2.6	57.2	12.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.3	0.0	46.5	46.5	46.2	29.2	4.2	2.6	57.2	12.3	11.3
LOS by Move:	D	D	A	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	0	0	2	2	3	2	8	0	1	3	1

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Washington St (NS) at Avenue 48 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2  
 Optimal Cycle: 100 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			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	2	0	3	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	2953	701	84	1694	0	0	0	0	479	0	279
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	2953	701	84	1694	0	0	0	0	479	0	279
Added Vol:	0	326	51	0	117	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3279	752	84	1811	0	0	0	0	529	0	279
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	3279	752	84	1811	0	0	0	0	529	0	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3279	752	84	1811	0	0	0	0	529	0	279
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	3279	752	84	1811	0	0	0	0	529	0	279

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	1.00	0.97	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.44	0.56	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4388	1006	3515	5550	0	0	0	0	5273	0	1573

Capacity Analysis Module:

Vol/Sat:	0.00	0.75	0.75	0.02	0.33	0.00	0.00	0.00	0.00	0.10	0.00	0.18
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.71	0.71	0.02	0.73	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Volume/Cap:	0.00	1.05	1.05	1.05	0.44	0.00	0.00	0.00	0.00	0.69	0.00	1.05
Delay/Veh:	0.0	44.6	44.6	164.1	5.3	0.0	0.0	0.0	0.0	43.1	0.0	110.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.6	44.6	164.1	5.3	0.0	0.0	0.0	0.0	43.1	0.0	110.7
LOS by Move:	A	D	D	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	55	55	4	7	0	0	0	0	6	0	15

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7  
 Optimal Cycle: 100 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	2	0	1!	0	0	1!

Volume Module:

Base Vol:	24	2485	6	21	1256	896	1155	3	10	2	3	14
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:	24	2485	6	21	1256	896	1155	3	10	2	3	14
Added Vol:	0	377	0	0	166	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2862	6	21	1422	896	1155	3	10	2	3	14
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:	24	2862	6	21	1422	896	1155	3	10	2	3	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2862	6	21	1422	896	1155	3	10	2	3	14
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	2862	6	21	1422	896	1155	3	10	2	3	14

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	3.00	1.00	1.00	2.45	1.55	2.97	0.01	0.02	0.10	0.16	0.74
Final Sat.:	1758	5550	1573	1758	4276	2694	5226	13	44	175	262	1222

Capacity Analysis Module:

Vol/Sat:	0.01	0.52	0.00	0.01	0.33	0.33	0.22	0.23	0.23	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.57	0.57	0.01	0.56	0.56	0.25	0.25	0.25	0.01	0.01	0.01
Volume/Cap:	0.60	0.91	0.01	0.91	0.60	0.60	0.89	0.91	0.91	0.91	0.91	0.91
Delay/Veh:	70.7	23.9	9.4	196.0	15.0	15.0	44.2	46.4	46.4	204.5	205	204.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	23.9	9.4	196.0	15.0	15.0	44.2	46.4	46.4	204.5	205	204.5
LOS by Move:	E	C	A	F	B	B	D	D	D	F	F	F
HCM2kAvgQ:	2	30	0	2	12	12	15	16	16	2	2	2

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

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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Washington St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0  
 Optimal Cycle: 100 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	2	0	1	1	0	1

Volume Module:

Base Vol:	17	1761	170	251	1044	45	8	28	3	168	136	605
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:	17	1761	170	251	1044	45	8	28	3	168	136	605
Added Vol:	0	391	114	0	188	0	0	4	0	65	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2152	284	251	1232	45	8	32	3	233	137	605
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:	17	2152	284	251	1232	45	8	32	3	233	137	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2152	284	251	1232	45	8	32	3	233	137	605
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	2152	284	251	1232	45	8	32	3	233	137	605

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	1.00	0.95	0.99	0.99	0.95	0.88	0.88
Lanes:	1.00	3.00	1.00	2.00	2.89	0.11	2.00	1.83	0.17	2.00	1.00	2.00
Final Sat.:	1758	5550	1573	3515	5328	195	3515	3339	313	3515	1624	3249

