APPENDIX A

TRAFFIC COUNT WORKSHEETS

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Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/10/09	NORTH & SOUTH:	MADISON	LOCATION #:	1
TUESDAY	EAST & WEST:	56TH	CONTROL:	SIGNAL

NOTES: NL = U-TURN ONLY

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND MADISON			SOUTHBOUND MADISON			EASTBOUND 56TH			WESTBOUND 56TH			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	10:00 AM													0
	10:15 AM													0
	10:30 AM													0
	10:45 AM													0
	11:00 AM													0
	11:15 AM													0
	11:30 AM													0
	11:45 AM													0
	12:00 PM													0
	12:15 PM													0
	12:30 PM													0
	12:45 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	2:30 PM		62	4	16	62					3		20	167
	2:45 PM		57	6	14	79					3		22	181
	3:00 PM		54	5	21	71					3		29	183
	3:15 PM		56	1	17	67					4		19	164
	3:30 PM		65	7	14	73					8		26	193
	3:45 PM		65	1	21	65					3		19	174
	4:00 PM		67	4	12	75					3		17	178
	4:15 PM		54	4	7	70					4		29	168
	4:30 PM		56	0	16	63					1		22	158
	4:45 PM		60	0	20	62					2		25	169
	5:00 PM		57	3	12	58					4		24	158
	5:15 PM		66	2	18	63					0		21	170
	VOLUMES	0	719	37	188	808	0	0	0	0	38	0	273	2,063
	APPROACH %	0%	95%	5%	19%	81%	0%	0%	0%	0%	12%	0%	88%	
	APP/DEPART	756	/	992	996	/	846	0	/	225	311	/	0	0
	BEGIN PEAK HR		2:45 PM											
	VOLUMES	0	232	19	66	290	0	0	0	0	18	0	96	721
	APPROACH %	0%	92%	8%	19%	81%	0%	0%	0%	0%	16%	0%	84%	
	PEAK HR FACTOR		0.872			0.957			0.000			0.838		0.934
	APP/DEPART	251	/	328	356	/	308	0	/	85	114	/	0	0

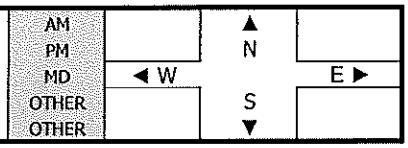
Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/10/09	NORTH & SOUTH:	MADISON	LOCATION #:	2
TUESDAY	EAST & WEST:	58TH	CONTROL:	4-WAY STOP

NOTES:

AM / PM / MD / OTHER / OTHER



		NORTHBOUND MADISON			SOUTHBOUND MADISON			EASTBOUND 58TH			WESTBOUND 58TH			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 1	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	10:00 AM													0
	10:15 AM													0
	10:30 AM													0
	10:45 AM													0
	11:00 AM													0
	11:15 AM													0
	11:30 AM													0
	11:45 AM													0
	12:00 PM													0
	12:15 PM													0
	12:30 PM													0
	12:45 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	2:30 PM	0	31	4	12	40	3	16	19	2	1	1	15	144
	2:45 PM	0	27	1	13	45	14	16	11	1	1	1	12	142
	3:00 PM	0	31	0	14	51	4	10	14	1	1	3	9	138
	3:15 PM	1	22	0	10	38	7	21	10	1	1	2	12	125
	3:30 PM	0	22	1	15	36	7	11	4	1	0	2	30	129
	3:45 PM	1	30	0	13	30	9	8	5	0	0	2	12	110
	4:00 PM	0	40	1	12	44	10	11	7	1	0	3	13	142
	4:15 PM	0	27	0	6	41	17	7	4	1	0	1	9	113
	4:30 PM	0	22	0	10	26	5	13	4	1	0	0	10	91
	4:45 PM	0	23	2	5	37	7	11	5	1	2	0	17	110
	5:00 PM	0	25	0	4	26	9	8	6	1	2	2	14	97
	5:15 PM	1	34	0	9	31	6	10	3	1	0	2	9	106
	VOLUMES	3	334	9	123	445	98	142	92	12	8	19	162	1,447
	APPROACH %	1%	97%	3%	18%	67%	15%	58%	37%	5%	4%	10%	86%	
	APP/DEPART	346	/	638	666	/	465	246	/	224	189	/	120	0
	BEGIN PEAK HR		2:30 PM											
	VOLUMES	1	111	5	49	174	28	63	54	5	4	7	48	549
	APPROACH %	1%	95%	4%	20%	69%	11%	52%	44%	4%	7%	12%	81%	
	PEAK HR FACTOR		0.836			0.872			0.824			0.868		0.953
	APP/DEPART	117	/	222	251	/	183	122	/	108	59	/	36	0

Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/10/09	NORTH & SOUTH:	MADISON	LOCATION #:	3
TUESDAY	EAST & WEST:	60TH	CONTROL:	3-WAY STOP

NOTES: W-LEG(EB) IS A DIRT ROAD

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND MADISON			SOUTHBOUND MADISON			EASTBOUND 60TH			WESTBOUND 60TH			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	10:00 AM													0
	10:15 AM													0
	10:30 AM													0
	10:45 AM													0
	11:00 AM													0
	11:15 AM													0
	11:30 AM													0
	11:45 AM													0
	12:00 PM													0
	12:15 PM													0
	12:30 PM													0
	12:45 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	2:30 PM				43		0	2	0			1	33	79
	2:45 PM				43		0	1	0			0	25	69
	3:00 PM				50		0	0	0			0	24	74
	3:15 PM				40		0	0	2			0	25	67
	3:30 PM				42		1	1	0			0	21	65
	3:45 PM				49		0	0	0			0	28	77
	4:00 PM				40		0	0	0			0	35	75
	4:15 PM				39		0	0	0			0	30	69
	4:30 PM				34		0	0	0			0	26	60
	4:45 PM				33		0	0	0			0	29	62
	5:00 PM				31		1	0	1			1	18	52
	5:15 PM				35		0	2	0			0	31	68
	VOLUMES	0	0	0	479	0	2	6	3	0	0	2	325	817
	APPROACH %	0%	0%	0%	100%	0%	0%	67%	33%	0%	0%	1%	99%	
	APP/DEPART	0	/	331	481	/	0	9	/	482	327	/	4	0
	BEGIN PEAK HR		2:30 PM											
	VOLUMES	0	0	0	176	0	0	3	2	0	0	1	107	289
	APPROACH %	0%	0%	0%	100%	0%	0%	60%	40%	0%	0%	1%	99%	
	PEAK HR FACTOR		0.000			0.880			0.625			0.794		0.915
	APP/DEPART	0	/	110	176	/	0	5	/	178	108	/	1	0

Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/10/09	NORTH & SOUTH:	MONROE	LOCATION #:	4
TUESDAY	EAST & WEST:	58TH	CONTROL:	4-WAY STOP

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ S ▼ W ◄ E ►

		NORTHBOUND MONROE			SOUTHBOUND MONROE			EASTBOUND 58TH			WESTBOUND 58TH			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	10:00 AM													0
	10:15 AM													0
	10:30 AM													0
	10:45 AM													0
	11:00 AM													0
	11:15 AM													0
	11:30 AM													0
	11:45 AM													0
	12:00 PM													0
	12:15 PM													0
	12:30 PM													0
	12:45 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	2:30 PM	2	8	1	2	7	3	17	19	0	1	4	2	66
	2:45 PM	1	12	0	6	16	7	12	18	2	0	10	2	86
	3:00 PM	3	13	3	3	10	9	8	21	4	1	10	1	86
	3:15 PM	1	16	3	3	14	4	9	14	6	1	10	2	83
	3:30 PM	4	12	5	2	11	11	11	18	0	1	9	2	86
	3:45 PM	3	12	2	5	14	5	10	11	2	1	12	7	84
	4:00 PM	0	14	2	2	9	8	10	17	2	1	8	3	76
	4:15 PM	1	15	0	5	9	5	6	11	1	1	3	4	61
	4:30 PM	1	12	1	0	3	7	4	10	1	0	4	1	44
	4:45 PM	1	9	0	3	10	4	8	8	3	1	5	3	55
	5:00 PM	2	14	1	2	4	1	7	16	2	1	4	1	55
	5:15 PM	2	8	5	1	7	0	6	13	0	1	2	3	48
	VOLUMES	21	145	23	34	114	64	108	176	23	10	81	31	830
	APPROACH %	11%	77%	12%	16%	54%	30%	35%	57%	7%	8%	66%	25%	
	APP/DEPART	189	/	284	212	/	147	307	/	233	122	/	166	0
	BEGIN PEAK HR		2:45 PM											
	VOLUMES	9	53	11	14	51	31	40	71	12	3	39	7	341
	APPROACH %	12%	73%	15%	15%	53%	32%	33%	58%	10%	6%	80%	14%	
	PEAK HR FACTOR		0.869			0.828			0.932			0.942		0.991
	APP/DEPART	73	/	100	96	/	66	123	/	96	49	/	79	0

Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/21/09	NORTH & SOUTH:	MADISON	LOCATION #:	1
SATURDAY	EAST & WEST:	AIRPORT/56TH	CONTROL:	SIGNAL

NOTES: NL = U-TURN ONLY

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND MADISON			SOUTHBOUND MADISON			EASTBOUND AIRPORT/56TH			WESTBOUND AIRPORT/56TH			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	11:30 AM													0
	11:45 AM													0
	12:00 PM	0	43	2	9	48					1		11	114
	12:15 PM	0	58	4	10	52					4		13	141
	12:30 PM	0	60	4	11	59					3		26	163
	12:45 PM	0	64	5	17	62					2		16	166
	1:00 PM	0	59	4	10	57					3		22	155
	1:15 PM	0	60	3	7	54					1		17	142
	1:30 PM	0	64	2	12	64					4		17	163
	1:45 PM	0	59	1	11	52					3		20	146
	2:00 PM													0
	2:15 PM													0
	VOLUMES	0	467	25	87	448	0	0	0	0	21	0	142	1,190
	APPROACH %	0%	95%	5%	16%	84%	0%	0%	0%	0%	13%	0%	87%	
	APP/DEPART	492	/	609	535	/	469	0	/	112	163	/	0	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	0	247	14	46	237	0	0	0	0	10	0	72	626
	APPROACH %	0%	95%	5%	16%	84%	0%	0%	0%	0%	12%	0%	88%	
	PEAK HR FACTOR		0.946			0.896			0.000			0.707		0.943
	APP/DEPART	261	/	319	283	/	247	0	/	60	82	/	0	0
PM	2:30 PM													0
	2:45 PM													0
	3:00 PM													0
	3:15 PM													0
	3:30 PM													0
	3:45 PM													0
	4:00 PM													0
	4:15 PM													0
	4:30 PM													0
	4:45 PM													0
	5:00 PM													0
	5:15 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/21/09	NORTH & SOUTH:	MADISON	LOCATION #:	2
SATURDAY	EAST & WEST:	58TH	CONTROL:	4-WAY STOP

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND MADISON			SOUTHBOUND MADISON			EASTBOUND 58TH			WESTBOUND 58TH			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 1	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	11:30 AM													0
	11:45 AM													0
	12:00 PM	3	28	1	6	33	8	6	5	4	2	2	5	103
	12:15 PM	2	23	1	5	25	8	8	7	0	0	2	8	89
	12:30 PM	0	30	1	5	32	7	13	6	0	0	3	5	102
	12:45 PM	1	31	0	3	24	8	11	3	1	0	2	9	93
	1:00 PM	1	34	0	5	31	9	9	5	1	0	2	9	106
	1:15 PM	2	31	0	10	22	5	10	1	0	0	3	6	90
	1:30 PM	1	31	0	6	32	14	10	5	1	2	1	6	109
	1:45 PM	2	26	1	3	27	8	14	3	2	0	3	3	92
	2:00 PM													0
	2:15 PM													0
	VOLUMES	12	234	4	43	226	67	81	35	9	4	18	51	784
	APPROACH %	5%	94%	2%	13%	67%	20%	65%	28%	7%	5%	25%	70%	
	APP/DEPART	250	/	366	336	/	239	125	/	82	73	/	97	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	5	127	0	24	109	36	40	14	3	2	8	30	398
	APPROACH %	4%	96%	0%	14%	64%	21%	70%	25%	5%	5%	20%	75%	
	PEAK HR FACTOR		0.943			0.813			0.891			0.909		0.913
	APP/DEPART	132	/	197	169	/	114	57	/	38	40	/	49	0
PM	2:30 PM													0
	2:45 PM													0
	3:00 PM													0
	3:15 PM													0
	3:30 PM													0
	3:45 PM													0
	4:00 PM													0
	4:15 PM													0
	4:30 PM													0
	4:45 PM													0
	5:00 PM													0
	5:15 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	LA QUINTA	PROJECT #:	CA09-0213-2
2/21/09	NORTH & SOUTH:	MADISON	LOCATION #:	3
SATURDAY	EAST & WEST:	60TH	CONTROL:	3-WAY STOP

NOTES: W-LEG(EB) IS A DIRT ROAD

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND MADISON			SOUTHBOUND MADISON			EASTBOUND 60TH			WESTBOUND 60TH			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	11:30 AM													0
	11:45 AM													0
	12:00 PM				35		1	0	0			0	31	67
	12:15 PM				24		0	1	0			0	22	47
	12:30 PM				29		1	1	0			0	24	55
	12:45 PM				34		0	0	1			1	26	62
	1:00 PM				41		0	0	1			1	26	69
	1:15 PM				23		1	0	1			1	19	45
	1:30 PM				31		0	1	0			0	26	58
	1:45 PM				31		0	0	0			0	23	54
	2:00 PM													0
	2:15 PM													0
	VOLUMES	0	0	0	248	0	3	3	3	0	0	3	197	457
	APPROACH %	0%	0%	0%	99%	0%	1%	50%	50%	0%	0%	2%	99%	
	APP/DEPART	0	/	200	251	/	0	6	/	251	200	/	6	0
	BEGIN PEAK HR		12:45 PM											
	VOLUMES	0	0	0	129	0	1	1	3	0	0	3	97	234
	APPROACH %	0%	0%	0%	99%	0%	1%	25%	75%	0%	0%	3%	97%	
	PEAK HR FACTOR		0.000			0.793			1.000			0.926		0.848
	APP/DEPART	0	/	98	130	/	0	4	/	132	100	/	4	0
PM	2:30 PM													0
	2:45 PM													0
	3:00 PM													0
	3:15 PM													0
	3:30 PM													0
	3:45 PM													0
	4:00 PM													0
	4:15 PM													0
	4:30 PM													0
	4:45 PM													0
	5:00 PM													0
	5:15 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

Intersection Turning Movement

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:		PROJECT #:	
2/21/09	NORTH & SOUTH:	LA QUINTA	LOCATION #:	CA09-0213-2
SATURDAY	EAST & WEST:	MONROE / 58TH	CONTROL:	4-WAY STOP

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

		NORTHBOUND MONROE			SOUTHBOUND MONROE			EASTBOUND 58TH			WESTBOUND 58TH			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	6:30 AM													0
	6:45 AM													0
	7:00 AM													0
	7:15 AM													0
	7:30 AM													0
	7:45 AM													0
	8:00 AM													0
	8:15 AM													0
	8:30 AM													0
	8:45 AM													0
	9:00 AM													0
	9:15 AM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
MIDDAY	11:30 AM													0
	11:45 AM													0
	12:00 PM	5	12	6	1	10	0	4	7	1	0	4	2	52
	12:15 PM	2	10	2	0	9	0	5	7	1	1	7	3	47
	12:30 PM	1	4	0	0	11	0	4	8	0	0	7	4	39
	12:45 PM	4	12	3	0	5	1	3	5	0	1	6	4	44
	1:00 PM	4	6	5	0	10	0	3	6	2	0	7	2	45
	1:15 PM	2	7	1	1	7	1	4	7	1	1	6	8	46
	1:30 PM	2	8	1	0	5	3	6	5	0	1	6	3	40
	1:45 PM	2	7	2	0	9	0	1	6	0	2	4	3	36
	2:00 PM													0
	2:15 PM													0
	VOLUMES	22	66	20	2	66	5	30	51	5	6	47	29	349
	APPROACH %	20%	61%	19%	3%	90%	7%	35%	59%	6%	7%	57%	35%	
	APP/DEPART	108	/	125	73	/	77	86	/	73	82	/	74	0
	BEGIN PEAK HR		12:00 PM											
	VOLUMES	12	38	11	1	35	1	16	27	2	2	24	13	182
	APPROACH %	20%	62%	18%	3%	95%	3%	36%	60%	4%	5%	62%	33%	
	PEAK HR FACTOR		0.663			0.841			0.865			0.886		0.875
	APP/DEPART	61	/	67	37	/	39	45	/	39	39	/	37	0
PM	2:30 PM													0
	2:45 PM													0
	3:00 PM													0
	3:15 PM													0
	3:30 PM													0
	3:45 PM													0
	4:00 PM													0
	4:15 PM													0
	4:30 PM													0
	4:45 PM													0
	5:00 PM													0
	5:15 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

TUSEDAY - FEBRUARY 10 , 2009 CITY: LA QUINTA PROJECT: CA09-0213-2-001

MADISON N/O 58TH

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		1					12:00	53		49				
00:15	1		4					12:15	51		46				
00:30	1		4					12:30	53		53				
00:45	1	5	1	10			15	12:45	47	204	56	204			408
01:00	0		2					13:00	52		32				
01:15	1		2					13:15	59		54				
01:30	0		0					13:30	62		56				
01:45	0	1	0	4			5	13:45	57	230	57	199			429
02:00	0		0					14:00	48		62				
02:15	0		1					14:15	49		52				
02:30	0		0					14:30	46		48				
02:45	0	0	0	1			1	14:45	48	191	50	212			403
03:00	1		0					15:00	58		60				
03:15	1		0					15:15	60		63				
03:30	2		1					15:30	65		68				
03:45	0	4	1	2			6	15:45	60	243	62	253			496
04:00	1		1					16:00	61		64				
04:15	1		1					16:15	55		57				
04:30	1		1					16:30	44		46				
04:45	0	3	8	11			14	16:45	52	212	54	221			433
05:00	12		8					17:00	35		36				
05:15	10		12					17:15	53		55				
05:30	19		14					17:30	46		41				
05:45	8	49	40	74			123	17:45	44	178	49	181			359
06:00	21		17					18:00	39		24				
06:15	33		26					18:15	33		27				
06:30	46		16					18:30	25		28				
06:45	38	138	52	111			249	18:45	16	113	23	102			215
07:00	38		25					19:00	10		27				
07:15	43		48					19:15	11		21				
07:30	49		30					19:30	5		19				
07:45	36	166	54	157			323	19:45	5	31	22	89			120
08:00	35		30					20:00	5		19				
08:15	51		40					20:15	7		14				
08:30	45		54					20:30	4		18				
08:45	58	189	43	167			356	20:45	3	19	20	71			90
09:00	61		41					21:00	3		18				
09:15	47		42					21:15	1		13				
09:30	58		39					21:30	3		9				
09:45	51	217	38	160			377	21:45	5	12	15	55			67
10:00	40		36					22:00	6		10				
10:15	58		40					22:15	1		6				
10:30	51		48					22:30	1		6				
10:45	47	196	48	172			368	22:45	1	9	5	27			36
11:00	63		44					23:00	2		3				
11:15	69		41					23:15	0		5				
11:30	41		33					23:30	3		1				
11:45	57	230	55	173			403	23:45	0	5	2	11			16
Total Vol.		1198		1042			**2240**			1447		1625			**3072**

Daily Totals

NB	SB	EB	WB	Combined
2645	2667			**5312**

	AM			PM		
Split %	53.5%	46.5%	**42.2%**	47.1%	52.9%	**57.8%**
Peak Hour	10:30	11:45	**11:45**	15:15	15:15	**15:15**
Volume	230	203	**417**	246	257	**503**
P.H.F.	0.83	0.92	**0.93**	0.94	0.94	**0.95**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUSEDAY - FEBRUARY 10 , 2009 CITY: LA QUINTA PROJECT: CA09-0213-2-002