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.18	0.07	0.23	0.23	0.00	0.01	0.01	0.07	0.08	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.57	0.57	0.10	0.64	0.64	0.00	0.02	0.02	0.15	0.17	0.27
Volume/Cap:	0.36	0.69	0.32	0.69	0.36	0.36	0.69	0.44	0.44	0.44	0.50	0.69
Delay/Veh:	52.5	16.1	11.7	48.6	8.4	8.4	151.3	52.3	52.3	39.4	38.1	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	16.1	11.7	48.6	8.4	8.4	151.3	52.3	52.3	39.4	38.1	34.5
LOS by Move:	D	B	B	D	A	A	F	D	D	D	D	C
HCM2kAvgQ:	1	16	5	5	6	6	1	1	1	4	4	9

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

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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Washington St (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0  
 Optimal Cycle: 100 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	15	1452	159	33	1034	127	237	55	16	70	31	91
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	1452	159	33	1034	127	237	55	16	70	31	91
Added Vol:	31	0	0	0	0	240	485	27	51	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1452	159	33	1034	367	722	82	67	70	75	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:	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:	46	1452	159	33	1034	367	722	82	67	70	75	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1452	159	33	1034	367	722	82	67	70	75	91
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:	46	1452	159	33	1034	367	722	82	67	70	75	91

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.95	0.92	0.92
Lanes:	1.00	2.70	0.30	1.00	2.00	1.00	2.69	0.31	1.00	1.00	0.45	0.55
Final Sat.:	1758	4927	540	1758	3700	1573	4770	542	1573	1758	767	931

Capacity Analysis Module:

Vol/Sat:	0.03	0.29	0.29	0.02	0.28	0.23	0.15	0.15	0.04	0.04	0.10	0.10
Crit Moves:	****			****			****				****	
Green/Cycle:	0.04	0.44	0.44	0.03	0.42	0.65	0.23	0.23	0.23	0.15	0.15	0.15
Volume/Cap:	0.66	0.68	0.68	0.68	0.66	0.36	0.66	0.66	0.19	0.27	0.66	0.66
Delay/Veh:	68.4	23.4	23.4	80.2	24.1	8.1	36.4	36.4	31.3	38.4	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	23.4	23.4	80.2	24.1	8.1	36.4	36.4	31.3	38.4	46.6	46.6
LOS by Move:	E	C	C	F	C	A	D	D	C	D	D	D
HCM2kAvgQ:	3	14	14	2	13	5	9	9	2	2	6	6

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #13 Washington St (NS) at Ave La Fonda (EW)  
 \*\*\*\*\*

Average Delay (sec/veh):           0.5           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			Include		
Lanes:	1	0	3	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	71	1626	0	0	1031	89	0	0	38	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:	71	1626	0	0	1031	89	0	0	38	0	0	0
Added Vol:	2	31	0	0	51	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1657	0	0	1082	89	0	0	46	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1657	0	0	1082	89	0	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	73	1657	0	0	1082	89	0	0	46	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1171	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	405	xxxx	xxxx	xxxxx
Potent Cap.:	604	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	601	xxxx	xxxx	xxxxx
Move Cap.:	604	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	601	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	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:	xxxxxxx			xxxxxxx			11.5			xxxxxxx		
ApproachLOS:	*			*			B			*		

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Washington St (NS) at Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.0  
 Optimal Cycle: 100 Level Of Service: D

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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:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Ovl			Include			Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	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:	4	35	18	838	8	223	746	579	15	39	245	916
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:	4	35	18	838	8	223	746	579	15	39	245	916
Added Vol:	0	0	0	59	0	0	0	50	0	0	31	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	35	18	897	8	223	746	629	15	39	276	949
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:	4	35	18	897	8	223	746	629	15	39	276	949
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	35	18	897	8	223	746	629	15	39	276	949
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	35	18	897	8	223	746	629	15	39	276	949

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.07	0.61	0.32	1.98	0.02	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	124	1084	557	3495	31	3145	3515	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.26	0.26	0.07	0.21	0.17	0.01	0.02	0.07	0.60
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.03	0.03	0.25	0.25	0.46	0.21	0.49	0.49	0.06	0.34	0.60
Volume/Cap:	1.01	1.01	1.01	1.01	1.01	0.15	1.01	0.35	0.02	0.35	0.22	1.01
Delay/Veh:	170.9	171	170.9	69.7	69.7	15.5	75.0	15.8	13.1	46.7	23.4	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	170.9	171	170.9	69.7	69.7	15.5	75.0	15.8	13.1	46.7	23.4	51.8
LOS by Move:	F	F	F	E	E	B	E	B	B	D	C	D
HCM2kAvgQ:	4	4	4	20	20	2	17	6	0	2	3	38

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

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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #15 Jefferson St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	100	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
Lanes:	1	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	58	1211	153	353	1474	288	144	321	50	293	534	461
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:	58	1211	153	353	1474	288	144	321	50	293	534	461
Added Vol:	0	8	0	0	2	32	55	63	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1219	153	353	1476	320	199	384	50	293	568	461
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:	58	1219	153	353	1476	320	199	384	50	293	568	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1219	153	353	1476	320	199	384	50	293	568	461
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	1219	153	353	1476	320	199	384	50	293	568	461

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.10	0.90
Final Sat.:	1758	5550	1573	3515	5550	1573	3515	3700	1573	3515	1906	1547

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.10	0.10	0.27	0.20	0.06	0.10	0.03	0.08	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.27	0.27	0.13	0.35	0.35	0.07	0.24	0.24	0.20	0.37	0.37
Volume/Cap:	0.75	0.80	0.36	0.80	0.75	0.57	0.80	0.42	0.13	0.42	0.80	0.80
Delay/Veh:	80.3	37.0	29.7	52.8	30.0	27.6	62.8	32.1	29.6	35.6	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	37.0	29.7	52.8	30.0	27.6	62.8	32.1	29.6	35.6	31.9	31.9
LOS by Move:	F	D	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	3	14	4	7	15	8	5	5	1	4	16	16

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Morning Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 6.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			3			3		

Volume Module:

Base Vol:	425	651	68	386	1126	206	103	519	621	60	565	568
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:	425	651	68	386	1126	206	103	519	621	60	565	568
Added Vol:	22	0	0	0	0	2	8	88	13	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	651	68	386	1126	208	111	607	634	60	605	568
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:	447	651	68	386	1126	208	111	607	634	60	605	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	651	68	386	1126	208	111	607	634	60	605	568
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:	447	651	68	386	1126	208	111	607	634	60	605	568

PCE Module:

AutoPCE:	447	651	68	386	1126	208	111	607	634	60	605	568
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	447	651	68	386	1126	208	111	607	634	60	605	568

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	386	447	1512	1098
MaxVolume:	2146	2102	xxxxxx	xxxxxx
PedVolume:	0	0	0	0
AdjMaxVol:	2146	2102	xxxxxx	xxxxxx
ApproachVol:	1166	1720	xxxxxx	xxxxxx
ApproachDel:	3.7	8.8	xxxxxx	xxxxxx
Queue:	3.5	11.0	xxxx	xxxx



LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #1 Eisenhower Dr (NS) at Avenue 50 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4  
 Optimal Cycle: 100 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
Lanes:	1	0	2	0	1	0	1	0	0	1	0	1

Volume Module:

Base Vol:	20	670	57	102	757	81	93	18	13	81	18	126
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	670	57	102	757	81	93	18	13	81	18	126
Added Vol:	0	45	2	0	40	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	715	59	102	797	81	93	18	13	83	18	126
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:	20	715	59	102	797	81	93	18	13	83	18	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	715	59	102	797	81	93	18	13	83	18	126
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	715	59	102	797	81	93	18	13	83	18	126

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.94	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1758	3700	1573	1758	3700	1573	1758	1007	727	1758	1850	1573

Capacity Analysis Module:

Vol/Sat:	0.01	0.19	0.04	0.06	0.22	0.05	0.05	0.02	0.02	0.05	0.01	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.42	0.42	0.13	0.52	0.52	0.12	0.08	0.08	0.21	0.18	0.18
Volume/Cap:	0.41	0.46	0.09	0.46	0.41	0.10	0.46	0.22	0.22	0.22	0.06	0.46
Delay/Veh:	53.5	20.9	17.4	42.0	14.7	12.1	42.9	43.9	43.9	33.0	34.4	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	20.9	17.4	42.0	14.7	12.1	42.9	43.9	43.9	33.0	34.4	38.2
LOS by Move:	D	C	B	D	B	B	D	D	D	C	C	D
HCM2kAvgQ:	1	8	1	3	7	1	3	1	1	2	0	4

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #2 Eisenhower Dr (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	1	717	48	21	617	0	1	0	4	282	0	63
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	717	48	21	617	0	1	0	4	282	0	63
Added Vol:	0	5	78	36	5	0	0	0	0	88	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	722	126	57	622	0	1	0	4	370	0	104
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	722	126	57	622	0	1	0	4	370	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	722	126	57	622	0	1	0	4	370	0	104
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	722	126	57	622	0	1	0	4	370	0	104

PCE Module:

AutoPCE:	1	722	126	57	622	0	1	0	4	370	0	104
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	1	722	126	57	622	0	1	0	4	370	0	104

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	58	371	1049	724
MaxVolume:	1169	1000	634	809
PedVolume:	0	0	0	0
AdjMaxVol:	1169	1000	634	809
ApproachVol:	849	679	5	474
ApproachDel:	10.8	10.9	5.7	10.5
Queue:	6.8	5.6	0.0	3.9

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Eisenhower Dr (NS) at Ave Montezuma (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 14.1 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	31	510	2	3	634	267	203	0	30	55	27	53
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	510	2	3	634	267	203	0	30	55	27	53
Added Vol:	0	58	13	5	66	22	19	3	0	14	4	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	568	15	8	700	289	222	3	30	69	31	58
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:	31	568	0	8	700	289	222	3	30	69	31	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	568	0	8	700	289	222	3	30	69	31	58
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:	31	568	0	8	700	289	222	3	30	69	31	58

PCE Module:

AutoPCE:	31	568	0	8	700	289	222	3	30	69	31	58
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	31	568	0	8	700	289	222	3	30	69	31	58

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	233	131	777	821
MaxVolume:	1074	1129	780	757
PedVolume:	0	0	0	0
AdjMaxVol:	1074	1129	780	757
ApproachVol:	599	997	255	158
ApproachDel:	7.5	21.1	6.8	6.0
Queue:	3.6	12.8	1.4	0.8

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4 Eisenhower Dr (NS) at Calle Sinaloa (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 13.3 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	0	408	69	40	553	90	19	93	0	314	103	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	408	69	40	553	90	19	93	0	314	103	99
Added Vol:	0	45	34	0	51	29	26	70	0	39	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	453	103	40	604	119	45	163	0	353	183	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	453	103	40	604	119	45	163	0	353	183	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	453	103	40	604	119	45	163	0	353	183	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	453	103	40	604	119	45	163	0	353	183	99

PCE Module:

AutoPCE:	0	453	103	40	604	119	45	163	0	353	183	99
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	453	103	40	604	119	45	163	0	353	183	99

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	248	536	997	498
MaxVolume:	1066	911	662	931
PedVolume:	0	0	0	0
AdjMaxVol:	1066	911	662	931
ApproachVol:	556	763	208	635
ApproachDel:	7.0	20.6	7.9	11.7
Queue:	3.1	10.0	1.3	5.6

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #5 Avenida Bermudas (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 10.7 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	48	11	129	44	8	34	10	161	34	211	290	52
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:	48	11	129	44	8	34	10	161	34	211	290	52
Added Vol:	19	78	95	106	88	44	39	101	17	94	116	113
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	89	224	150	96	78	49	262	51	305	406	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:	67	89	224	150	96	78	49	262	51	305	406	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	89	224	150	96	78	49	262	51	305	406	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:	67	89	224	150	96	78	49	262	51	305	406	165

PCE Module:

AutoPCE:	67	89	224	150	96	78	49	262	51	305	406	165
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	67	89	224	150	96	78	49	262	51	305	406	165

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	461	778	551	205
MaxVolume:	951	780	902	1089
PedVolume:	0	0	0	0
AdjMaxVol:	951	780	902	1089
ApproachVol:	380	324	362	876
ApproachDel:	6.3	7.9	6.6	15.3
Queue:	1.9	2.1	2.0	9.2

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ave Bermudas (NS) at Calle Sinaloa/Ave 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 23.2 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign										
Lanes:	1			1			1			1										

Volume Module:

Base Vol:	6	73	341	40	119	48	23	152	6	439	463	51
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	73	341	40	119	48	23	152	6	439	463	51
Added Vol:	0	119	0	15	135	80	70	34	0	0	39	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	192	341	55	254	128	93	186	6	439	502	68
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:	6	192	0	55	254	128	93	186	6	439	502	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	192	0	55	254	128	93	186	6	439	502	68
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:	6	192	0	55	254	128	93	186	6	439	502	68

PCE Module:

AutoPCE:	6	192	0	55	254	128	93	186	6	439	502	68
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	6	192	0	55	254	128	93	186	6	439	502	68

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	334	947	748	291
MaxVolume:	1020	689	796	1043
PedVolume:	0	0	0	0
AdjMaxVol:	1020	689	796	1043
ApproachVol:	198	437	285	1009
ApproachDel:	4.4	13.9	7.0	35.6
Queue:	0.7	4.6	1.6	17.5

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

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 Intersection #7 Desert Club Dr (NS) at Calle Tampico (EW)  
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Average Delay (sec/veh): 34.7 Level Of Service: D

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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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		

Volume Module:

Base Vol:	41	31	101	120	30	64	57	287	13	125	458	25
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:	41	31	101	120	30	64	57	287	13	125	458	25
Added Vol:	0	0	145	150	0	44	39	264	0	142	279	151
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	31	246	270	30	108	96	551	13	267	737	176
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:	41	31	246	270	30	108	96	551	13	267	737	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	31	246	270	30	108	96	551	13	267	737	176
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:	41	31	246	270	30	108	96	551	13	267	737	176

PCE Module:

AutoPCE:	41	31	246	270	30	108	96	551	13	267	737	176
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	41	31	246	270	30	108	96	551	13	267	737	176

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	917	1045	567	168
MaxVolume:	705	636	894	1109
PedVolume:	0	0	0	0
AdjMaxVol:	705	636	894	1109
ApproachVol:	318	408	660	1180
ApproachDel:	9.2	15.2	14.5	59.5
Queue:	2.4	4.6	6.9	25.9

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Desert Club Dr (NS) at Avenue 52 (EW)  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.404  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	0	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	6	4	49	0	78	41	492	0	12	875	65
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	6	4	49	0	78	41	492	0	12	875	65
Added Vol:	0	0	0	45	0	39	34	15	0	0	17	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	6	4	94	0	117	75	507	0	12	892	108
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	6	4	94	0	117	75	507	0	12	892	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	4	94	0	117	75	507	0	12	892	108
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	6	4	94	0	117	75	507	0	12	892	108

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	1.00	0.95	0.95	0.71	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.60	0.40	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1050	700	1308	0	1573	1758	3700	1850	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.07	0.00	0.07	0.04	0.14	0.00	0.01	0.24	0.07
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.18	0.18	0.18	0.00	0.18	0.11	0.67	0.00	0.03	0.60	0.60
Volume/Cap:	0.00	0.03	0.03	0.40	0.00	0.42	0.40	0.20	0.00	0.20	0.40	0.12
Delay/Veh:	0.0	34.0	34.0	37.6	0.0	37.5	43.2	6.4	0.0	48.8	10.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.0	34.0	37.6	0.0	37.5	43.2	6.4	0.0	48.8	10.8	8.8
LOS by Move:	A	C	C	D	A	D	D	A	A	D	B	A
HCM2kAvgQ:	0	0	0	3	0	4	3	3	0	1	7	1