MADISON S/O 58TH

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		1					12:00	41		29				
00:15	1		2					12:15	46		30				
00:30	0		2					12:30	39		35				
00:45	0	3	0	5			8	12:45	36	162	37	131			293
01:00	1		1					13:00	30		27				
01:15	0		1					13:15	37		35				
01:30	0		0					13:30	41		42				
01:45	0	1	0	2			3	13:45	35	143	38	142			285
02:00	0		0					14:00	37		42				
02:15	2		0					14:15	38		43				
02:30	0		0					14:30	49		28				
02:45	0	2	0	0			2	14:45	22	146	33	146			292
03:00	3		0					15:00	29		40				
03:15	1		0					15:15	18		41				
03:30	1		0					15:30	14		42				
03:45	0	5	1	1			6	15:45	32	93	41	164			257
04:00	1		0					16:00	42		42				
04:15	0		1					16:15	28		43				
04:30	1		0					16:30	17		39				
04:45	6	8	4	5			13	16:45	27	114	41	165			279
05:00	9		1					17:00	23		34				
05:15	10		4					17:15	42		35				
05:30	10		9					17:30	20		30				
05:45	5	34	8	22			56	17:45	18	103	30	129			232
06:00	14		11					18:00	27		19				
06:15	20		9					18:15	25		24				
06:30	24		7					18:30	18		23				
06:45	19	77	17	44			121	18:45	11	81	19	85			166
07:00	18		16					19:00	8		20				
07:15	18		24					19:15	8		18				
07:30	31		14					19:30	5		13				
07:45	23	90	29	83			173	19:45	3	24	13	64			88
08:00	24		14					20:00	3		17				
08:15	30		18					20:15	6		12				
08:30	29		24					20:30	3		22				
08:45	38	121	29	85			206	20:45	3	15	14	65			80
09:00	41		18					21:00	3		18				
09:15	31		23					21:15	2		10				
09:30	39		17					21:30	1		6				
09:45	35	146	19	77			223	21:45	2	8	11	45			53
10:00	27		18					22:00	4		7				
10:15	48		20					22:15	0		4				
10:30	33		24					22:30	0		5				
10:45	31	139	31	93			232	22:45	0	4	3	19			23
11:00	36		31					23:00	0		4				
11:15	40		27					23:15	1		3				
11:30	29		20					23:30	3		1				
11:45	32	137	23	101			238	23:45	0	4	2	10			14
Total Vol.		763		518			**1281**		897		1165				**2062**

Daily Totals

NB	SB	EB	WB	Combined
1660	1683			**3343**

	AM			PM		
Split %	59.6%	40.4%	**38.3%**	43.5%	56.5%	**61.7%**
Peak Hour	11:45	11:45	**11:45**	12:00	15:30	**13:30**
Volume	158	117	**275**	162	168	**316**
P.H.F.	0.86	0.84	**0.90**	0.90	0.98	**0.95**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUSEDAY - FEBRUARY 10 , 2009 CITY: LA QUINTA PROJECT: CA09-0213-2-004

58TH W/O MADISON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			14		18		
00:15			0		0			12:15			11		11		
00:30			1		1			12:30			11		10		
00:45			0	1	0	1	2	12:45			21	57	15	54	111
01:00			0		1			13:00			24		15		
01:15			1		1			13:15			17		12		
01:30			0		0			13:30			46		13		
01:45			0	1	0	2	3	13:45			13	100	16	56	156
02:00			0		0			14:00			22		9		
02:15			0		0			14:15			16		7		
02:30			0		0			14:30			37		16		
02:45			0	0	0	0		14:45			30	105	2	34	139
03:00			0		0			15:00			26		16		
03:15			0		0			15:15			28		8		
03:30			1		1			15:30			16		12		
03:45			0	1	0	1	2	15:45			13	83	12	48	131
04:00			0		1			16:00			17		10		
04:15			0		0			16:15			18		8		
04:30			0		3			16:30			15		7		
04:45			2	2	10	14	16	16:45			13	63	9	34	97
05:00			0		20			17:00			14		7		
05:15			2		2			17:15			13		16		
05:30			0		14			17:30			10		5		
05:45			3	5	11	47	52	17:45			7	44	9	37	81
06:00			1		5			18:00			11		1		
06:15			2		6			18:15			6		4		
06:30			7		9			18:30			4		1		
06:45			5	15	27	47	62	18:45			2	23	2	8	31
07:00			5		9			19:00			2		6		
07:15			13		22			19:15			1		2		
07:30			8		9			19:30			1		4		
07:45			2	28	16	56	84	19:45			0	4	5	17	21
08:00			10		16			20:00			2		0		
08:15			13		14			20:15			3		3		
08:30			13		16			20:30			1		3		
08:45			15	51	12	58	109	20:45			2	8	3	9	17
09:00			6		14			21:00			2		2		
09:15			10		16			21:15			0		4		
09:30			5		14			21:30			1		3		
09:45			10	31	19	63	94	21:45			2	5	2	11	16
10:00			13		16			22:00			3		2		
10:15			16		11			22:15			0		2		
10:30			13		14			22:30			1		2		
10:45			19	61	19	60	121	22:45			0	4	1	7	11
11:00			11		15			23:00			1		0		
11:15			20		13			23:15			0		1		
11:30			8		8			23:30			0		0		
11:45			17	56	19	55	111	23:45			0	1	0	1	2
Total Vol.				252		404	**656**					497		316	**813**

	Daily Totals				
	NB	SB	EB	WB	Combined
			749	720	**1469**
			AM	**PM**	
Split %			38.4%	61.6% **44.7%**	61.1% 38.9% **55.3%**
Peak Hour			10:30	06:30 **10:30**	14:30 13:00 **12:45**
Volume			63	67 **124**	121 56 **163**
P.H.F.			0.79	0.62 **0.82**	0.82 0.88 **0.69**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - FEBRUARY 10 , 2009 CITY: LA QUINTA PROJECT: CA09-0213-2-003

58TH E/O MADISON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			21		14		
00:15			2		0			12:15			14		11		
00:30			1		0			12:30			13		11		
00:45			0	3	0	0	3	12:45			16	64	12	48	112
01:00			1		0			13:00			24		12		
01:15			1		1			13:15			20		8		
01:30			0		0			13:30			19		11		
01:45			0	2	0	1	3	13:45			23	86	13	44	130
02:00			0		0			14:00			18		14		
02:15			3		0			14:15			12		22		
02:30			0		0			14:30			34		24		
02:45			0	3	0	0	3	14:45			31	95	21	81	176
03:00			1		0			15:00			21		23		
03:15			0		0			15:15			24		21		
03:30			0		0			15:30			16		20		
03:45			0	1	0	0	1	15:45			14	75	20	84	159
04:00			0		0			16:00			20		22		
04:15			0		1			16:15			7		13		
04:30			0		2			16:30			10		11		
04:45			1	1	9	12	13	16:45			5	42	12	58	100
05:00			1		15			17:00			15		14		
05:15			5		20			17:15			5		18		
05:30			3		18			17:30			3		16		
05:45			26	35	10	63	98	17:45			6	29	6	54	83
06:00			5		3			18:00			8		3		
06:15			11		10			18:15			3		5		
06:30			5		22			18:30			7		5		
06:45			21	42	24	59	101	18:45			4	22	3	16	38
07:00			12		15			19:00			8		3		
07:15			15		11			19:15			4		3		
07:30			11		14			19:30			1		2		
07:45			13	51	16	56	107	19:45			5	18	2	10	28
08:00			6		12			20:00			2		2		
08:15			12		12			20:15			1		0		
08:30			22		17			20:30			2		1		
08:45			15	55	10	51	106	20:45			2	7	1	4	11
09:00			13		18			21:00			3		2		
09:15			10		12			21:15			4		0		
09:30			17		14			21:30			1		2		
09:45			13	53	18	62	115	21:45			2	10	0	4	14
10:00			14		12			22:00			0		0		
10:15			11		6			22:15			3		0		
10:30			12		14			22:30			1		1		
10:45			14	51	12	44	95	22:45			3	7	2	3	10
11:00			13		16			23:00			3		0		
11:15			12		16			23:15			1		1		
11:30			13		17			23:30			0		0		
11:45			17	55	15	64	119	23:45			1	5	0	1	6
Total Vol.				352		412	**764**					460		407	**867**

Daily Totals

NB	SB	EB	WB	Combined
		812	819	**1631**

	AM			PM		
Split %	46.1%	53.9%	**46.8%**	53.1%	46.9%	**53.2%**
Peak Hour	11:30	06:30	**06:30**	14:30	14:15	**14:30**
Volume	65	72	**125**	110	90	**199**
P.H.F.	0.77	0.75	**0.69**	0.81	0.94	**0.86**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

APPENDIX B

CALCULATION OF INTERSECTION LEVEL OF SERVICE –
FOR EXISTING CONDITIONS

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.192
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	232	19	66	290	0	0	0	0	18	0	96
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	232	19	66	290	0	0	0	0	18	0	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	248	20	71	310	0	0	0	0	19	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	248	20	71	310	0	0	0	0	19	0	103
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	248	20	71	310	0	0	0	0	19	0	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2958	242	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.04	0.10	0.00	0.00	0.00	0.00	0.01	0.00	0.06
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.161
Loss Time (sec):	0	Average Delay (sec/veh):	8.9
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	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:	1	111	5	49	174	28	63	54	5	4	7	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	116	5	51	183	29	66	57	5	4	7	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	116	5	51	183	29	66	57	5	4	7	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	116	5	51	183	29	66	57	5	4	7	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	561	1220	690	594	1136	186	552	597	675	532	1151	649
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.01	0.09	0.16	0.16	0.12	0.09	0.01	0.01	0.01	0.08
Crit Moves:		****			****		****					****
Delay/Veh:	8.8	8.9	7.7	9.1	8.9	8.8	9.7	9.0	7.7	9.1	8.6	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.9	7.7	9.1	8.9	8.8	9.7	9.0	7.7	9.1	8.6	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.9			9.3			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.9			9.3			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.1	0.0	0.1	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.1

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	0	0 1	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	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:	0	0	0	176	0	0	3	2	0	0	1	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	192	0	0	3	2	0	0	1	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	192	0	0	3	2	0	0	1	117
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	0	0	192	0	0	3	2	0	0	1	117
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	1.00	0.00	1.00	1.00	0.00	0.60	0.40	0.00	1.00	1.00	1.00
Final Sat.:	645	709	0	672	739	0	395	263	0	633	693	803
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	xxxx	0.29	0.00	xxxx	0.01	0.01	xxxx	0.00	0.00	0.15
Crit Moves:		****		****				****				****
Delay/Veh:	0.0	0.0	0.0	10.0	0.0	0.0	8.3	8.3	0.0	0.0	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.0	0.0	0.0	8.3	8.3	0.0	0.0	7.7	7.7
LOS by Move:	*	*	*	B	*	*	A	A	*	*	A	A
ApproachDel:	xxxxxx			10.0			8.3			7.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.0			8.3			7.7		
LOS by Appr:	*			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	53	11	14	51	31	40	71	12	3	39	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	53	11	14	51	31	40	71	12	3	39	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	9	53	11	14	51	31	40	72	12	3	39	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	53	11	14	51	31	40	72	12	3	39	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	53	11	14	51	31	40	72	12	3	39	7
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:	0.12	0.73	0.15	0.22	0.78	1.00	0.32	0.58	0.10	0.06	0.80	0.14
Final Sat.:	97	570	118	149	543	819	261	463	78	49	634	114
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.09	0.09	0.04	0.15	0.15	0.15	0.06	0.06	0.06
Crit Moves:			****		****		****				****	
Delay/Veh:	7.9	7.9	7.9	8.3	8.3	7.1	8.1	8.1	8.1	7.6	7.6	7.6
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:	7.9	7.9	7.9	8.3	8.3	7.1	8.1	8.1	8.1	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			7.9			8.1			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			7.9			8.1			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.0	0.2	0.2	0.2	0.1	0.1	0.1

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.165
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	247	14	46	237	0	0	0	0	10	0	72
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	247	14	46	237	0	0	0	0	10	0	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	262	15	49	251	0	0	0	0	11	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	15	49	251	0	0	0	0	11	0	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	15	49	251	0	0	0	0	11	0	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3028	172	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.03	0.08	0.00	0.00	0.00	0.00	0.01	0.00	0.05
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.114
Loss Time (sec):	0	Average Delay (sec/veh):	8.4
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	127	0	24	109	36	40	14	3	2	8	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	5	139	0	26	119	39	44	15	3	2	9	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	139	0	26	119	39	44	15	3	2	9	33
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:	5	139	0	26	119	39	44	15	3	2	9	33
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	1.50	0.50	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	613	1340	770	623	1049	362	573	623	708	566	1229	699
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.04	0.11	0.11	0.08	0.02	0.00	0.00	0.01	0.05
Crit Moves:		****			****		****					****
Delay/Veh:	8.4	8.5	0.0	8.6	8.3	8.0	9.1	8.3	7.5	8.7	8.3	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.5	0.0	8.6	8.3	8.0	9.1	8.3	7.5	8.7	8.3	7.7
LOS by Move:	A	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			8.3			8.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.3			8.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	129	0	1	1	3	0	0	3	97
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	0	0	129	0	1	1	3	0	0	3	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	152	0	1	1	4	0	0	4	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	1	1	4	0	0	4	114
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	0	0	152	0	1	1	4	0	0	4	114
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	1.00	0.00	1.00	0.00	1.00	0.25	0.75	0.00	1.00	1.00	1.00
Final Sat.:	652	715	0	672	0	865	172	515	0	649	712	829
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	xxxx	0.23	xxxx	0.00	0.01	0.01	xxxx	0.00	0.00	0.14
Crit Moves:		****		****			****					****
Delay/Veh:	0.0	0.0	0.0	9.5	0.0	6.8	8.1	8.1	0.0	0.0	7.6	7.6
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:	0.0	0.0	0.0	9.5	0.0	6.8	8.1	8.1	0.0	0.0	7.6	7.6
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			9.4			8.1			7.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.4			8.1			7.6		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.083
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	38	11	1	35	1	16	27	2	2	24	13
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	38	11	1	35	1	16	27	2	2	24	13
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:	14	43	13	1	40	1	18	31	2	2	27	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	43	13	1	40	1	18	31	2	2	27	15
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:	14	43	13	1	40	1	18	31	2	2	27	15
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:	0.20	0.62	0.18	0.03	0.97	1.00	0.36	0.60	0.04	0.05	0.62	0.33
Final Sat.:	166	525	152	21	720	869	294	497	37	45	537	291
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.06	0.06	0.00	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:		****		****				****		****		
Delay/Veh:	7.5	7.5	7.5	7.7	7.7	6.8	7.5	7.5	7.5	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.7	7.7	6.8	7.5	7.5	7.5	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.7			7.5			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.7			7.5			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

APPENDIX C

TRAFFIC SIGNAL WARRANTS

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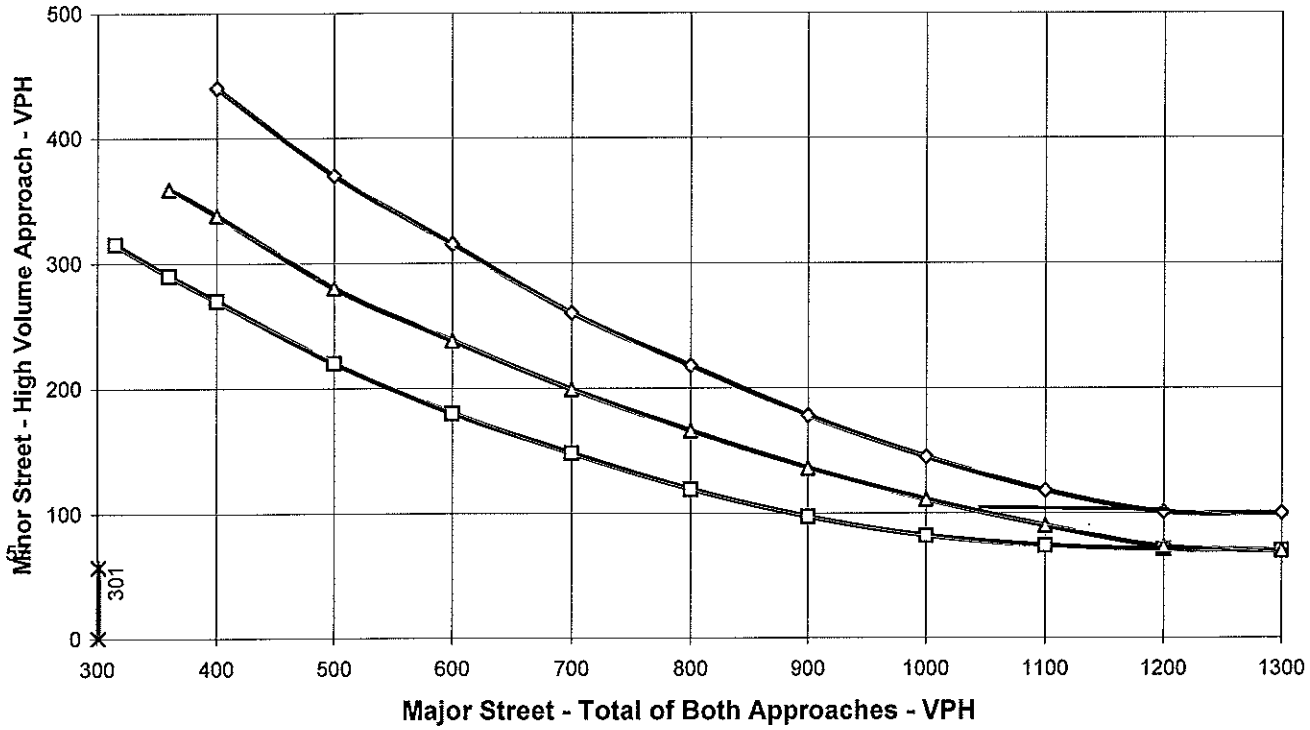
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (Saturday Midday Peak Hour)

Major Street Name = **Madison Street (NS)** Total of Both Approaches (VPH) = **301**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue (EW)** High Volume Approach (VPH) = **57**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

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

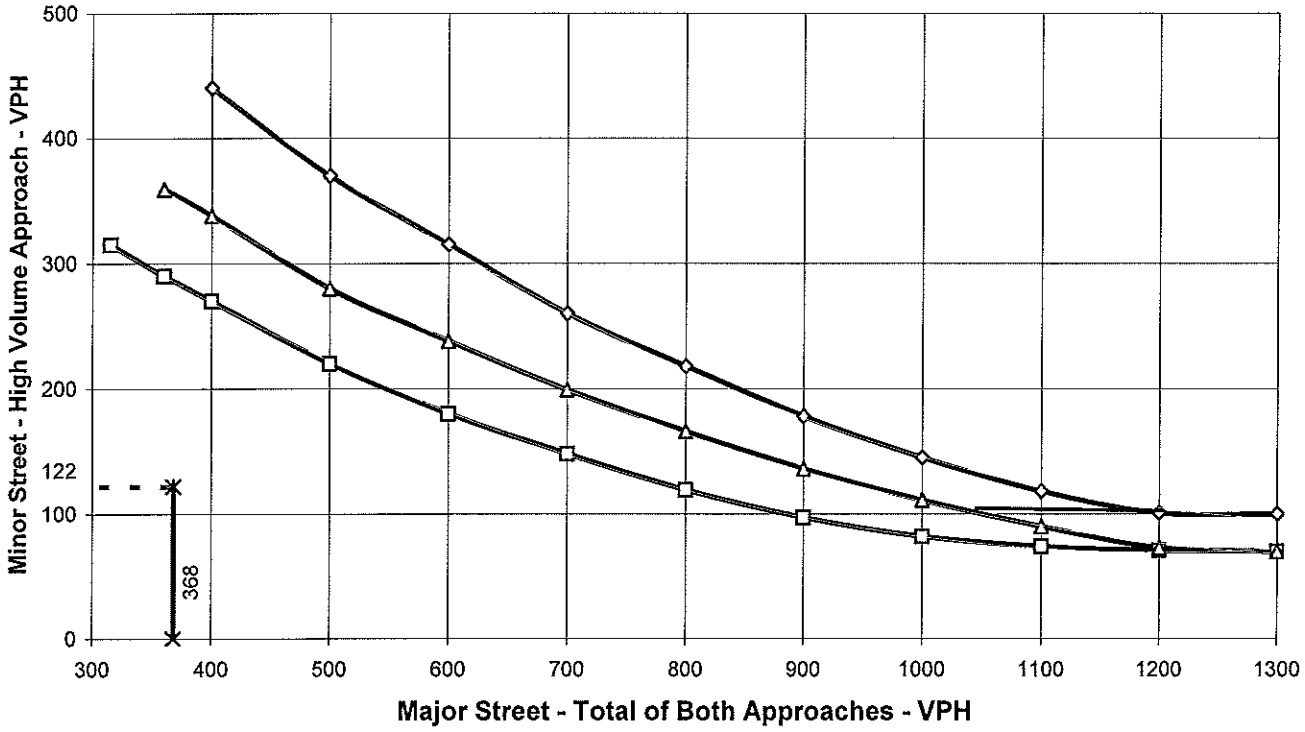
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Madison Street (NS)** Total of Both Approaches (VPH) = **368**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **58th Avenue (EW)** High Volume Approach (VPH) = **122**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

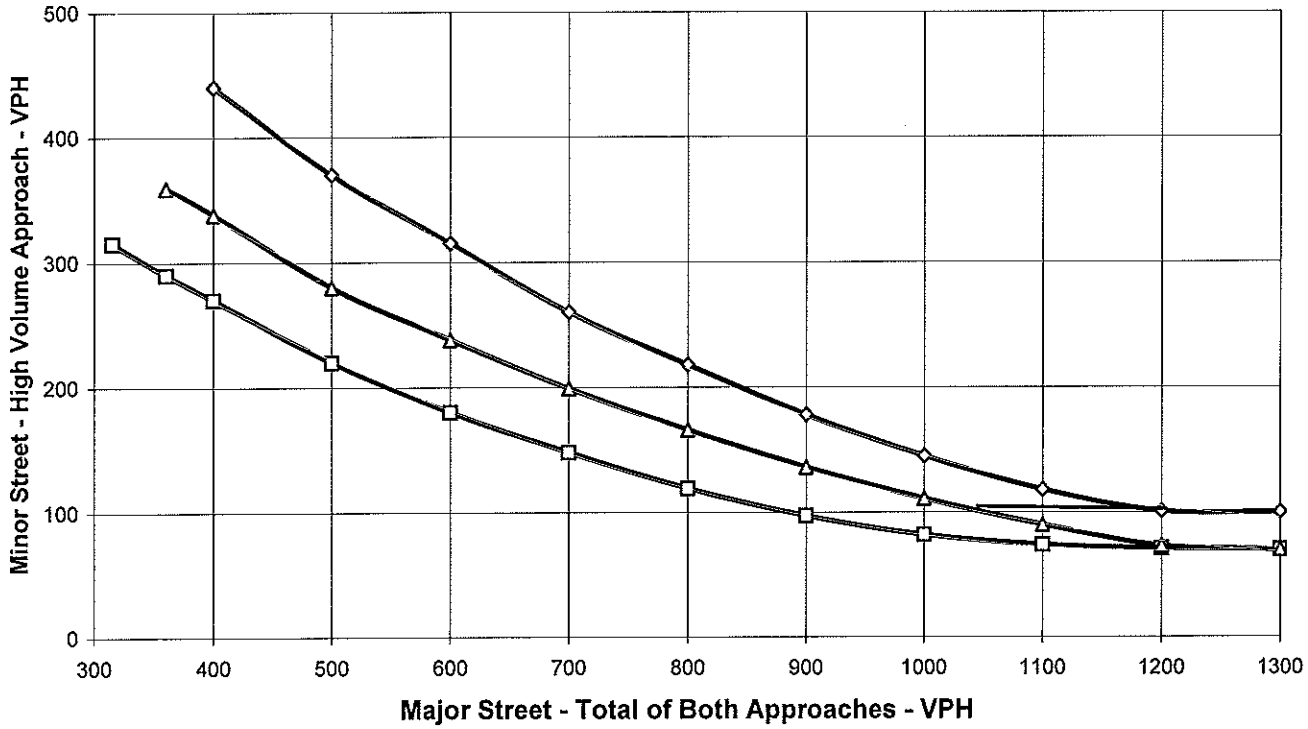
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (Saturday Midday Peak Hour)

Major Street Name = **Madison Street (NS)** Total of Both Approaches (VPH) = **130**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Avenue (EW)** High Volume Approach (VPH) = **100**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

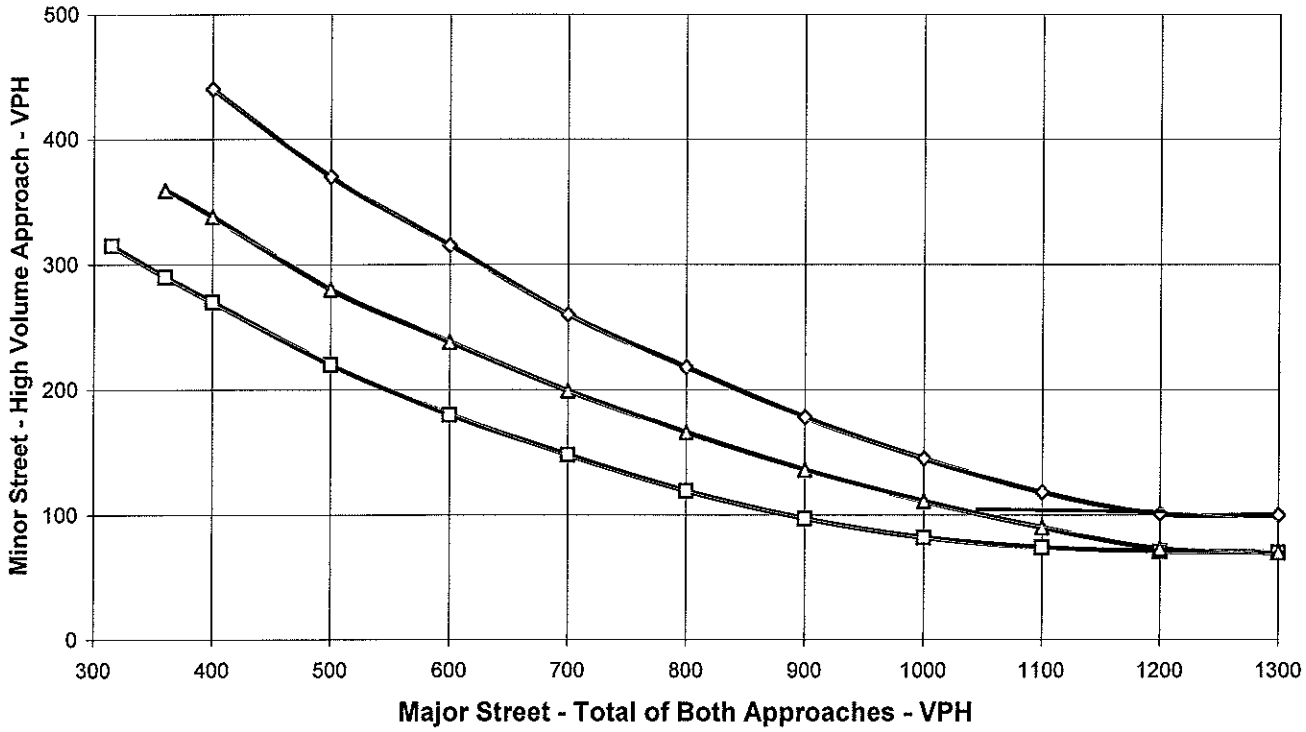
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Madison Street (NS)** Total of Both Approaches (VPH) = **176**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **60th Avenue (EW)** High Volume Approach (VPH) = **108**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

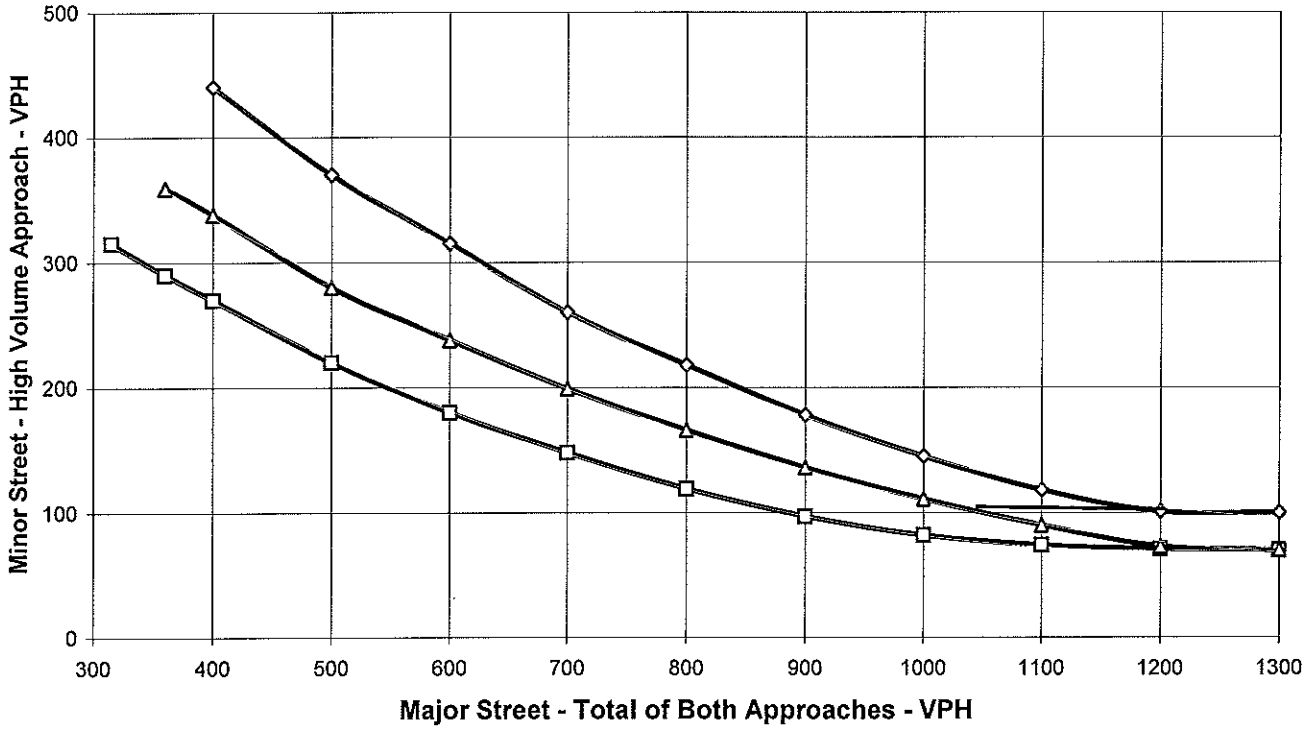
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (Saturday Midday Peak Hour)

Major Street Name = **Monroe Street (NS)** Total of Both Approaches (VPH) = **98**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **58th Avenue (EW)** High Volume Approach (VPH) = **45**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

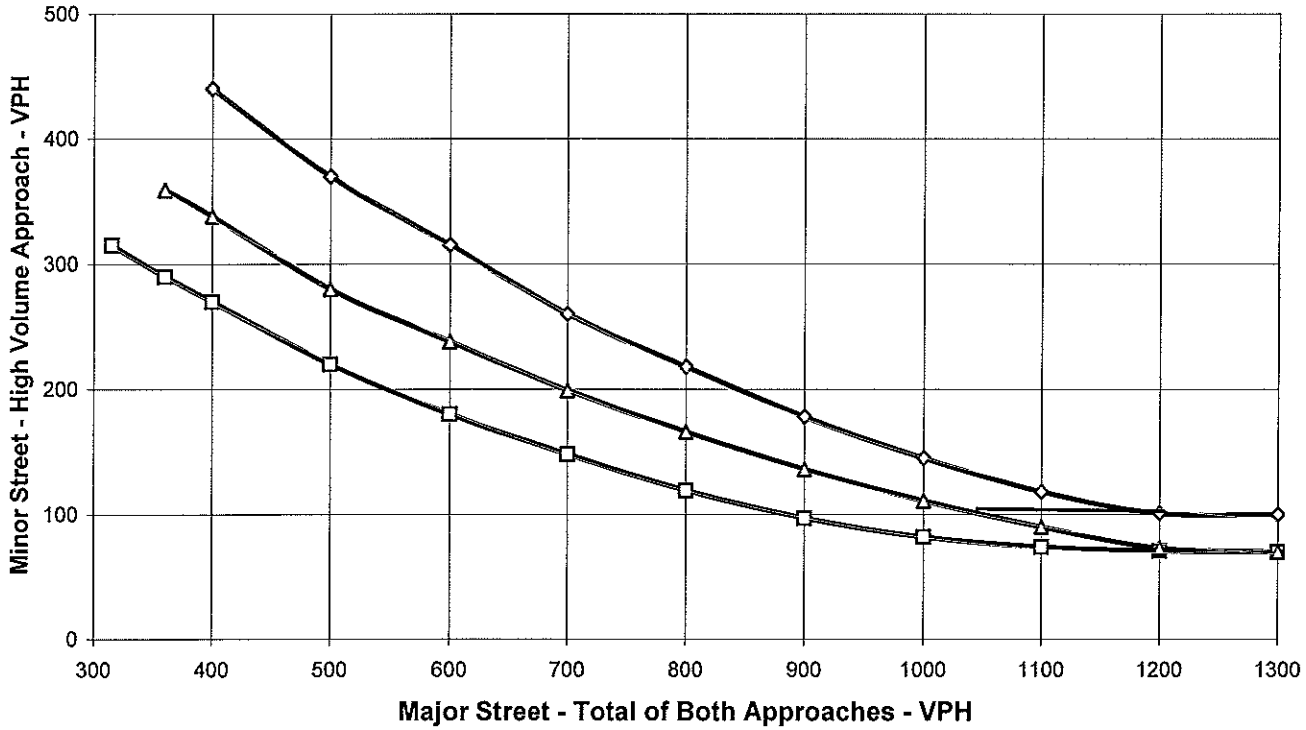
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **58th Avenue (EW)** Total of Both Approaches (VPH) = **172**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Monroe Street (NS)** High Volume Approach (VPH) = **96**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

TRAFFIC SIGNAL WARRANTS

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

Major St: Madison Street (NS) Minor St: 58th Avenue (EW) Year = EAC

Volume = 8,637 Lanes= 2 Volume = 1,831 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied XX Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 8,637 Minor Street 1,831 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 9,600 6,720 * 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 2,400 1,680 * 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 8,637 Minor Street 1,831 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 1,200 850 * 1,600 1,120 1,600 1,120
3. Combination Satisfied XX Not Satisfied No one warrant satisfied but following warrants fulfilled 80% or more.. 100% 1 86% 2	2 Warrants	2 Warrants

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

TRAFFIC SIGNAL WARRANTS

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

Major St: Madison Street (NS) Minor St: 60th Avenue (EW) Year = EAC

Volume = 6,775 Lanes= 1 Volume = 3,038 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied XX Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 6,775 Minor Street 3,038 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 * 9,600 6,720 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 * 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 6,775 Minor Street 3,038 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 * 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied XX Not Satisfied No one warrant satisfied but following warrants fulfilled 80% or more.. 100% 1 81% 2	2 Warrants	2 Warrants

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

TRAFFIC SIGNAL WARRANTS

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

Major St: Monroe St. (NS) Minor St: 58th Avenue (EW) Year = EAC

Volume = 10,910 Lanes= 1 Volume = 1,725 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 10,910 Minor Street 1,725	Urban Rural	Urban Rural
1 1	8,000 5,600 *	2,400 1,680 *
2 + 1	9,600 6,720	2,400 1,680
2 + 2 +	9,600 6,720	3,200 2,240
1 2 +	8,000 5,600	3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 10,910 Minor Street 1,725	Urban Rural	Urban Rural
1 1	12,000 8,400 *	1,200 850 *
2 + 1	14,400 10,080	1,200 850
2 + 2 +	14,000 10,080	1,600 1,120
1 2 +	12,000 8,400	1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 100% 100% 1 2	2 Warrants	2 Warrants

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

TRAFFIC SIGNAL WARRANTS

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

Major St: 58th Avenue (EW) Minor St: ACCESS 1 (NS) Year = EACP

Volume = 6,478 Lanes= 1 Volume = 2,083 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied XX Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 6,478 Minor Street 2,083 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 * 9,600 6,720 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 * 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 6,478 Minor Street 2,083 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 * 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 100% 77% 1 2	2 Warrants	2 Warrants

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

TRAFFIC SIGNAL WARRANTS

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

Major St: 58th Avenue (EW) Minor St: ACCESS 5 (NS) Year = EACP

Volume = 5,464 Lanes= 1 Volume = 785 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 5,195 Minor Street 523 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 9,600 6,720 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 5,195 Minor Street 523 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 14,400 10,080 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 31% 62% 1 2	2 Warrants	2 Warrants

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

TRAFFIC SIGNAL WARRANTS

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

Major St: 58th Avenue (EW) Minor St: ACCESS 5 (NS) Year = GPBO

Volume = 20,053 Lanes= 2 Volume = 647 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 20,053 Minor Street 647 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 8,000 5,600 9,600 6,720 * 9,600 6,720 8,000 5,600	Urban Rural 2,400 1,680 2,400 1,680 3,200 2,240 3,200 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 20,053 Minor Street 647 1 1 2 + 1 2 + 2 + 1 2 +	Urban Rural 12,000 8,400 14,400 10,080 * 14,000 10,080 12,000 8,400	Urban Rural 1,200 850 1,200 850 1,600 1,120 1,600 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 39% 76% 1 2	2 Warrants	2 Warrants

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

APPENDIX D

CUMULATIVE PROJECT TRIP DISTRIBUTIONS

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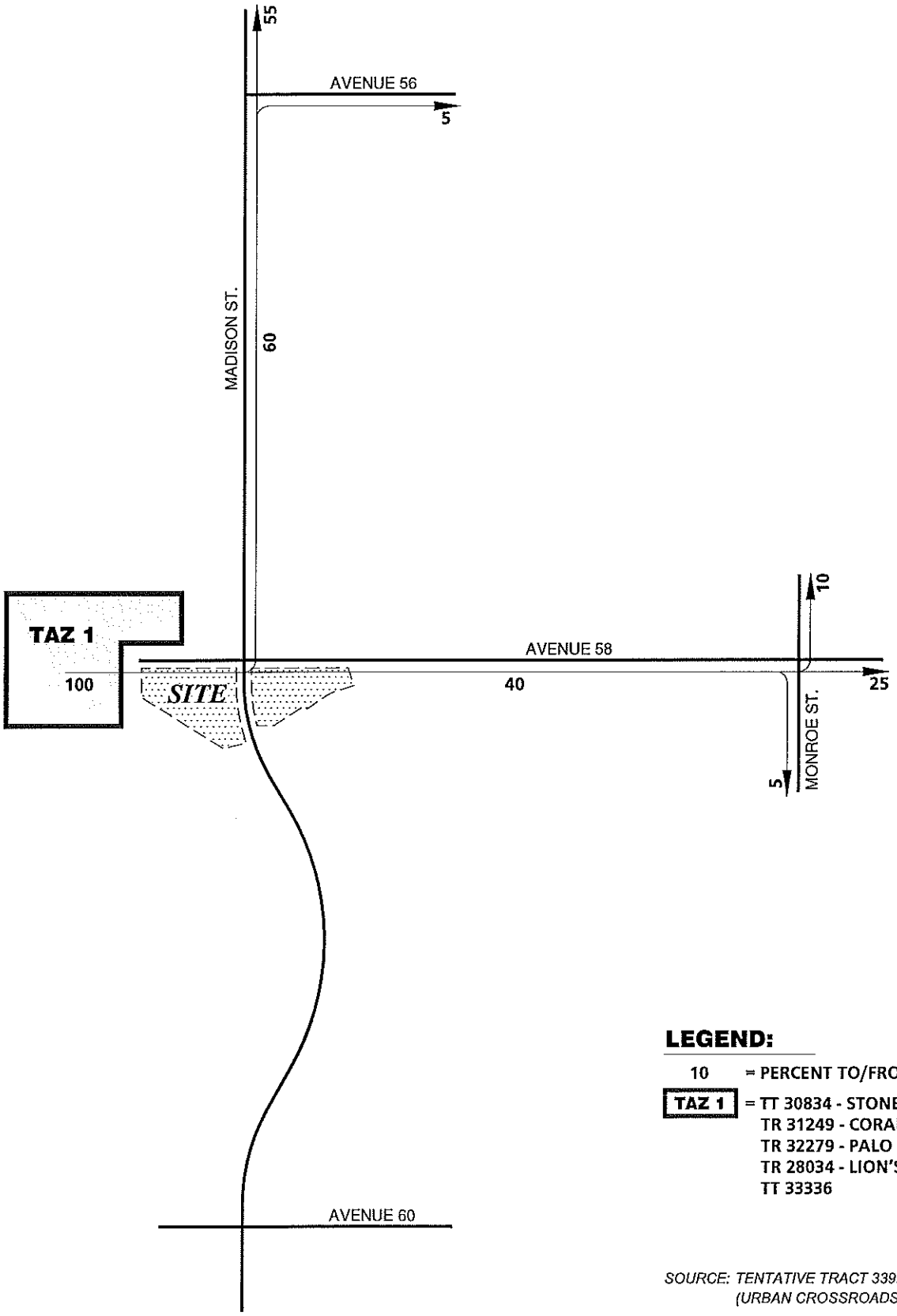
EXHIBIT D-1

TAZ 1 TRIP DISTRIBUTION



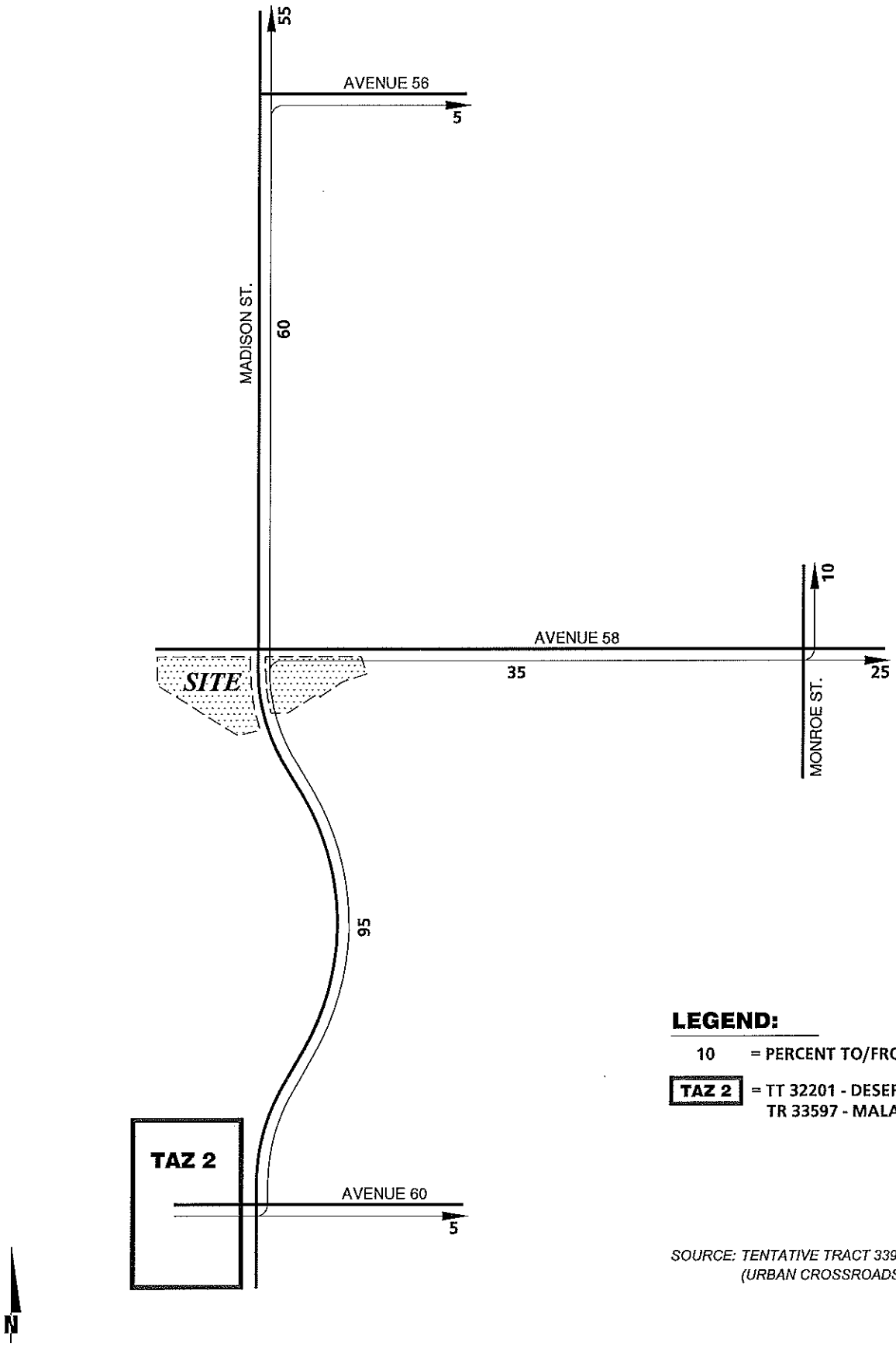
LEGEND:

10	= PERCENT TO/FROM PROJECT
TAZ 1	= TT 30834 - STONE CREEK; TR 31249 - CORAL RIDGE ESTATES; TR 32279 - PALO VERDE; TR 28034 - LION'S GATE & TT 33336

SOURCE: TENTATIVE TRACT 33924
(URBAN CROSSROADS, INC.)