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Washington St (NS) at Avenue 48 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4  
 Optimal Cycle: 100 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			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	2	0	3	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	2539	698	156	2330	0	0	0	0	860	0	259
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	2539	698	156	2330	0	0	0	0	860	0	259
Added Vol:	0	208	100	0	239	0	0	0	0	92	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2747	798	156	2569	0	0	0	0	952	0	259
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	2747	798	156	2569	0	0	0	0	952	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2747	798	156	2569	0	0	0	0	952	0	259
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	2747	798	156	2569	0	0	0	0	952	0	259

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	1.00	0.97	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.32	0.68	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4154	1207	3515	5550	0	0	0	0	5273	0	1573

Capacity Analysis Module:

Vol/Sat:	0.00	0.66	0.66	0.04	0.46	0.00	0.00	0.00	0.00	0.18	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.66	0.66	0.04	0.70	0.00	0.00	0.00	0.00	0.18	0.00	0.22
Volume/Cap:	0.00	1.01	1.01	1.01	0.66	0.00	0.00	0.00	0.00	1.01	0.00	0.74
Delay/Veh:	0.0	34.0	34.0	122.0	8.8	0.0	0.0	0.0	0.0	72.0	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.0	34.0	122.0	8.8	0.0	0.0	0.0	0.0	72.0	0.0	44.1
LOS by Move:	A	C	C	F	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	46	46	5	15	0	0	0	0	15	0	9

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Washington St (NS) at Eisenhower Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3  
 Optimal Cycle: 100 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	2	0	1!	0	0	1!

Volume Module:

Base Vol:	35	2090	12	36	1847	1307	1120	1	18	2	5	27
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	2090	12	36	1847	1307	1120	1	18	2	5	27
Added Vol:	0	307	0	0	332	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2397	12	36	2179	1307	1120	1	18	2	5	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:	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	2397	12	36	2179	1307	1120	1	18	2	5	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	2397	12	36	2179	1307	1120	1	18	2	5	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:	35	2397	12	36	2179	1307	1120	1	18	2	5	27

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.95	0.89	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	2.50	1.50	2.95	0.01	0.04	0.06	0.15	0.79
Final Sat.:	1758	5550	1573	1758	4367	2619	5193	4	81	97	242	1308

Capacity Analysis Module:

Vol/Sat:	0.02	0.43	0.01	0.02	0.50	0.50	0.22	0.22	0.22	0.02	0.02	0.02
Crit Moves:	****			****					****	****		
Green/Cycle:	0.02	0.55	0.55	0.03	0.55	0.55	0.25	0.25	0.25	0.02	0.02	0.02
Volume/Cap:	0.91	0.79	0.01	0.79	0.91	0.91	0.88	0.91	0.91	0.91	0.91	0.91
Delay/Veh:	157.2	19.6	10.4	109.3	23.9	23.9	43.4	46.4	46.4	159.0	159	159.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.2	19.6	10.4	109.3	23.9	23.9	43.4	46.4	46.4	159.0	159	159.0
LOS by Move:	F	B	B	F	C	C	D	D	D	F	F	F
HCM2kAvgQ:	3	21	0	3	28	28	14	16	16	3	3	3

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

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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Washington St (NS) at Avenue 50 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3  
 Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	2	0	1	1	1	0

Volume Module:

Base Vol:	2	2486	422	612	1131	17	28	111	8	258	32	632
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	2486	422	612	1131	17	28	111	8	258	32	632
Added Vol:	0	352	124	0	371	0	0	2	0	126	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2838	546	612	1502	17	28	113	8	384	34	632
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:	2	2838	546	612	1502	17	28	113	8	384	34	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2838	546	612	1502	17	28	113	8	384	34	632
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	2838	546	612	1502	17	28	113	8	384	34	632

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	1.00	0.95	0.99	0.99	0.95	0.86	0.86
Lanes:	1.00	3.00	1.00	2.00	2.97	0.03	2.00	1.87	0.13	2.00	1.00	2.00
Final Sat.:	1758	5550	1573	3515	5477	62	3515	3421	242	3515	1587	3175