EXHIBIT D-2

TAZ 2 TRIP DISTRIBUTION



LEGEND:

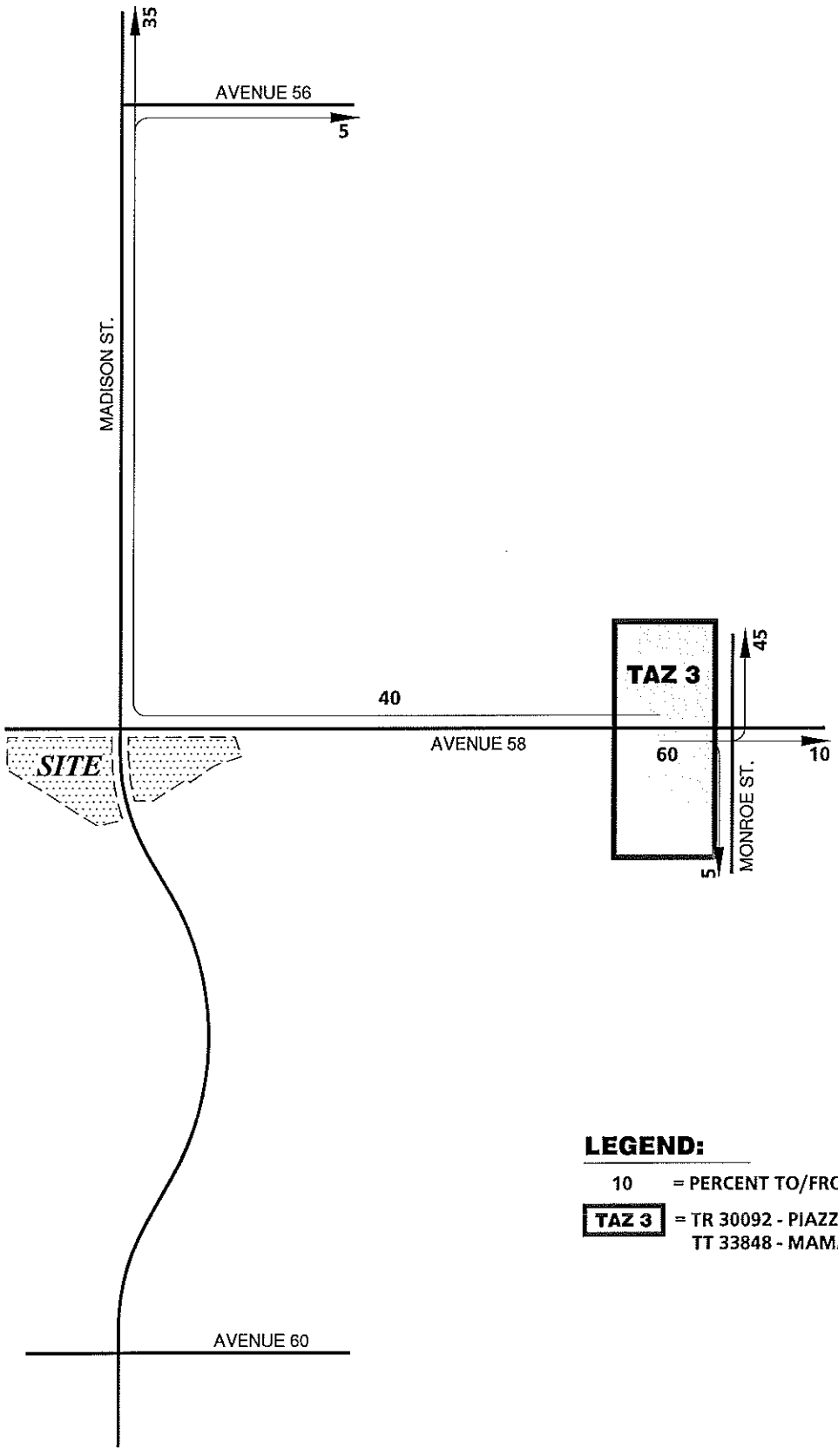
10 = PERCENT TO/FROM PROJECT

TAZ 2 = TT 32201 - DESERT SHELL; TR 33597 - MALAGA

SOURCE: TENTATIVE TRACT 33924 (URBAN CROSSROADS, INC.)

EXHIBIT D-3

TAZ 3 TRIP DISTRIBUTION



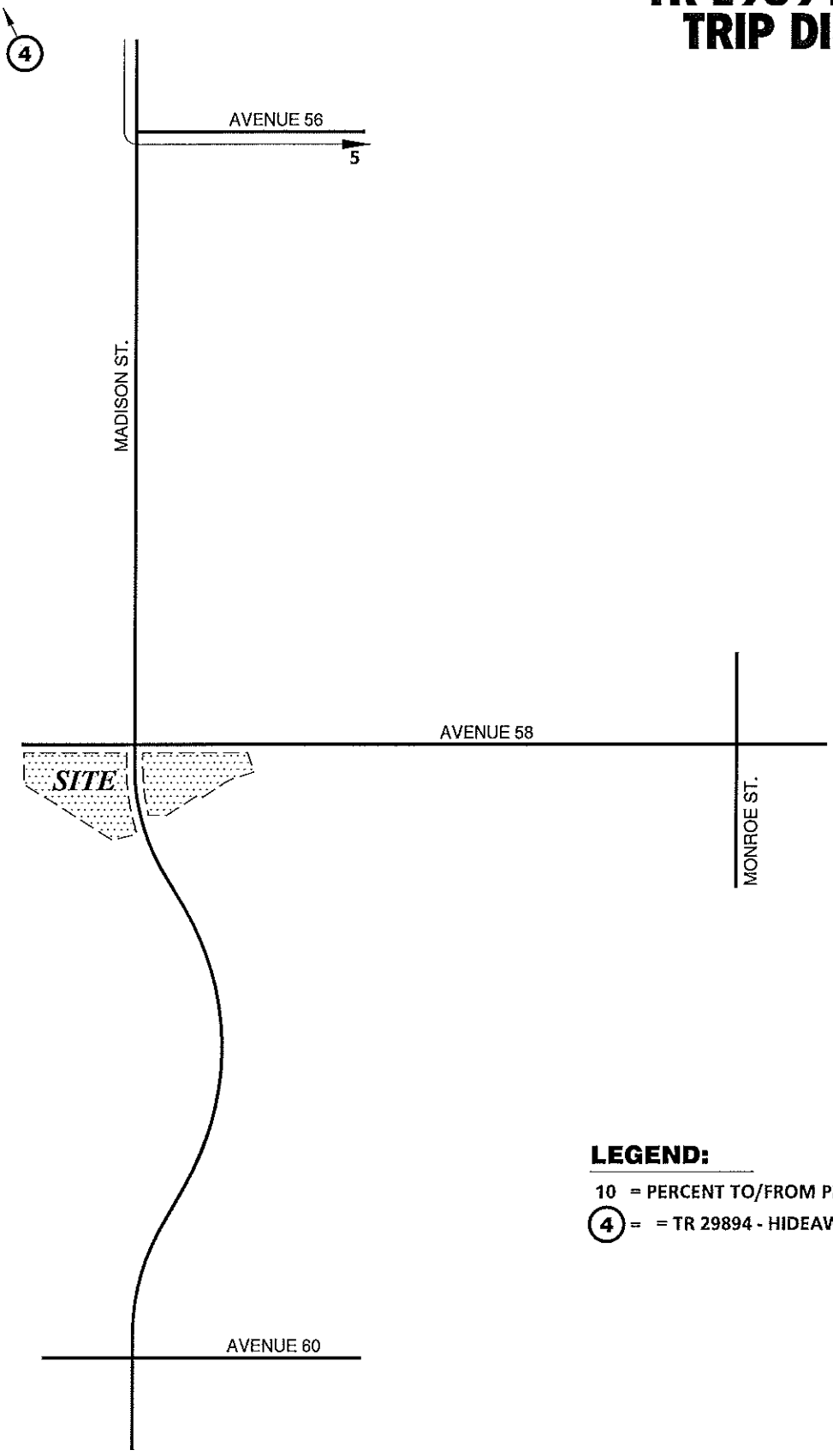
LEGEND:

10 = PERCENT TO/FROM PROJECT

TAZ 3 = TR 30092 - PIAZZA SERENA
TT 33848 - MAMAN

EXHIBIT D-4

TR 29894 - HIDEWAY TRIP DISTRIBUTION



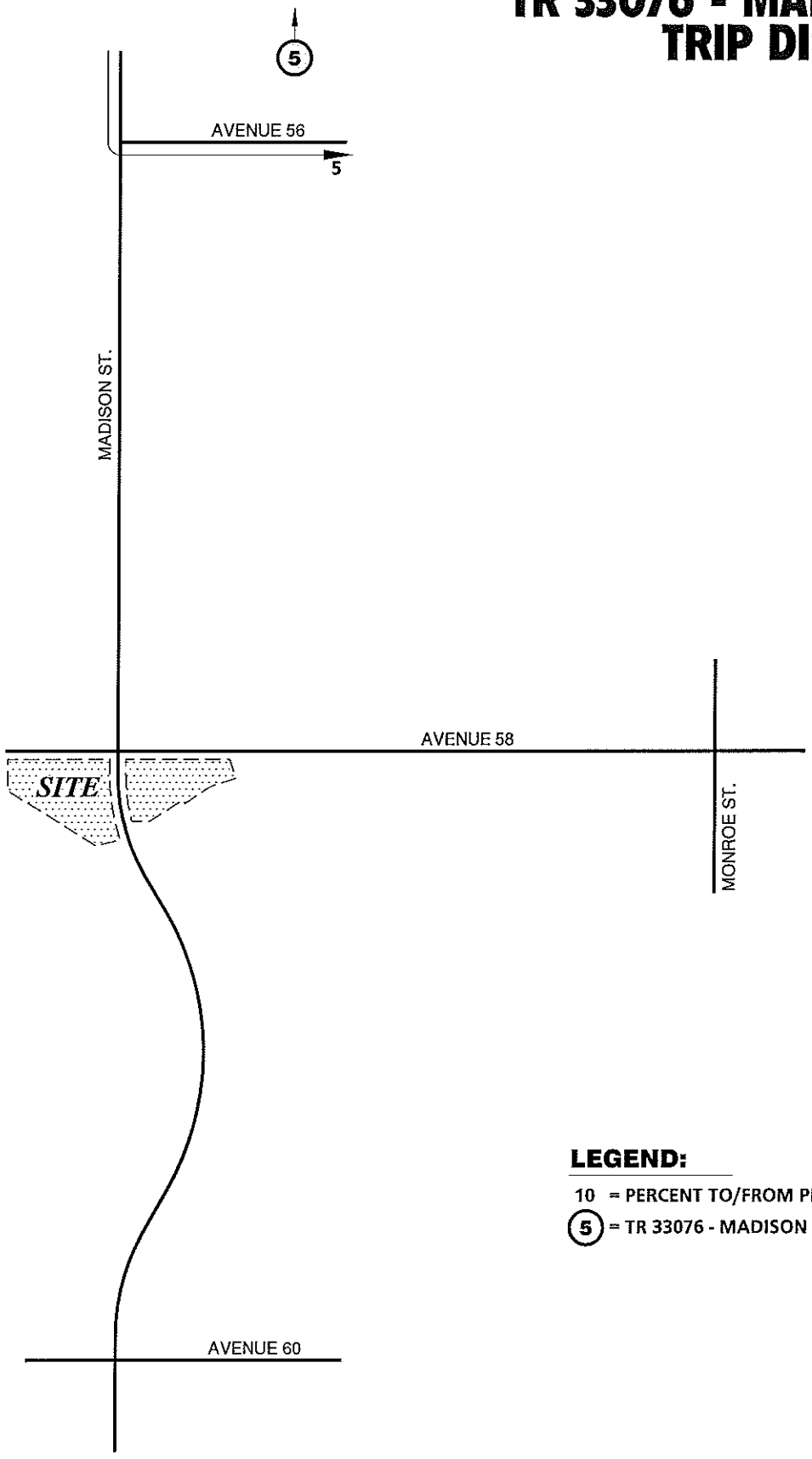
LEGEND:

10 = PERCENT TO/FROM PROJECT

(4) = = TR 29894 - HIDEAWAY

EXHIBIT D- 5

TR 33076 - MADISON CLUB
TRIP DISTRIBUTION



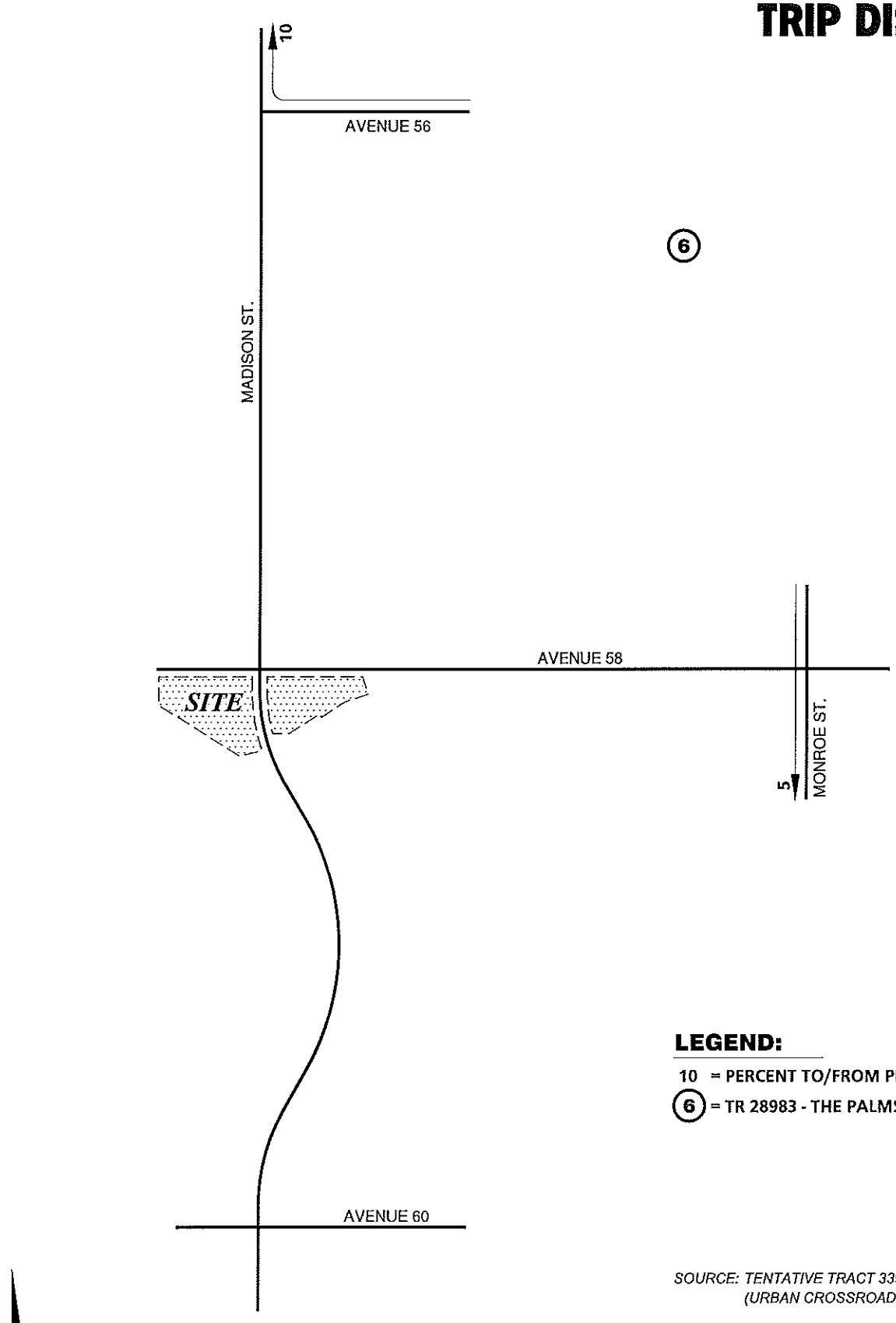
LEGEND:

10 = PERCENT TO/FROM PROJECT

(5) = TR 33076 - MADISON CLUB

EXHIBIT D-6

TR 28983 - THE PALMS
TRIP DISTRIBUTION



LEGEND:

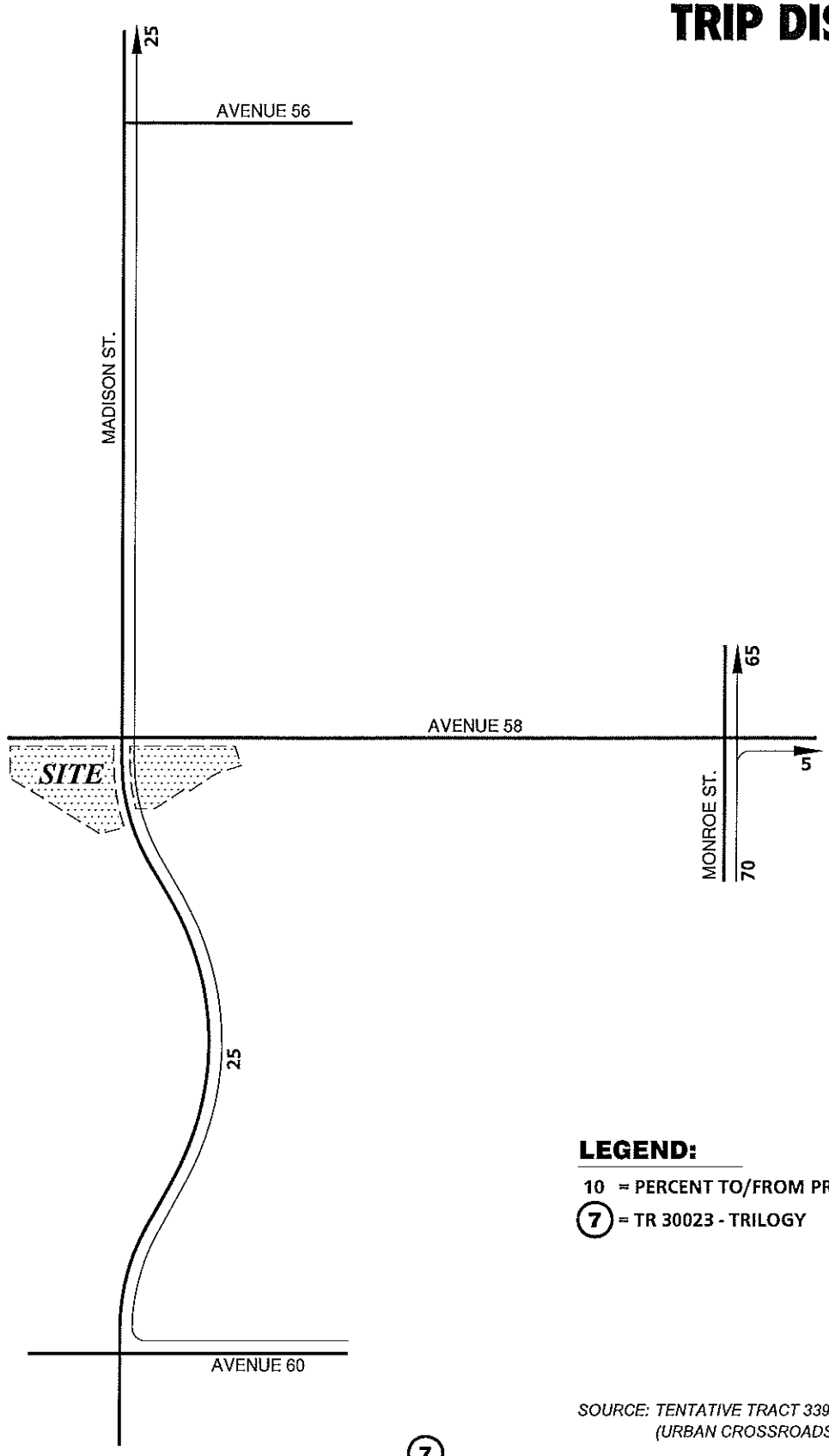
10 = PERCENT TO/FROM PROJECT

(6) = TR 28983 - THE PALMS

SOURCE: TENTATIVE TRACT 33924
(URBAN CROSSROADS, INC.)