Capacity Analysis Module:

Vol/Sat:	0.00	0.51	0.35	0.17	0.27	0.27	0.01	0.03	0.03	0.11	0.02	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.52	0.52	0.18	0.69	0.69	0.03	0.03	0.03	0.11	0.11	0.29
Volume/Cap:	0.40	0.99	0.67	0.99	0.40	0.40	0.23	0.99	0.99	0.99	0.20	0.70
Delay/Veh:	94.0	37.2	19.9	73.3	6.6	6.6	47.9	125	124.8	85.9	40.5	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	37.2	19.9	73.3	6.6	6.6	47.9	125	124.8	85.9	40.5	34.1
LOS by Move:	F	D	B	E	A	A	D	F	F	F	D	C
HCM2kAvgQ:	0	36	13	14	7	7	1	4	4	10	1	10

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

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LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #12 Washington St (NS) at Calle Tampico (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6  
 Optimal Cycle: 100 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	2	1	0	1	0	1

Volume Module:

Base Vol:	94	1045	90	39	1138	354	342	121	90	51	65	47
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:	94	1045	90	39	1138	354	342	121	90	51	65	47
Added Vol:	59	0	0	0	0	471	450	90	59	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1045	90	39	1138	825	792	211	149	51	144	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:	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:	153	1045	90	39	1138	825	792	211	149	51	144	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1045	90	39	1138	825	792	211	149	51	144	47
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:	153	1045	90	39	1138	825	792	211	149	51	144	47

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.95	0.96	0.96
Lanes:	1.00	2.76	0.24	1.00	2.00	1.00	2.37	0.63	1.00	1.00	0.75	0.25
Final Sat.:	1758	5049	435	1758	3700	1573	4216	1123	1573	1758	1343	438

Capacity Analysis Module:

Vol/Sat:	0.09	0.21	0.21	0.02	0.31	0.52	0.19	0.19	0.09	0.03	0.11	0.11
Crit Moves:	****					****	****					****
Green/Cycle:	0.10	0.45	0.45	0.05	0.39	0.61	0.22	0.22	0.22	0.13	0.13	0.13
Volume/Cap:	0.86	0.46	0.46	0.46	0.78	0.86	0.86	0.86	0.43	0.23	0.86	0.86
Delay/Veh:	75.3	19.4	19.4	50.3	29.4	23.4	43.9	43.9	34.5	39.9	69.1	69.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	19.4	19.4	50.3	29.4	23.4	43.9	43.9	34.5	39.9	69.1	69.1
LOS by Move:	E	B	B	D	C	C	D	D	C	D	E	E
HCM2kAvgQ:	7	8	8	2	17	23	13	13	4	2	8	8

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #13 Washington St (NS) at Ave La Fonda (EW)  
 \*\*\*\*\*

Average Delay (sec/veh):           0.6           Worst Case Level Of Service: B[ 12.8]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	3	0	0	1	0	2	1	0	0	0	0	0	1

Volume Module:

Base Vol:	24	1229	0	0	1218	61	0	0	92	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:	24	1229	0	0	1218	61	0	0	92	0	0	0
Added Vol:	4	59	0	0	59	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1288	0	0	1277	61	0	0	95	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	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:	28	1288	0	0	1277	61	0	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	1288	0	0	1277	61	0	0	95	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1338	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	456	xxxx	xxxx	xxxxxx
Potent Cap.:	522	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	557	xxxx	xxxx	xxxxxx
Move Cap.:	522	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	557	xxxx	xxxx	xxxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxxx			
Control Del:	12.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	12.8	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			12.8			xxxxxxx					
ApproachLOS:	*			*			B			*					

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Washington St (NS) at Avenue 52 (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.3  
 Optimal Cycle: 100 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	7	65	62	820	43	447	266	274	5	107	498	922
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	65	62	820	43	447	266	274	5	107	498	922
Added Vol:	0	0	0	62	0	0	0	60	0	0	60	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	65	62	882	43	447	266	334	5	107	558	986
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:	7	65	62	882	43	447	266	334	5	107	558	986
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	65	62	882	43	447	266	334	5	107	558	986
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	65	62	882	43	447	266	334	5	107	558	986

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	0.05	0.49	0.46	1.91	0.09	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	90	838	800	3366	164	3145	3515	3700	1573	1758	3700	1573

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.26	0.26	0.14	0.08	0.09	0.00	0.06	0.15	0.63
Crit Moves:	****			****			****					****
Green/Cycle:	0.08	0.08	0.08	0.28	0.28	0.36	0.08	0.28	0.28	0.19	0.39	0.68
Volume/Cap:	0.93	0.93	0.93	0.93	0.93	0.39	0.93	0.32	0.01	0.32	0.38	0.93
Delay/Veh:	99.4	99.4	99.4	49.3	49.3	23.8	80.5	28.4	25.8	35.4	21.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.4	99.4	99.4	49.3	49.3	23.8	80.5	28.4	25.8	35.4	21.9	27.9
LOS by Move:	F	F	F	D	D	C	F	C	C	D	C	C
HCM2kAvgQ:	7	7	7	18	18	5	7	4	0	3	6	31

\*\*\*\*\*

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

\*\*\*\*\*

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #15 Jefferson St (NS) at Avenue 50 (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5  
 Optimal Cycle: 100 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
Lanes:	1	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	162	1500	301	439	1603	296	192	585	122	458	565	285
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:	162	1500	301	439	1603	296	192	585	122	458	565	285
Added Vol:	0	3	0	0	4	62	61	65	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1503	301	439	1607	358	253	650	122	458	631	285
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:	162	1503	301	439	1607	358	253	650	122	458	631	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1503	301	439	1607	358	253	650	122	458	631	285
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:	162	1503	301	439	1607	358	253	650	122	458	631	285

Saturation Flow Module:

Sat/Lane:	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.38	0.62
Final Sat.:	1758	5550	1573	3515	5550	1573	3515	3700	1573	3515	2429	1097

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.19	0.12	0.29	0.23	0.07	0.18	0.08	0.13	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.31	0.31	0.14	0.35	0.35	0.08	0.22	0.22	0.16	0.30	0.30
Volume/Cap:	0.84	0.87	0.61	0.87	0.84	0.66	0.87	0.80	0.35	0.80	0.87	0.87
Delay/Veh:	69.4	37.3	31.5	56.4	33.4	30.6	68.0	42.5	33.6	48.0	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	37.3	31.5	56.4	33.4	30.6	68.0	42.5	33.6	48.0	40.8	40.8
LOS by Move:	E	D	C	E	C	C	E	D	C	D	D	D
HCM2kAvgQ:	7	18	9	9	18	10	6	12	3	9	16	16

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

LA QUINTA VILLAGE BUILD-OUT PLAN  
 General Plan Buildout With Project (Preferred Circulation)  
 Evening Peak Hour

Level Of Service Computation Report

FHWA Roundabout Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #16 Jefferson St (NS) at Avenue 52 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 29.0 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:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	2			2			3			3		

Volume Module:

Base Vol:	569	997	102	324	1520	251	68	627	636	38	894	567
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:	569	997	102	324	1520	251	68	627	636	38	894	567
Added Vol:	40	0	0	0	0	4	3	74	45	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	609	997	102	324	1520	255	71	701	681	38	974	567
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:	609	997	102	324	1520	255	71	701	681	38	974	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	609	997	102	324	1520	255	71	701	681	38	974	567
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:	609	997	102	324	1520	255	71	701	681	38	974	567

PCE Module:

AutoPCE:	609	997	102	324	1520	255	71	701	681	38	974	567
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	609	997	102	324	1520	255	71	701	681	38	974	567

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	324	609	1844	1606
MaxVolume:	2191	1986	xxxxxx	xxxxxx
PedVolume:	0	0	0	0
AdjMaxVol:	2191	1986	xxxxxx	xxxxxx
ApproachVol:	1708	2099	xxxxxx	xxxxxx
ApproachDel:	7.2	46.7	xxxxxx	xxxxxx
Queue:	9.2	36.0	xxxx	xxxx





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