EXHIBIT D-7

TR 30023 - TRILOGY TRIP DISTRIBUTION



LEGEND:

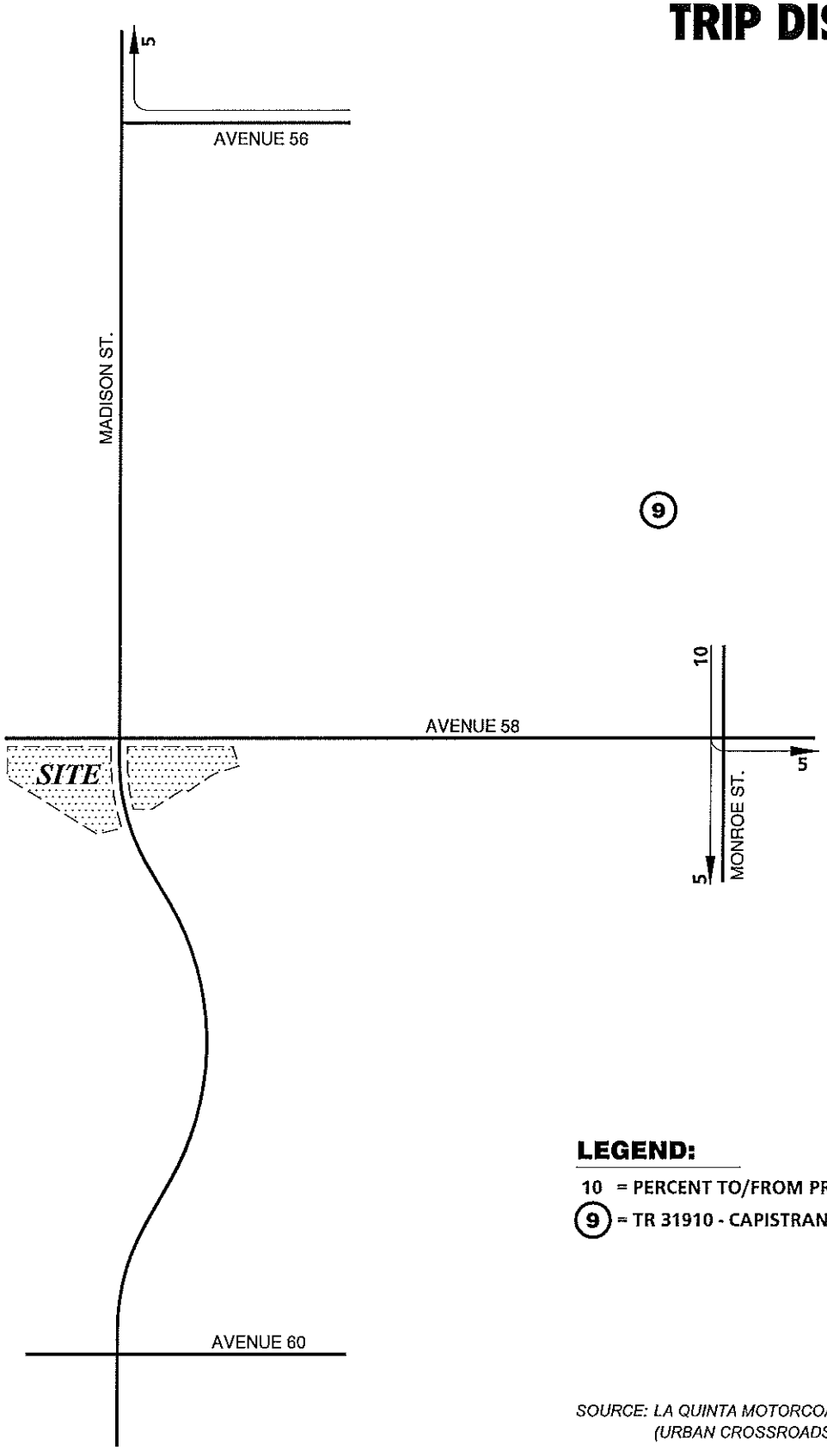
10 = PERCENT TO/FROM PROJECT

(7) = TR 30023 - TRILOGY

SOURCE: TENTATIVE TRACT 33924 (URBAN CROSSROADS, INC.)

EXHIBIT D-8

TR 31910 - CAPISTRANO TRIP DISTRIBUTION



LEGEND:

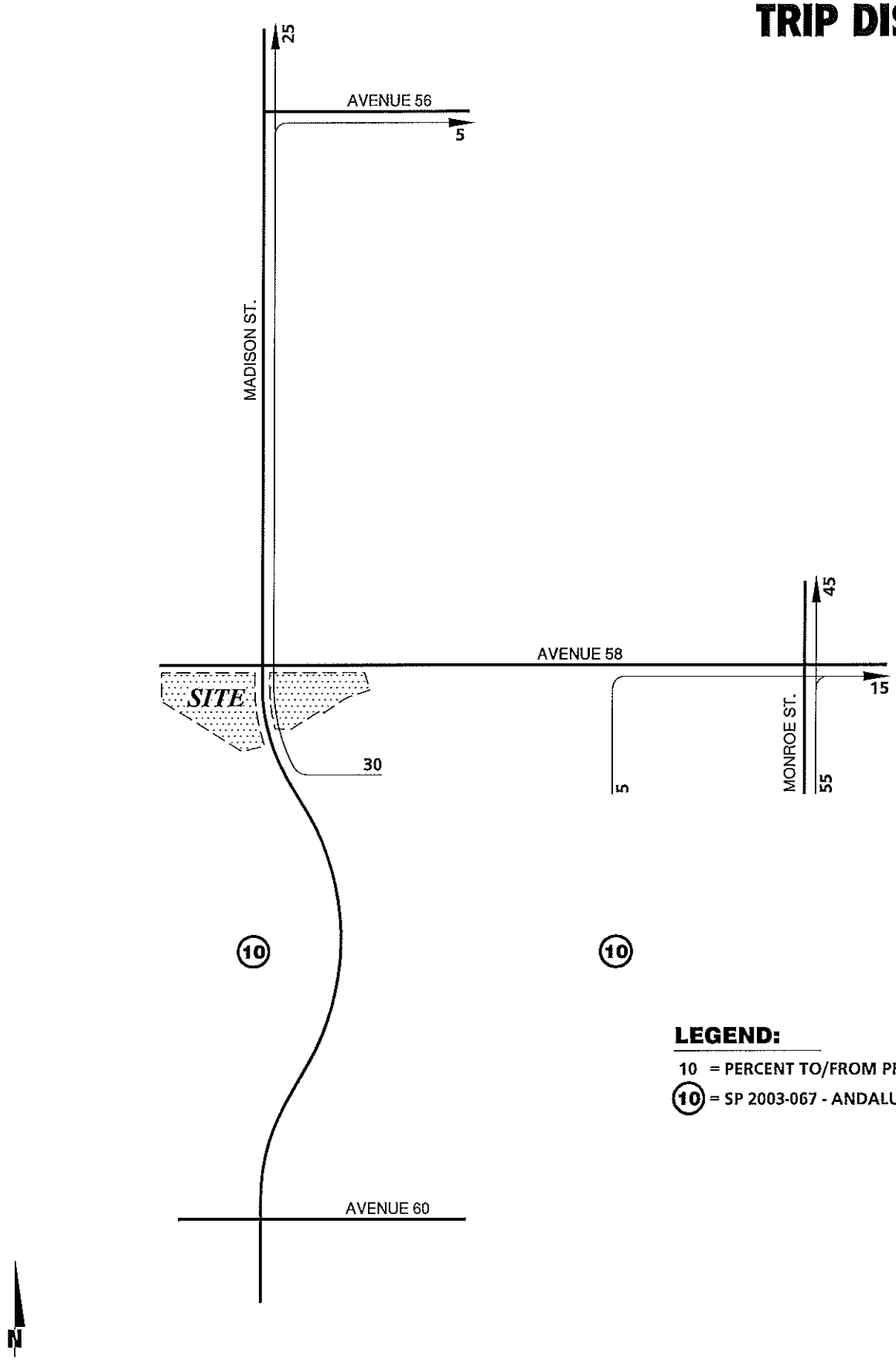
10 = PERCENT TO/FROM PROJECT

(9) = TR 31910 - CAPISTRANO

SOURCE: LA QUINTA MOTORCOACH RESORT (URBAN CROSSROADS, INC.)

EXHIBIT D- 9

SP 2003067 - ANDALUSIA
TRIP DISTRIBUTION



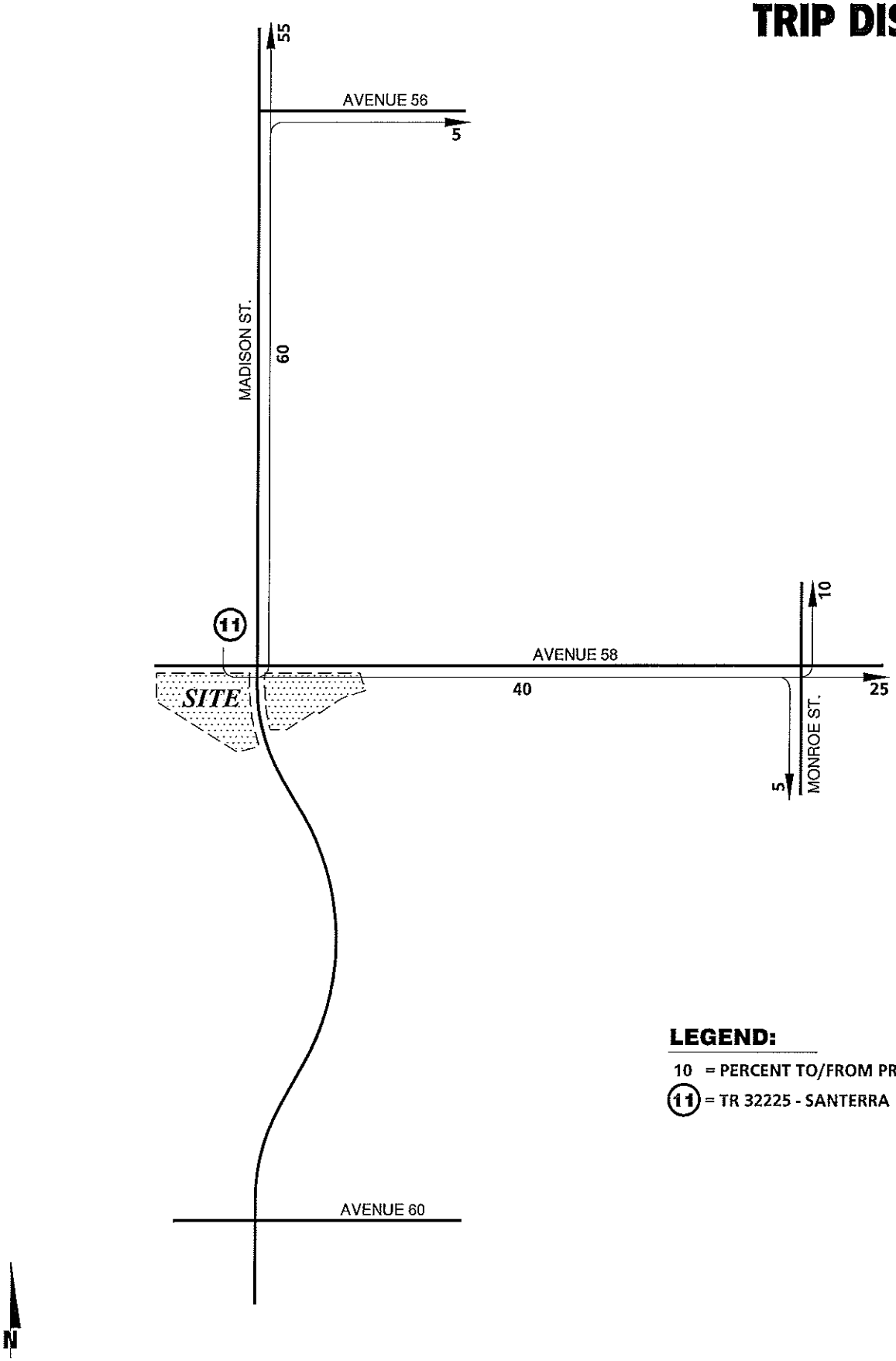
LEGEND:

10 = PERCENT TO/FROM PROJECT

(10) = SP 2003-067 - ANDALUSIA

EXHIBIT D-10

TR 32225 - SANTERRA
TRIP DISTRIBUTION



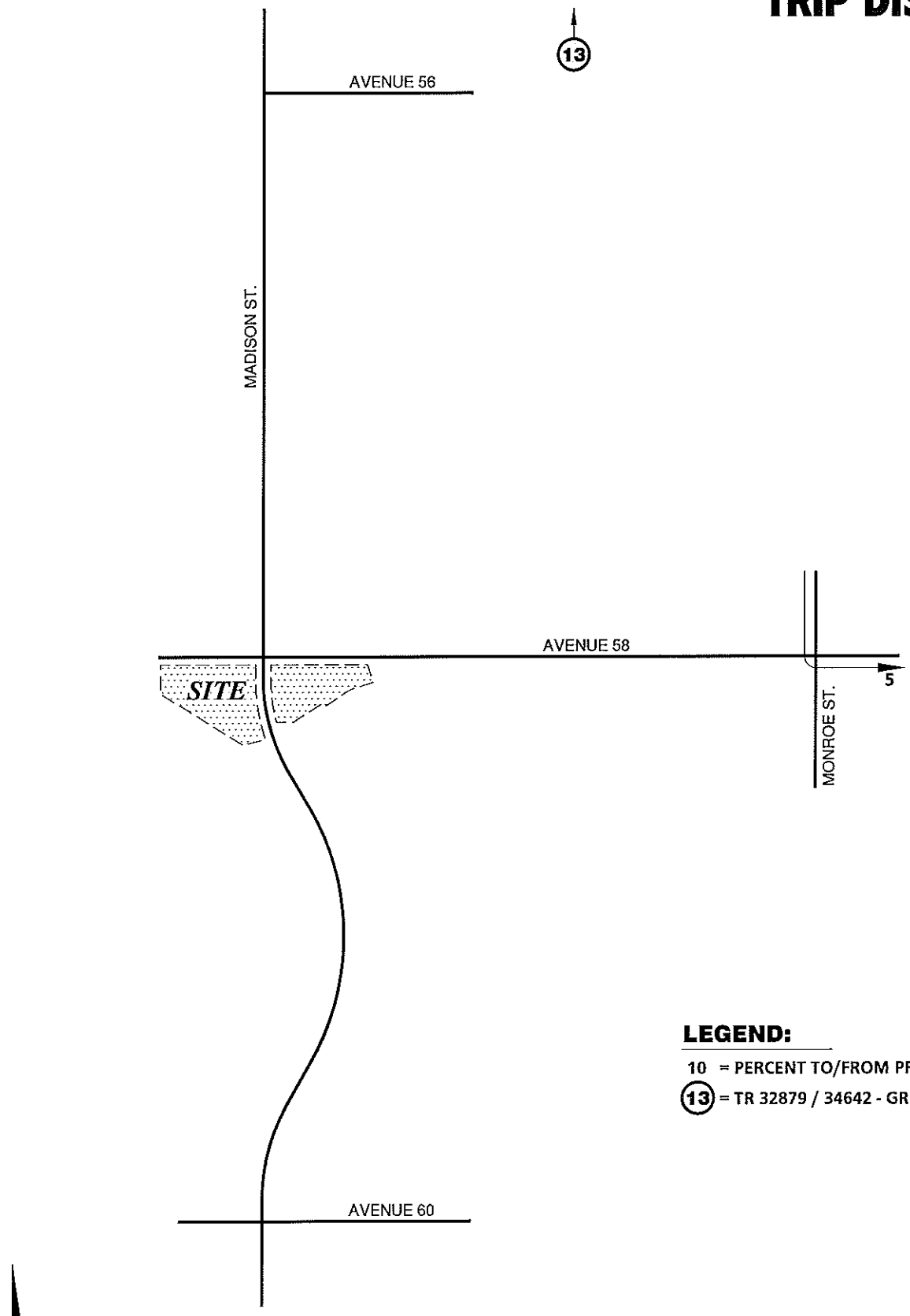
LEGEND:

10 = PERCENT TO/FROM PROJECT

(11) = TR 32225 - SANTERRA

EXHIBIT D-11

TR 32879 / 34642 - GRIFFIN RANCH
TRIP DISTRIBUTION



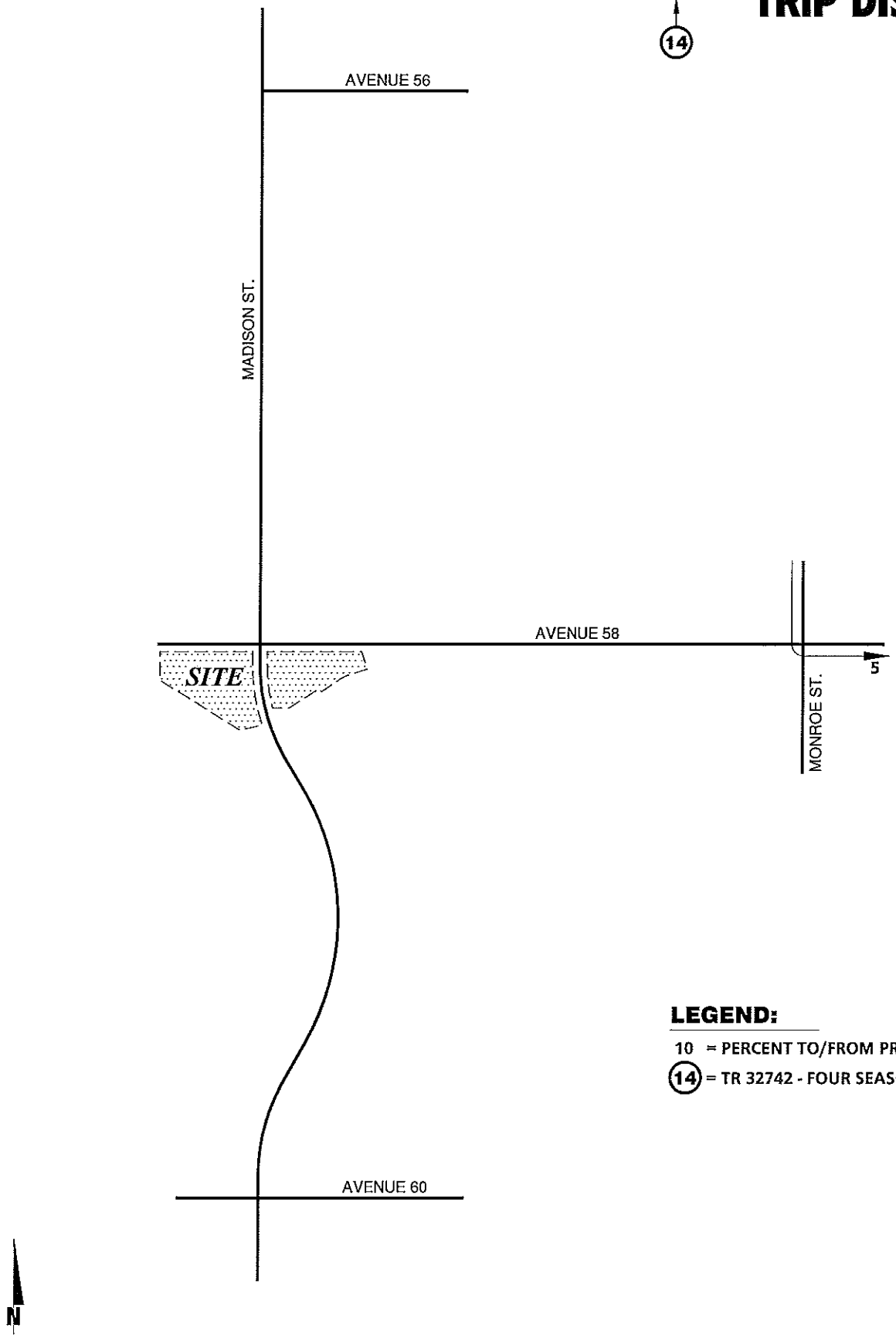
LEGEND:

10 = PERCENT TO/FROM PROJECT

(13) = TR 32879 / 34642 - GRIFFIN RANCH

EXHIBIT D-12

TR 32742 - FOUR SEASONS TRIP DISTRIBUTION



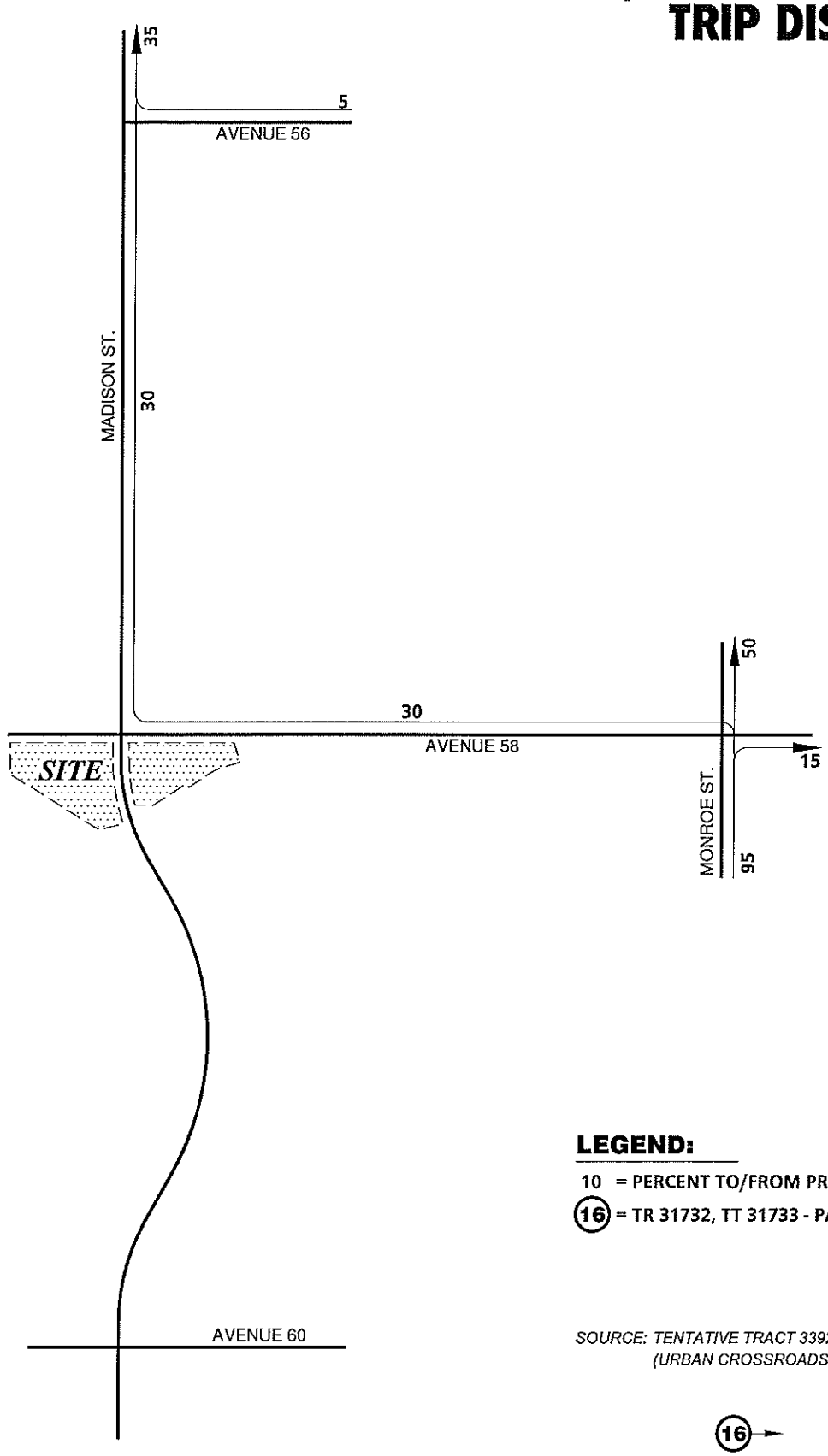
LEGEND:

10 = PERCENT TO/FROM PROJECT

(14) = TR 32742 - FOUR SEASONS

EXHIBIT D- 13

TR 31732 , TR 31733 - PALIZADA
TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

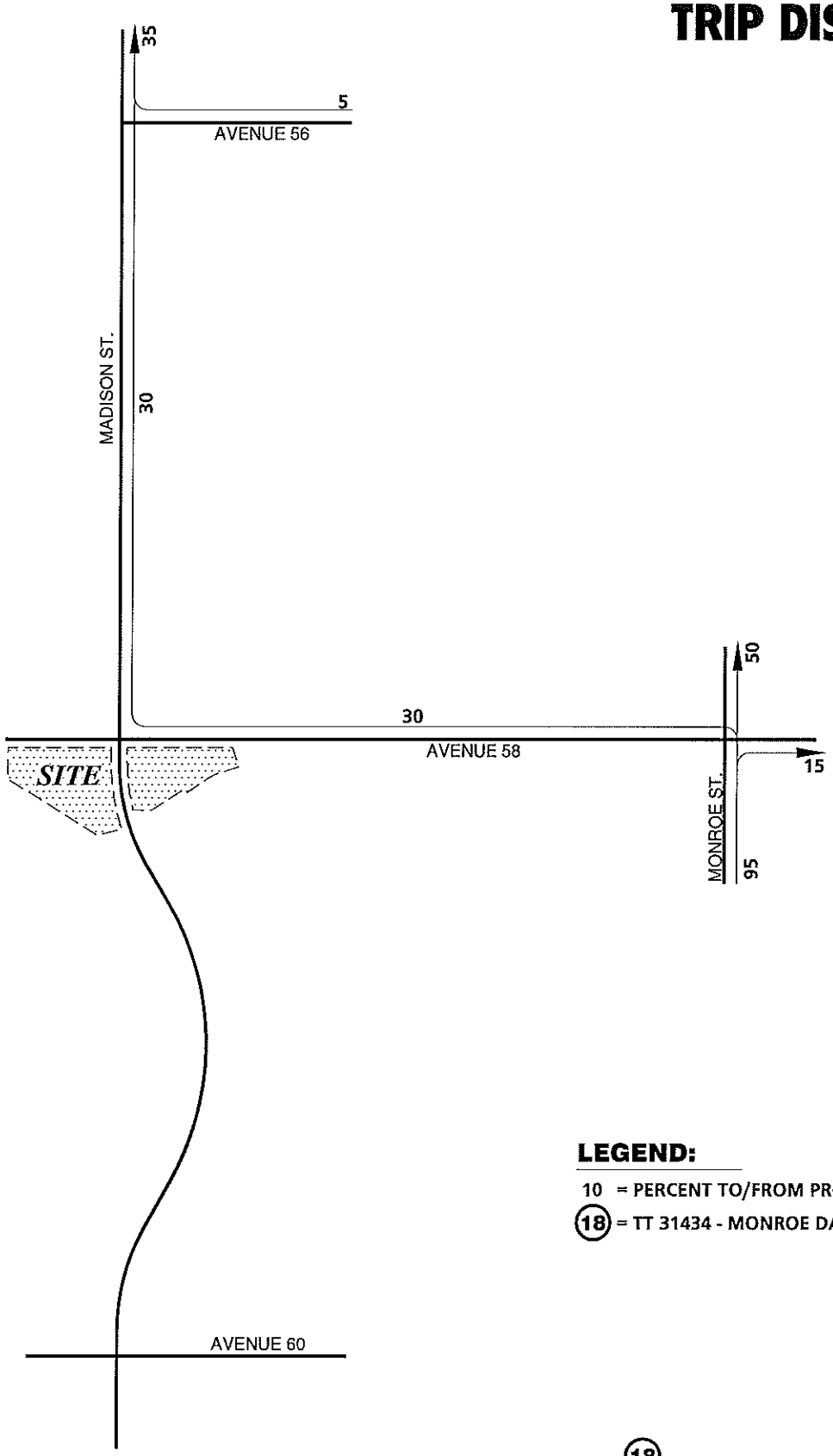
(16) = TR 31732, TT 31733 - PALIZADA

SOURCE: TENTATIVE TRACT 33924
(URBAN CROSSROADS, INC.)

(16)

EXHIBIT D- 14

TT 31434 - MONROE DATES TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

(18) = TT 31434 - MONROE DATES

APPENDIX E

CALCULATION OF INTERSECTION LEVEL OF SERVICE – EXISTING PLUS AMBIENT PLUS CUMULATIVE (2011) CONDITIONS

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	180	0	0	3	2	0	0	1	109
Added Vol:	0	0	0	163	0	15	9	0	0	0	1	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	15	12	2	0	0	2	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	374	0	16	13	2	0	0	2	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	374	0	16	13	2	0	0	2	218
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	0	0	374	0	16	13	2	0	0	2	218
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	1.00	0.00	1.00	0.00	1.00	0.86	0.14	0.00	1.00	1.00	1.00
Final Sat.:	571	620	0	633	0	794	477	81	0	561	609	696
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	xxxx	0.59	xxxx	0.02	0.03	0.03	xxxx	0.00	0.00	0.31
Crit Moves:		****		****				****				****
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	7.2	9.2	9.2	0.0	0.0	8.3	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.8	0.0	7.2	9.2	9.2	0.0	0.0	8.3	9.7
LOS by Move:	*	*	*	C	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			15.4			9.2			9.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.4			9.2			9.7		
LOS by Appr:	*			C			A			A		
AllWayAvgQ:	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	180	0	0	3	2	0	0	1	109
Added Vol:	0	0	0	163	0	15	9	0	0	0	1	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	15	12	2	0	0	2	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	374	0	16	13	2	0	0	2	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	374	0	16	13	2	0	0	2	218
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	0	0	374	0	16	13	2	0	0	2	218
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	1600	0	1600	0	1600	1600	1600	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.14
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	232	19	66	290	0	0	0	0	18	0	96
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	237	19	67	296	0	0	0	0	18	0	98
Added Vol:	0	180	10	17	321	0	0	0	0	18	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	417	29	84	617	0	0	0	0	36	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	446	31	90	660	0	0	0	0	39	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	446	31	90	660	0	0	0	0	39	0	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	446	31	90	660	0	0	0	0	39	0	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2989	211	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.06	0.21	0.00	0.00	0.00	0.00	0.02	0.00	0.08
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	113	5	50	177	29	64	55	5	4	7	49
Added Vol:	0	118	3	35	212	92	52	35	0	6	61	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	231	8	85	389	121	116	90	5	10	68	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	243	8	89	409	127	122	95	5	11	72	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	243	8	89	409	127	122	95	5	11	72	72
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	243	8	89	409	127	122	95	5	11	72	72
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	1.53	0.47	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	435	937	509	492	829	265	427	453	492	407	866	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.02	0.18	0.49	0.48	0.29	0.21	0.01	0.03	0.08	0.15
Crit Moves:		****			****		****					****
Delay/Veh:	10.5	12.3	9.4	11.3	15.0	14.2	13.6	11.9	9.5	11.1	11.0	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	12.3	9.4	11.3	15.0	14.2	13.6	11.9	9.5	11.1	11.0	10.8
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	B
ApproachDel:		12.2			14.3			12.8			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			14.3			12.8			10.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.0	0.2	0.9	0.8	0.3	0.2	0.0	0.0	0.1	0.1

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	113	5	50	177	29	64	55	5	4	7	49
Added Vol:	0	118	3	35	212	92	52	35	0	6	61	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	231	8	85	389	121	116	90	5	10	68	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	243	8	89	409	127	122	95	5	11	72	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	243	8	89	409	127	122	95	5	11	72	72
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	243	8	89	409	127	122	95	5	11	72	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2444	756	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.01	0.06	0.17	0.17	0.08	0.06	0.00	0.01	0.02	0.05
Crit Moves:	****				****		****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	180	0	0	3	2	0	0	1	109
Added Vol:	0	0	0	163	0	15	9	0	0	0	1	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	15	12	2	0	0	2	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	374	0	16	13	2	0	0	2	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	374	0	16	13	2	0	0	2	218
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	0	0	374	0	16	13	2	0	0	2	218
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.14	0.00	0.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	493	83	0	0	609	698
Final Sat.:	0	0	0	635	0	797						
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.59	xxxx	0.02	0.03	0.03	xxxx	xxxx	0.00	0.31
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	7.2	9.0	9.0	0.0	0.0	8.3	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	7.2	9.0	9.0	0.0	0.0	8.3	9.7
LOS by Move:	*	*	*	C	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			15.3			9.0			9.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.3			9.0			9.7		
LOS by Appr:	*			C			A			A		
AllWayAvgQ:	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	180	0	0	3	2	0	0	1	109
Added Vol:	0	0	0	163	0	15	9	0	0	0	1	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	15	12	2	0	0	2	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	374	0	16	13	2	0	0	2	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	374	0	16	13	2	0	0	2	218
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	0	0	374	0	16	13	2	0	0	2	218
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.14
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	0	Average Delay (sec/veh):	42.3
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	53	11	14	51	31	40	71	12	3	39	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	54	11	14	52	32	41	72	12	3	40	7
Added Vol:	18	287	29	4	508	41	23	31	19	53	54	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	341	40	18	560	73	64	103	31	56	94	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	27	344	41	18	565	73	64	104	32	57	95	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	344	41	18	565	73	64	104	32	57	95	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:	27	344	41	18	565	73	64	104	32	57	95	14
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:	0.07	0.83	0.10	0.03	0.97	1.00	0.32	0.52	0.16	0.34	0.57	0.09
Final Sat.:	37	465	55	18	539	626	153	247	75	157	262	40
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	1.05	1.05	0.12	0.42	0.42	0.42	0.36	0.36	0.36
Crit Moves:		****			****			****			****	
Delay/Veh:	24.4	24.4	24.4	76.4	76.4	9.2	14.9	14.9	14.9	14.0	14.0	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	24.4	76.4	76.4	9.2	14.9	14.9	14.9	14.0	14.0	14.0
LOS by Move:	C	C	C	F	F	A	B	B	B	B	B	B
ApproachDel:		24.4			68.9			14.9			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.4			68.9			14.9			14.0	
LOS by Appr:		C			F			B			B	
AllWayAvgQ:	2.3	2.3	2.3	10.4	10.4	0.1	0.6	0.6	0.6	0.5	0.5	0.5

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	9	53	11	14	51	31	40	71	12	3	39	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	54	11	14	52	32	41	72	12	3	40	7
Added Vol:	18	287	29	4	508	41	23	31	19	53	54	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	341	40	18	560	73	64	103	31	56	94	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	27	344	41	18	565	73	64	104	32	57	95	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	344	41	18	565	73	64	104	32	57	95	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:	27	344	41	18	565	73	64	104	32	57	95	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.89	0.11	1.00	0.77	0.23	1.00	0.87	0.13
Final Sat.:	1600	1431	169	1600	1416	184	1600	1229	371	1600	1390	210
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.40	0.40	0.04	0.08	0.08	0.04	0.07	0.07
Crit Moves:	****				****			****			****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	247	14	46	237	0	0	0	0	10	0	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	252	14	47	242	0	0	0	0	10	0	73
Added Vol:	0	240	13	16	283	0	0	0	0	15	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	492	27	63	525	0	0	0	0	25	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	522	29	67	556	0	0	0	0	27	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	29	67	556	0	0	0	0	27	0	95
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	522	29	67	556	0	0	0	0	27	0	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3032	168	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.04	0.17	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	130	0	24	111	37	41	14	3	2	8	31
Added Vol:	0	161	6	29	189	80	67	45	0	7	54	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	291	6	53	300	117	108	59	3	9	62	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	6	318	7	59	329	128	118	65	3	10	68	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	318	7	59	329	128	118	65	3	10	68	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:	6	318	7	59	329	128	118	65	3	10	68	61
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	1.44	0.56	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	462	1002	547	491	782	317	432	458	499	415	885	485
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.01	0.12	0.42	0.40	0.27	0.14	0.01	0.02	0.08	0.13
Crit Moves:		****			****		****					****
Delay/Veh:	10.1	12.5	8.9	10.6	13.5	12.7	13.2	11.1	9.4	10.9	10.8	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	12.5	8.9	10.6	13.5	12.7	13.2	11.1	9.4	10.9	10.8	10.4
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	B
ApproachDel:		12.4			13.0			12.4			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			13.0			12.4			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.0	0.1	0.7	0.6	0.3	0.1	0.0	0.0	0.1	0.1

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.248
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	130	0	24	111	37	41	14	3	2	8	31
Added Vol:	0	161	6	29	189	80	67	45	0	7	54	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	291	6	53	300	117	108	59	3	9	62	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	6	318	7	59	329	128	118	65	3	10	68	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	318	7	59	329	128	118	65	3	10	68	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:	6	318	7	59	329	128	118	65	3	10	68	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.44	0.56	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2304	896	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.04	0.14	0.14	0.07	0.04	0.00	0.01	0.02	0.04
Crit Moves:		****		****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	0	1 0	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	129	0	1	1	3	0	0	3	97
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	132	0	1	1	3	0	0	3	99
Added Vol:	0	0	0	146	0	19	16	1	0	0	1	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	278	0	20	17	4	0	0	4	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	327	0	24	20	5	0	0	5	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	327	0	24	20	5	0	0	5	264
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	0	0	327	0	24	20	5	0	0	5	264
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:	0.00	0.00	0.00	1.00	0.00	1.00	0.81	0.19	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	618	0	768	473	113	0	0	624	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.53	xxxx	0.03	0.04	0.04	xxxx	xxxx	0.01	0.37
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	14.4	0.0	7.3	9.0	9.0	0.0	0.0	8.3	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.4	0.0	7.3	9.0	9.0	0.0	0.0	8.3	10.1
LOS by Move:	*	*	*	B	*	A	A	A	*	*	A	B
ApproachDel:	xxxxxx				13.9			9.0			10.1	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				13.9			9.0			10.1	
LOS by Appr:	*				B			A			B	
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	129	0	1	1	3	0	0	3	97
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	132	0	1	1	3	0	0	3	99
Added Vol:	0	0	0	146	0	19	16	1	0	0	1	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	278	0	20	17	4	0	0	4	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	327	0	24	20	5	0	0	5	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	327	0	24	20	5	0	0	5	264
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	0	0	327	0	24	20	5	0	0	5	264
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.17
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	0	Average Delay (sec/veh):	50.6
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	38	11	1	35	1	16	27	2	2	24	13
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	39	11	1	36	1	16	28	2	2	24	13
Added Vol:	19	383	38	5	448	36	30	40	19	45	48	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	422	49	6	484	37	46	68	21	47	72	18
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:	36	482	56	7	553	42	53	77	24	54	83	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	482	56	7	553	42	53	77	24	54	83	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	482	56	7	553	42	53	77	24	54	83	21
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:	0.06	0.84	0.10	0.01	0.99	1.00	0.34	0.50	0.16	0.34	0.53	0.13
Final Sat.:	36	490	57	7	546	620	160	233	73	159	245	62
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	1.01	1.01	0.07	0.33	0.33	0.33	0.34	0.34	0.34
Crit Moves:			****		****				****	****		
Delay/Veh:	57.7	57.7	57.7	66.8	66.8	8.9	14.1	14.1	14.1	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	57.7	57.7	66.8	66.8	8.9	14.1	14.1	14.1	14.2	14.2	14.2
LOS by Move:	F	F	F	F	F	A	B	B	B	B	B	B
ApproachDel:	57.7			62.7			14.1			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	57.7			62.7			14.1			14.2		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	7.9	7.9	7.9	8.8	8.8	0.1	0.5	0.5	0.5	0.5	0.5	0.5

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative (2011) Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	12	38	11	1	35	1	16	27	2	2	24	13
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	39	11	1	36	1	16	28	2	2	24	13
Added Vol:	19	383	38	5	448	36	30	40	19	45	48	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	422	49	6	484	37	46	68	21	47	72	18
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:	36	482	56	7	553	42	53	77	24	54	83	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	482	56	7	553	42	53	77	24	54	83	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	482	56	7	553	42	53	77	24	54	83	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.93	0.07	1.00	0.76	0.24	1.00	0.80	0.20
Final Sat.:	1600	1433	167	1600	1486	114	1600	1220	380	1600	1278	322
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.00	0.37	0.37	0.03	0.06	0.06	0.03	0.06	0.06
Crit Moves:	****				****		****				****	

APPENDIX F

CALCULATION OF INTERSECTION LEVEL OF SERVICE – EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT (2011) CONDITIONS

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 Project Access #1 (NS)/ 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	122	0	0	36	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	124	0	0	37	0
Added Vol:	32	0	151	0	0	0	0	107	30	69	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	151	0	0	0	0	231	30	69	212	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	0	159	0	0	0	0	244	32	73	223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	159	0	0	0	0	244	32	73	223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	159	0	0	0	0	244	32	73	223	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.89	0.11	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1416	184	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.17	0.17	0.05	0.07	0.00
Crit Moves:			****					****		****		

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	232	19	66	290	0	0	0	0	18	0	96
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	237	19	67	296	0	0	0	0	18	0	98
Added Vol:	0	270	46	17	403	0	0	0	0	51	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	507	65	84	699	0	0	0	0	69	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	542	70	90	748	0	0	0	0	74	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	542	70	90	748	0	0	0	0	74	0	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	542	70	90	748	0	0	0	0	74	0	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2834	366	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.06	0.23	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	22.6
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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	113	5	50	177	29	64	55	5	4	7	49
Added Vol:	44	190	3	101	311	92	160	98	0	13	122	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	303	8	151	488	121	224	153	5	17	129	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	318	8	158	513	127	235	161	5	18	136	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	318	8	158	513	127	235	161	5	18	136	72
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:	47	318	8	158	513	127	235	161	5	18	136	72
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	1.60	0.40	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	346	741	387	395	694	175	362	376	393	322	680	365
Capacity Analysis Module:												
Vol/Sat:	0.14	0.43	0.02	0.40	0.74	0.72	0.65	0.43	0.01	0.06	0.20	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	13.8	18.1	11.4	17.0	29.9	28.2	27.4	18.0	11.2	13.5	14.6	13.8
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:	13.8	18.1	11.4	17.0	29.9	28.2	27.4	18.0	11.2	13.5	14.6	13.8
LOS by Move:	B	C	B	C	D	D	D	C	B	B	B	B
ApproachDel:		17.4			27.0			23.4			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.4			27.0			23.4			14.3	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	0.1	0.6	0.0	0.6	2.4	2.1	1.5	0.6	0.0	0.0	0.2	0.2

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	113	5	50	177	29	64	55	5	4	7	49
Added Vol:	44	190	3	101	311	92	160	98	0	13	122	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	303	8	151	488	121	224	153	5	17	129	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	318	8	158	513	127	235	161	5	18	136	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	318	8	158	513	127	235	161	5	18	136	72
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:	47	318	8	158	513	127	235	161	5	18	136	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2567	633	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.01	0.10	0.20	0.20	0.15	0.10	0.00	0.01	0.04	0.05
Crit Moves:	****				****		****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

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

****

Intersection #103 Project Access #2 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		0	0	2	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	117		0			0	183		0			0	0		0			0	0		0		
Growth Adj:	1.02	1.02		1.02			1.02	1.02		1.02			1.02	1.02		1.02			1.02	1.02		1.02		
Initial Bse:	0	119		0			0	187		0			0	0		0			0	0		0		
Added Vol:	0	151		20			0	338		0			0	0		0			0	0		86		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	0	270		20			0	525		0			0	0		0			0	0		86		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	0	285		21			0	552		0			0	0		0			0	0		91		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	285		21			0	552		0			0	0		0			0	0		91		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		153		
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		872		
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		872		
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		0.10		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		0.3		
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		9.6		
LOS by Move:	*	*		*			*	*		*			*	*		*			*	*		A		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						9.6					
ApproachLOS:	*						*						*						A					

****

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

****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

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

****

Intersection #104 Project Access #3 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.8]

****

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:	0 0 2	0	0	0 0 2	0	1	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 117	0		0 183	0		0 0	0		0 0	0	
Growth Adj:	1.02 1.02	1.02		1.02 1.02	1.02		1.02 1.02	1.02		1.02 1.02	1.02	
Initial Bse:	0 119	0		0 187	0		0 0	0		0 0	0	
Added Vol:	0 171	0		0 239	99		0 0	32		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 290	0		0 426	99		0 0	32		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:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	0 306	0		0 448	104		0 0	34		0 0	0	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	0 306	0		0 448	104		0 0	34		0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	6.9		xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	3.3		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	224		xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	785		xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	785		xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	0.04		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	0.1		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	9.8		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	A		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

****

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

****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): 16.2
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	180	0	0	3	2	0	0	1	109
Added Vol:	0	0	0	216	0	15	9	0	0	0	1	140
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	396	0	15	12	2	0	0	2	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	0	0	432	0	16	13	2	0	0	2	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	432	0	16	13	2	0	0	2	272
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	0	0	432	0	16	13	2	0	0	2	272
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:	0.00	0.00	0.00	1.00	0.00	1.00	0.86	0.14	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	619	0	767	466	79	0	0	587	672
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.70	xxxx	0.02	0.03	0.03	xxxx	xxxx	0.00	0.41
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	20.1	0.0	7.3	9.3	9.3	0.0	0.0	8.5	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.1	0.0	7.3	9.3	9.3	0.0	0.0	8.5	11.0
LOS by Move:	*	*	*	C	*	A	A	A	*	*	A	B
ApproachDel:	xxxxxx			19.7			9.3			11.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			19.7			9.3			11.0		
LOS by Appr:	*			C			A			B		
AllWayAvgQ:	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6

****

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	176	0	0	3	2	0	0	1	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	180	0	0	3	2	0	0	1	109
Added Vol:	0	0	0	216	0	15	9	0	0	0	1	140
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	396	0	15	12	2	0	0	2	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	0	0	432	0	16	13	2	0	0	2	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	432	0	16	13	2	0	0	2	272
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	0	0	432	0	16	13	2	0	0	2	272
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.17
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

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

****

Intersection #106 Project Access #4 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	123	0	0	79	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	125	0	0	81	0				
Added Vol:	0	0	14	0	0	0	0	0	0	0	149	53	0	155	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	0	14	0	0	0	0	0	0	0	274	53	0	236	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	1.00	1.00	1.00					
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95					
PHF Volume:	0	0	15	0	0	0	0	0	0	0	289	56	0	248	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	0	0	15	0	0	0	0	0	0	0	289	56	0	248	0					
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	144	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	9.1			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

****

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

****

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

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

****

Intersection #107 Project Access #5 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	123	0			0	79	0		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	0	0	0			0	0	0			0	125	0			0	81	0		
Added Vol:	29	0	14			0	0	0			0	130	33			27	126	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	29	0	14			0	0	0			0	255	33			27	207	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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	31	0	15			0	0	0			0	269	35			28	217	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	31	0	15			0	0	0			0	269	35			28	217	0		
Critical Gap Module:																				
Critical Gp:	6.8	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	434	xxxx	134			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			304	xxxx	xxxxx		
Potent Cap.:	555	xxxx	896			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1269	xxxx	xxxxx		
Move Cap.:	546	xxxx	896			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1269	xxxx	xxxxx		
Volume/Cap:	0.06	xxxx	0.02			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	12.0	xxxx	9.1			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx		
LOS by Move:	B	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	11.0					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

****

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.096
Loss Time (sec):	0	Average Delay (sec/veh):	48.7
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	53	11	14	51	31	40	71	12	3	39	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	54	11	14	52	32	41	72	12	3	40	7
Added Vol:	18	287	29	4	508	57	41	49	19	53	71	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	341	40	18	560	89	82	121	31	56	111	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	27	344	41	18	565	89	83	123	32	57	112	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	344	41	18	565	89	83	123	32	57	112	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:	27	344	41	18	565	89	83	123	32	57	112	14
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:	0.07	0.83	0.10	0.03	0.97	1.00	0.35	0.52	0.13	0.31	0.61	0.08
Final Sat.:	35	445	53	17	515	596	163	242	62	138	272	35
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	0.77	1.10	1.10	0.15	0.51	0.51	0.51	0.41	0.41	0.41
Crit Moves:		****			****			****			****	
Delay/Veh:	27.6	27.6	27.6	92.9	92.9	9.8	17.0	17.0	17.0	15.2	15.2	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	92.9	92.9	9.8	17.0	17.0	17.0	15.2	15.2	15.2
LOS by Move:	D	D	D	F	F	A	C	C	C	C	C	C
ApproachDel:		27.6			81.8			17.0			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.6			81.8			17.0			15.2	
LOS by Appr:		D			F			C			C	
AllWayAvgQ:	2.7	2.7	2.7	12.3	12.3	0.2	0.9	0.9	0.9	0.6	0.6	0.6

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	9	53	11	14	51	31	40	71	12	3	39	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	54	11	14	52	32	41	72	12	3	40	7
Added Vol:	18	287	29	4	508	57	41	49	19	53	71	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	341	40	18	560	89	82	121	31	56	111	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	27	344	41	18	565	89	83	123	32	57	112	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	344	41	18	565	89	83	123	32	57	112	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:	27	344	41	18	565	89	83	123	32	57	112	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.86	0.14	1.00	0.80	0.20	1.00	0.89	0.11
Final Sat.:	1600	1431	169	1600	1381	219	1600	1273	327	1600	1419	181
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.41	0.41	0.05	0.10	0.10	0.04	0.08	0.08
Crit Moves:	****				****			****			****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 Project Access #1 (NS)/ 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	57	0	0	49	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	58	0	0	50	0
Added Vol:	41	0	193	0	0	0	0	142	45	104	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	193	0	0	0	0	200	45	104	212	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	0	203	0	0	0	0	211	47	109	223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	203	0	0	0	0	211	47	109	223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	0	203	0	0	0	0	211	47	109	223	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.82	0.18	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1306	294	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.16	0.16	0.07	0.07	0.00
Crit Moves:			****					****		****		

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	247	14	46	237	0	0	0	0	10	0	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	252	14	47	242	0	0	0	0	10	0	73
Added Vol:	0	355	59	16	408	0	0	0	0	65	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	607	73	63	650	0	0	0	0	75	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	644	78	67	689	0	0	0	0	80	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	644	78	67	689	0	0	0	0	80	0	95
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	644	78	67	689	0	0	0	0	80	0	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2855	345	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.04	0.22	0.00	0.00	0.00	0.00	0.05	0.00	0.06
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0	Average Delay (sec/veh):	28.5
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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	130	0	24	111	37	41	14	3	2	8	31
Added Vol:	63	253	6	129	338	80	205	130	0	16	141	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	383	6	153	449	117	246	144	3	18	149	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	75	419	7	168	492	128	269	158	3	20	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	419	7	168	492	128	269	158	3	20	163	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:	75	419	7	168	492	128	269	158	3	20	163	61
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	1.59	0.41	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	329	709	365	361	625	165	337	345	358	299	630	334
Capacity Analysis Module:												
Vol/Sat:	0.23	0.59	0.02	0.47	0.79	0.77	0.80	0.46	0.01	0.07	0.26	0.18
Crit Moves:		****			****		****				****	
Delay/Veh:	15.8	24.7	11.9	19.9	36.8	34.7	42.1	20.2	12.0	14.6	16.7	14.6
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:	15.8	24.7	11.9	19.9	36.8	34.7	42.1	20.2	12.0	14.6	16.7	14.6
LOS by Move:	C	C	B	C	E	D	E	C	B	B	C	B
ApproachDel:		23.2			32.9			33.8			16.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.2			32.9			33.8			16.0	
LOS by Appr:		C			D			D			C	
AllWayAvgQ:	0.3	1.2	0.0	0.8	2.8	2.6	2.7	0.7	0.0	0.1	0.3	0.2

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	130	0	24	111	37	41	14	3	2	8	31
Added Vol:	63	253	6	129	338	80	205	130	0	16	141	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	383	6	153	449	117	246	144	3	18	149	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	75	419	7	168	492	128	269	158	3	20	163	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	419	7	168	492	128	269	158	3	20	163	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:	75	419	7	168	492	128	269	158	3	20	163	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2540	660	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.00	0.11	0.19	0.19	0.17	0.10	0.00	0.01	0.05	0.04
Crit Moves:		****		****			****				****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

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

Intersection #103 Project Access #2 (NS)/ Madison Street (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	132	0	0	114	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	135	0	0	116	0	0	0	0	0	0	0
Added Vol:	0	211	30	0	372	0	0	0	0	0	0	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	346	30	0	488	0	0	0	0	0	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	364	32	0	514	0	0	0	0	0	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	364	32	0	514	0	0	0	0	0	0	116
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	198
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	817
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	817
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

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

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Intersection #104 Project Access #3 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	1	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	132	0	0	114	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	135	0	0	116	0	0	0	0	0	0	0
Added Vol:	0	241	0	0	223	149	0	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	376	0	0	339	149	0	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	395	0	0	357	157	0	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	395	0	0	357	157	0	0	43	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	179	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	840	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	840	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

****

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	129	0	1	1	3	0	0	3	97
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	132	0	1	1	3	0	0	3	99
Added Vol:	0	0	0	215	0	19	16	1	0	0	1	199
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	347	0	20	17	4	0	0	4	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	409	0	24	20	5	0	0	5	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	409	0	24	20	5	0	0	5	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	409	0	24	20	5	0	0	5	351
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:	0.00	0.00	0.00	1.00	0.00	1.00	0.81	0.19	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	593	0	725	434	103	0	0	590	677
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.69	xxxx	0.03	0.05	0.05	xxxx	xxxx	0.01	0.52
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	20.2	0.0	7.6	9.5	9.5	0.0	0.0	8.6	12.8
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:	0.0	0.0	0.0	20.2	0.0	7.6	9.5	9.5	0.0	0.0	8.6	12.8
LOS by Move:	*	*	*	C	*	A	A	A	*	*	A	B
ApproachDel:	xxxxxx			19.5			9.5			12.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			19.5			9.5			12.8		
LOS by Appr:	*			C			A			B		
AllWayAvgQ:	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	129	0	1	1	3	0	0	3	97
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	132	0	1	1	3	0	0	3	99
Added Vol:	0	0	0	215	0	19	16	1	0	0	1	199
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	347	0	20	17	4	0	0	4	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	409	0	24	20	5	0	0	5	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	409	0	24	20	5	0	0	5	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	409	0	24	20	5	0	0	5	351
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.22
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

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

****

Intersection #106 Project Access #4 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 0 1			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	45	0	0	37	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	46	0	0	38	0
Added Vol:	0	0	18	0	0	0	0	185	80	0	182	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	18	0	0	0	0	231	80	0	220	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	19	0	0	0	0	243	84	0	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	0	0	0	0	243	84	0	231	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	122	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

****

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

****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

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

Intersection #107 Project Access #5 (NS)/ 58th Avenue (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	45	0	0	37	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	46	0	0	38	0
Added Vol:	37	0	18	0	0	0	0	154	50	40	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	18	0	0	0	0	200	50	40	183	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	0	19	0	0	0	0	210	53	42	192	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	0	19	0	0	0	0	210	53	42	192	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	391	xxxx	105	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	xxxx	xxxxx
Potent Cap.:	591	xxxx	935	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx
Move Cap.:	576	xxxx	935	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	11.7	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	0	Average Delay (sec/veh):	64.3
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	38	11	1	35	1	16	27	2	2	24	13
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	39	11	1	36	1	16	28	2	2	24	13
Added Vol:	19	383	38	5	448	61	53	63	19	45	73	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	422	49	6	484	62	69	91	21	47	97	18
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:	36	482	56	7	553	71	79	103	24	54	111	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	482	56	7	553	71	79	103	24	54	111	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	482	56	7	553	71	79	103	24	54	111	21
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:	0.06	0.84	0.10	0.01	0.99	1.00	0.38	0.50	0.12	0.29	0.60	0.11
Final Sat.:	34	458	53	6	510	574	174	227	53	130	268	50
Capacity Analysis Module:												
Vol/Sat:	1.05	1.05	1.05	1.08	1.08	0.12	0.46	0.46	0.46	0.42	0.42	0.42
Crit Moves:		****			****			****			****	
Delay/Veh:	78.8	78.8	78.8	90.0	90.0	9.8	16.9	16.9	16.9	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	78.8	78.8	90.0	90.0	9.8	16.9	16.9	16.9	16.1	16.1	16.1
LOS by Move:	F	F	F	F	F	A	C	C	C	C	C	C
ApproachDel:		78.8			81.0			16.9			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		78.8			81.0			16.9			16.1	
LOS by Appr:		F			F			C			C	
AllWayAvgQ:	10.5	10.5	10.5	11.5	11.5	0.1	0.8	0.8	0.8	0.7	0.7	0.7

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	12	38	11	1	35	1	16	27	2	2	24	13
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	39	11	1	36	1	16	28	2	2	24	13
Added Vol:	19	383	38	5	448	61	53	63	19	45	73	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	422	49	6	484	62	69	91	21	47	97	18
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:	36	482	56	7	553	71	79	103	24	54	111	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	482	56	7	553	71	79	103	24	54	111	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	482	56	7	553	71	79	103	24	54	111	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.89	0.11	1.00	0.81	0.19	1.00	0.84	0.16
Final Sat.:	1600	1433	167	1600	1418	182	1600	1298	302	1600	1348	252
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.00	0.39	0.39	0.05	0.08	0.08	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

APPENDIX G

CALCULATION OF INTERSECTION LEVEL OF SERVICE – EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT (2011) CONDITIONS PLUS 1 SIGMA

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS + 1SIGMA
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 Project Access #1 (NS)/ 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	122	0	0	36	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	124	0	0	37	0
Added Vol:	56	0	262	0	0	0	0	120	54	125	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	0	262	0	0	0	0	244	54	125	224	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	0	276	0	0	0	0	257	57	132	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	276	0	0	0	0	257	57	132	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	276	0	0	0	0	257	57	132	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.82	0.18	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1310	290	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.17	0.00	0.00	0.00	0.00	0.20	0.20	0.08	0.07	0.00
Crit Moves:			****					****		****		

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	0	Average Delay (sec/veh):	49.4
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	113	5	50	177	29	64	55	5	4	7	49
Added Vol:	77	232	3	144	391	92	239	142	0	17	167	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	345	8	194	568	121	303	197	5	21	174	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	362	8	204	597	127	318	207	5	22	183	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	362	8	204	597	127	318	207	5	22	183	72
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:	82	362	8	204	597	127	318	207	5	22	183	72
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	1.65	0.35	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	302	634	334	341	608	131	319	327	345	288	602	320
Capacity Analysis Module:												
Vol/Sat:	0.27	0.57	0.03	0.60	0.98	0.97	1.00	0.63	0.02	0.08	0.30	0.23
Crit Moves:		****			****		****				****	
Delay/Veh:	18.5	27.2	13.4	26.7	73.8	69.6	84.6	29.5	12.9	15.9	19.2	16.8
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:	18.5	27.2	13.4	26.7	73.8	69.6	84.6	29.5	12.9	15.9	19.2	16.8
LOS by Move:	C	D	B	D	F	F	F	D	B	C	C	C
ApproachDel:		25.4			62.9			62.4			18.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.4			62.9			62.4			18.3	
LOS by Appr:		D			F			F			C	
AllWayAvgQ:	0.3	1.2	0.0	1.3	6.5	5.9	6.3	1.5	0.0	0.1	0.4	0.3

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS + 1SIGMA
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	111	5	49	174	28	63	54	5	4	7	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	113	5	50	177	29	64	55	5	4	7	49
Added Vol:	77	232	3	144	391	92	239	142	0	17	167	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	345	8	194	568	121	303	197	5	21	174	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	362	8	204	597	127	318	207	5	22	183	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	362	8	204	597	127	318	207	5	22	183	72
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:	82	362	8	204	597	127	318	207	5	22	183	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2640	560	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.01	0.13	0.23	0.23	0.20	0.13	0.00	0.01	0.06	0.05
Crit Moves:	****				****		****				****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
PM Peak Hour

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

****

Intersection #103 Project Access #2 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	117	0	0	183	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	119	0	0	187	0	0	0	0	0	0	0
Added Vol:	0	175	33	0	431	0	0	0	0	0	0	138
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	294	33	0	618	0	0	0	0	0	0	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	310	35	0	650	0	0	0	0	0	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	310	35	0	650	0	0	0	0	0	0	145
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	172
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	848
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	848
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

****

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

****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
PM Peak Hour

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

Intersection #104 Project Access #3 (NS)/ Madison Street (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	1	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	117	0	0	183	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	119	0	0	187	0	0	0	0	0	0	0
Added Vol:	0	207	0	0	252	179	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	326	0	0	439	179	0	0	56	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	344	0	0	462	188	0	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	344	0	0	462	188	0	0	59	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	231	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	778	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	778	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
PM Peak Hour

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

****

Intersection #106 Project Access #4 (NS)/ 58th Avenue (EW)

****

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

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	123	0			0	79	0		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	0	0	0			0	0	0			0	125	0			0	81	0		
Added Vol:	0	0	23			0	0	0			0	202	87			0	204	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	23			0	0	0			0	327	87			0	285	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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	24			0	0	0			0	345	92			0	300	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	24			0	0	0			0	345	92			0	300	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	172			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	848			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	848			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.03			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.4			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		9.4					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
PM Peak Hour

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

****

Intersection #107 Project Access #5 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	0 1	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	123	0	0	79	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	125	0	0	81	0
Added Vol:	46	0	23	0	0	0	0	170	55	44	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	0	23	0	0	0	0	295	55	44	239	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	0	24	0	0	0	0	311	58	46	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	0	24	0	0	0	0	311	58	46	251	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	529	xxxx	156	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	xxxx	xxxxx
Potent Cap.:	484	xxxx	869	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx
Move Cap.:	470	xxxx	869	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1201	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	13.5	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS + 1SIGMA
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 Project Access #1 (NS)/ 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	57	0	0	49	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	58	0	0	50	0
Added Vol:	65	0	305	0	0	0	0	155	69	160	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	305	0	0	0	0	213	69	160	225	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	0	321	0	0	0	0	224	73	168	237	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	321	0	0	0	0	224	73	168	237	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	68	0	321	0	0	0	0	224	73	168	237	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.76	0.24	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1209	391	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.20	0.00	0.00	0.00	0.00	0.19	0.19	0.11	0.07	0.00
Crit Moves:			****					****		****		

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
MID-DAY Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.197
Loss Time (sec):	0	Average Delay (sec/veh):	66.9
Optimal Cycle:	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	130	0	24	111	37	41	14	3	2	8	31
Added Vol:	96	296	6	172	418	80	285	175	0	20	186	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	426	6	196	529	117	326	189	3	22	194	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	111	466	7	215	580	128	357	207	3	24	213	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	466	7	215	580	128	357	207	3	24	213	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:	111	466	7	215	580	128	357	207	3	24	213	61
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	1.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	296	623	328	321	563	126	298	307	323	280	583	309
Capacity Analysis Module:												
Vol/Sat:	0.37	0.75	0.02	0.67	1.03	1.01	1.20	0.67	0.01	0.09	0.36	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	21.5	41.2	13.7	32.9	89.3	84.5	151.2	34.7	13.7	16.6	21.7	17.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	41.2	13.7	32.9	89.3	84.5	151.2	34.7	13.7	16.6	21.7	17.0
LOS by Move:	C	E	B	D	F	F	F	D	B	C	C	C
ApproachDel:		37.2			75.5			107.8			20.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.2			75.5			107.8			20.3	
LOS by Appr:		E			F			F			C	
AllWayAvgQ:	0.6	2.3	0.0	1.7	7.5	6.9	11.3	1.7	0.0	0.1	0.5	0.2

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions WITH IMPROVEMENTS + 1SIGMA
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	5	127	0	24	109	36	40	14	3	2	8	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	130	0	24	111	37	41	14	3	2	8	31
Added Vol:	96	296	6	172	418	80	285	175	0	20	186	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	426	6	196	529	117	326	189	3	22	194	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	111	466	7	215	580	128	357	207	3	24	213	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	466	7	215	580	128	357	207	3	24	213	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:	111	466	7	215	580	128	357	207	3	24	213	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2622	578	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.13	0.22	0.22	0.22	0.13	0.00	0.02	0.07	0.04
Crit Moves:	****				****		****				****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
MID-DAY Peak Hour

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

****

Intersection #103 Project Access #2 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.8]

****

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:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	132	0	0	114	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	135	0	0	116	0	0	0	0	0	0	0
Added Vol:	0	235	43	0	465	0	0	0	0	0	0	163
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	43	0	581	0	0	0	0	0	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	389	45	0	612	0	0	0	0	0	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	389	45	0	612	0	0	0	0	0	0	172
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	217
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	793
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	793
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

****

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

****

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
MID-DAY Peak Hour

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

Intersection #104 Project Access #3 (NS)/ Madison Street (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	132		0		0	114		0		0	0		0		0	0		0	
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	0	135		0		0	116		0		0	0		0		0	0		0	
Added Vol:	0	278		0		0	236		229		0	0		65		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	413		0		0	352		229		0	0		65		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:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0	434		0		0	371		241		0	0		68		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	434		0		0	371		241		0	0		68		0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		6.9		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		3.3		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		185		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		831		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		831		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		0.08		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		0.3		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		9.7		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		A		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx							9.7					xxxxxx				
ApproachLOS:	*			*							A					*				

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
MID-DAY Peak Hour

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

Intersection #106 Project Access #4 (NS)/ 58th Avenue (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	45	0			0	37	0		
Growth Adj:	1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02			1.02	1.02	1.02		
Initial Bse:	0	0	0			0	0	0			0	46	0			0	38	0		
Added Vol:	0	0	27			0	0	0			0	239	114			0	231	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	27			0	0	0			0	285	114			0	269	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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	28			0	0	0			0	300	120			0	283	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	28			0	0	0			0	300	120			0	283	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	150			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	876			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	876			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.03			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		9.2					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
Existing + Ambient + Cumulative + Project Conditions + 1 SIGMA
MID-DAY Peak Hour

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

****

Intersection #107 Project Access #5 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 2.1 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	45	0	0	37	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	46	0	0	38	0
Added Vol:	54	0	27	0	0	0	0	194	72	57	177	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	27	0	0	0	0	240	72	57	215	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	0	28	0	0	0	0	253	76	60	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	0	28	0	0	0	0	253	76	60	226	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	486	xxxx	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	xxxxx
Potent Cap.:	516	xxxx	907	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1243	xxxx	xxxxx
Move Cap.:	497	xxxx	907	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1243	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	13.2	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

****

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

****

APPENDIX H

CALCULATION OF INTERSECTION LEVEL OF SERVICE – GENERAL PLAN WITHOUT PROJECT CONDITIONS

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	1675	215	585	2627	0	0	0	0	203	0	575
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	1675	215	585	2627	0	0	0	0	203	0	575
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	1675	215	585	2627	0	0	0	0	203	0	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1675	215	585	2627	0	0	0	0	203	0	575
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	1675	215	585	2627	0	0	0	0	203	0	575
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.66	0.34	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4254	546	2880	4800	0	0	0	0	2880	0	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.20	0.55	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	2	993	27	524	1373	480	299	181	6	25	189	383
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	993	27	524	1373	480	299	181	6	25	189	383
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	993	27	524	1373	480	299	181	6	25	189	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	993	27	524	1373	480	299	181	6	25	189	383
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	993	27	524	1373	480	299	181	6	25	189	383
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.22	0.78	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3557	1243	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.02	0.18	0.39	0.39	0.10	0.06	0.00	0.01	0.06	0.24
Crit Moves:		****		****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	838	0	317	313	2	0	0	3	801
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	0	0	838	0	317	313	2	0	0	3	801
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	0	0	838	0	317	313	2	0	0	3	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	838	0	317	313	2	0	0	3	801
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	0	0	838	0	317	313	2	0	0	3	801
OvlAdjVol:												335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2880	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.50
OvlAdjV/S:												0.21
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	48	663	181	86	910	136	142	533	55	206	396	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:	48	663	181	86	910	136	142	533	55	206	396	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	663	181	86	910	136	142	533	55	206	396	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:	48	663	181	86	910	136	142	533	55	206	396	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	663	181	86	910	136	142	533	55	206	396	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:	48	663	181	86	910	136	142	533	55	206	396	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3200	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.11	0.03	0.28	0.09	0.05	0.17	0.03	0.07	0.12	0.04
Crit Moves:	****				****			****			****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	2014	114	375	1933	0	0	0	0	82	0	587
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	2014	114	375	1933	0	0	0	0	82	0	587
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	2014	114	375	1933	0	0	0	0	82	0	587
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2014	114	375	1933	0	0	0	0	82	0	587
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	2014	114	375	1933	0	0	0	0	82	0	587
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.84	0.16	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4543	257	2880	4800	0	0	0	0	2880	0	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.13	0.40	0.00	0.00	0.00	0.00	0.03	0.00	0.20
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	41	1037	6	196	890	294	327	114	24	16	65	245
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	1037	6	196	890	294	327	114	24	16	65	245
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	45	1136	7	215	975	322	358	125	26	18	71	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1136	7	215	975	322	358	125	26	18	71	268
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:	45	1136	7	215	975	322	358	125	26	18	71	268
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.26	0.74	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3608	1192	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.00	0.07	0.27	0.27	0.12	0.04	0.02	0.01	0.02	0.17
Crit Moves:		****		****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	581	0	307	318	20	0	0	20	962
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	0	0	581	0	307	318	20	0	0	20	962
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	0	0	581	0	307	318	20	0	0	20	962
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	581	0	307	318	20	0	0	20	962
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	0	0	581	0	307	318	20	0	0	20	962
OvlAdjVol:												639
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2880	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.19	0.20	0.01	0.00	0.00	0.01	0.60
OvlAdjV/S:												0.40
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	120	381	110	10	508	10	161	271	20	49	241	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	381	110	10	508	10	161	271	20	49	241	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	381	110	10	508	10	161	271	20	49	241	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	381	110	10	508	10	161	271	20	49	241	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	381	110	10	508	10	161	271	20	49	241	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	381	110	10	508	10	161	271	20	49	241	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3200	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.00	0.16	0.01	0.06	0.08	0.01	0.02	0.08	0.08
Crit Moves:	****				****		****				****	

APPENDIX I

CALCULATION OF INTERSECTION LEVEL OF SERVICE – GENERAL PLAN WITH PROJECT CONDITIONS

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 Project Access #1 (NS)/ 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	486	0	0	671	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:	0	0	0	0	0	0	0	486	0	0	671	0
Added Vol:	48	0	95	0	0	0	0	29	44	79	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	95	0	0	0	0	515	44	79	703	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:	48	0	95	0	0	0	0	515	44	79	703	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	95	0	0	0	0	515	44	79	703	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	0	95	0	0	0	0	515	44	79	703	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.84	0.16	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2948	252	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.05	0.22	0.00
Crit Moves:			****					****		****		

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	1675	215	585	2627	0	0	0	0	203	0	575
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	1675	215	585	2627	0	0	0	0	203	0	575
Added Vol:	0	48	16	0	44	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1723	231	585	2671	0	0	0	0	218	0	575
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	1723	231	585	2671	0	0	0	0	218	0	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1723	231	585	2671	0	0	0	0	218	0	575
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	1723	231	585	2671	0	0	0	0	218	0	575
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.65	0.35	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4233	567	2880	4800	0	0	0	0	2880	0	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.20	0.56	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	2	993	27	524	1373	480	299	181	6	25	189	383
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	993	27	524	1373	480	299	181	6	25	189	383
Added Vol:	82	38	0	35	53	0	57	67	0	6	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1031	27	559	1426	480	356	248	6	31	243	383
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:	84	1031	27	559	1426	480	356	248	6	31	243	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1031	27	559	1426	480	356	248	6	31	243	383
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:	84	1031	27	559	1426	480	356	248	6	31	243	383
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.24	0.76	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3591	1209	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.19	0.40	0.40	0.12	0.08	0.00	0.01	0.08	0.24
Crit Moves:		****		****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

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

****

Intersection #103 Project Access #2 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.8]

****

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:	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	1022		0		0	1404		0		0		0		0	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:	0	1022		0		0	1404		0		0		0		0	0		0		0
Added Vol:	0	44		29		0	84		0		0		0		0	0		0		76
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	1066		29		0	1488		0		0		0		0	0		0		76
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	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	1066		29		0	1488		0		0		0		0	0		0		76
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1066		29		0	1488		0		0		0		0	0		0		76
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			548
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			486
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			486
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx			0.16
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			0.6
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			13.8
LOS by Move:	*	*		*		*	*		*		*	*		*		*	*			B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx			xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx			xxxxx
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*			*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					13.8				
ApproachLOS:	*					*					*					B				

****

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

****

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

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

Intersection #104 Project Access #3 (NS)/ Madison Street (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[16.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1022		0		0	1404		0		0	0		0		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:	0	1022		0		0	1404		0		0	0		0		0	0		0	
Added Vol:	0	73		0		0	32		53		0	0		48		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	1095		0		0	1436		53		0	0		48		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:	0	1095		0		0	1436		53		0	0		48		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	1095		0		0	1436		53		0	0		48		0	0		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		6.9		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		3.3		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		718		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		376		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		376		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		0.13		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		0.4		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		16.0		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		C		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx			16.0				xxxxxx									
ApproachLOS:	*			*			C				*									

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	838	0	317	313	2	0	0	3	801
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	0	0	838	0	317	313	2	0	0	3	801
Added Vol:	0	0	0	48	0	32	29	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	886	0	349	342	2	0	0	3	845
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	0	0	886	0	349	342	2	0	0	3	845
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	886	0	349	342	2	0	0	3	845
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	0	0	886	0	349	342	2	0	0	3	845
OvlAdjVol:												353
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2880	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.22	0.21	0.00	0.00	0.00	0.00	0.53
OvlAdjV/S:												0.22
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

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

Intersection #106 Project Access #4 (NS)/ 58th Avenue (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 0 1			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	732	0	0	600	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:	0	0	0	0	0	0	0	732	0	0	600	0
Added Vol:	0	0	13	0	0	0	0	61	41	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	0	0	0	793	41	0	660	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:	0	0	13	0	0	0	0	793	41	0	660	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	13	0	0	0	0	793	41	0	660	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	397	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

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

****

Intersection #107 Project Access #5 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[21.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	732	0	0	600	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:	0	0	0	0	0	0	0	732	0	0	600	0
Added Vol:	25	0	13	0	0	0	0	51	23	23	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	13	0	0	0	0	783	23	23	635	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:	25	0	13	0	0	0	0	783	23	23	635	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	13	0	0	0	0	783	23	23	635	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1147	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	xxxxx
Potent Cap.:	196	xxxx	613	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	xxxx	xxxxx
Move Cap.:	192	xxxx	613	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	26.6	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

****

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	48	663	181	86	910	136	142	533	55	206	396	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:	48	663	181	86	910	136	142	533	55	206	396	65
Added Vol:	0	0	0	0	0	15	16	16	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	663	181	86	910	151	158	549	55	206	411	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:	48	663	181	86	910	151	158	549	55	206	411	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	663	181	86	910	151	158	549	55	206	411	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:	48	663	181	86	910	151	158	549	55	206	411	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3200	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.11	0.03	0.28	0.09	0.05	0.17	0.03	0.07	0.13	0.04
Crit Moves:	****				****			****			****	

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 Project Access #1 (NS)/ 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	465	0	0	400	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:	0	0	0	0	0	0	0	465	0	0	400	0
Added Vol:	61	0	122	0	0	0	0	44	66	118	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	0	122	0	0	0	0	509	66	118	441	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:	61	0	122	0	0	0	0	509	66	118	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	0	122	0	0	0	0	509	66	118	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	0	122	0	0	0	0	509	66	118	441	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2833	367	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.07	0.14	0.00
Crit Moves:			****					****		****		

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Madison Street (NS) / 56th Avenue - Airport (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	2014	114	375	1933	0	0	0	0	82	0	587
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	2014	114	375	1933	0	0	0	0	82	0	587
Added Vol:	0	61	20	0	66	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2075	134	375	1999	0	0	0	0	104	0	587
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	2075	134	375	1999	0	0	0	0	104	0	587
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2075	134	375	1999	0	0	0	0	104	0	587
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	2075	134	375	1999	0	0	0	0	104	0	587
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.82	0.18	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4509	291	2880	4800	0	0	0	0	2880	0	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.13	0.42	0.00	0.00	0.00	0.00	0.04	0.00	0.20
Crit Moves:		****		****								****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Madison Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	41	1037	6	196	890	294	327	114	24	16	65	245
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	1037	6	196	890	294	327	114	24	16	65	245
Added Vol:	115	49	0	53	79	0	73	93	0	8	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1086	6	249	969	294	400	207	24	24	142	245
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	171	1189	7	273	1061	322	438	227	26	26	156	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1189	7	273	1061	322	438	227	26	26	156	268
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:	171	1189	7	273	1061	322	438	227	26	26	156	268
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.30	0.70	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3683	1117	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.00	0.09	0.29	0.29	0.15	0.07	0.02	0.01	0.05	0.17
Crit Moves:		****		****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

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

****

Intersection #103 Project Access #2 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[15.2]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		0	0	2	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1084		0			0	930		0			0		0		0		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:	0	1084		0			0	930		0			0		0		0		0		0		0	
Added Vol:	0	66		44			0	120		0			0		0		0		0		0		98	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	0	1150		44			0	1050		0			0		0		0		0		0		98	
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	1150		44			0	1050		0			0		0		0		0		0		98	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	1150		44			0	1050		0			0		0		0		0		0		98	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		597	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		451	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		451	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx		xxxx		xxxx		xxxx		xxxx		0.22	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		0.8	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		15.2	
LOS by Move:	*	*		*			*	*		*			*		*		*		*		*		C	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						15.2					
ApproachLOS:	*						*						*						C					

****

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

****

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

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

****

Intersection #104 Project Access #3 (NS)/ Madison Street (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	1	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 1084	0		0 930	0		0 0	0		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:	0 1084	0		0 930	0		0 0	0		0 0	0	
Added Vol:	0 110	0		0 41	79		0 0	61		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 1194	0		0 971	79		0 0	61		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:	0 1194	0		0 971	79		0 0	61		0 0	0	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	0 1194	0		0 971	79		0 0	61		0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	6.9		xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	3.3		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	486		xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	533		xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	533		xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	0.11		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	0.4		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	12.6		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	B		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Madison Street (NS) / 60th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	581	0	307	318	20	0	0	20	962
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	0	0	581	0	307	318	20	0	0	20	962
Added Vol:	0	0	0	61	0	41	44	0	0	0	0	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	642	0	348	362	20	0	0	20	1028
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	0	0	642	0	348	362	20	0	0	20	1028
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	642	0	348	362	20	0	0	20	1028
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	0	0	642	0	348	362	20	0	0	20	1028
OvlAdjVol:												671
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2880	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.23	0.01	0.00	0.00	0.01	0.64
OvlAdjV/S:												0.42
Crit Moves:				****			****					****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

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

****

Intersection #106 Project Access #4 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	316	0			0	326	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:	0	0	0			0	0	0			0	316	0			0	326	0		
Added Vol:	0	0	16			0	0	0			0	84	62			0	85	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	16			0	0	0			0	400	62			0	411	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:	0	0	16			0	0	0			0	400	62			0	411	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	16			0	0	0			0	400	62			0	411	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	200			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	814			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	814			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.02			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.5			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		9.5					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

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

****

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LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

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

****

Intersection #107 Project Access #5 (NS)/ 58th Avenue (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	316	0				0	326	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:	0	0	0				0	0	0				0	316	0				0	326	0			
Added Vol:	33	0	16				0	0	0				0	65	35				35	53	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	33	0	16				0	0	0				0	381	35				35	379	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:	33	0	16				0	0	0				0	381	35				35	379	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	33	0	16				0	0	0				0	381	35				35	379	0			
Critical Gap Module:																								
Critical Gp:	6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	641	xxxx		191	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			416	xxxx	xxxxx									
Potent Cap.:	412	xxxx		825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1154	xxxx	xxxxx									
Move Cap.:	403	xxxx		825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1154	xxxx	xxxxx									
Volume/Cap:	0.08	xxxx		0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.03	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	0.3	xxxx		0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx									
Control Del:	14.7	xxxx		9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			8.2	xxxx	xxxxx									
LOS by Move:	B	*		A	*	*	*	*	*	*			A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	13.0						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	B						*						*						*					

****

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

****

LA QUINTA SHOPS AT CORAL MOUNTAIN TRAFFIC STUDY (JN 06597)
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
MID-DAY Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Monroe Street (NS) / 58th Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	120	381	110	10	508	10	161	271	20	49	241	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	381	110	10	508	10	161	271	20	49	241	130
Added Vol:	0	0	0	0	0	22	20	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	381	110	10	508	32	181	291	20	49	263	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	381	110	10	508	32	181	291	20	49	263	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	381	110	10	508	32	181	291	20	49	263	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	381	110	10	508	32	181	291	20	49	263	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	3200	1600	2880	3200	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.00	0.16	0.02	0.06	0.09	0.01	0.02	0.08	0.08
Crit Moves:	****				****		****				****	