COUNTRY CLUB OF THE DESERT
TRAFFIC IMPACT ANALYSIS (REVISED)
LA QUINTA, CALIFORNIA

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August 23, 2000

JN:0655-99-01
CB:JK:SS:skf/11264

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COUNTRY CLUB OF THE DESERT
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1.0 INTRODUCTION AND SUMMARY

A. Purpose of Report and Study Objectives

The purpose of this traffic impact analysis is to evaluate the Country Club of the Desert development from a traffic circulation standpoint. The project site is located within the City of La Quinta.

Study objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) evaluation of traffic conditions for the year of opening of the proposed project; (3) analysis of build-out traffic conditions derived from the City of La Quinta forecasts; and (4) determination of on-site and off-site improvements and system management actions needed to achieve City of La Quinta level of service requirements.

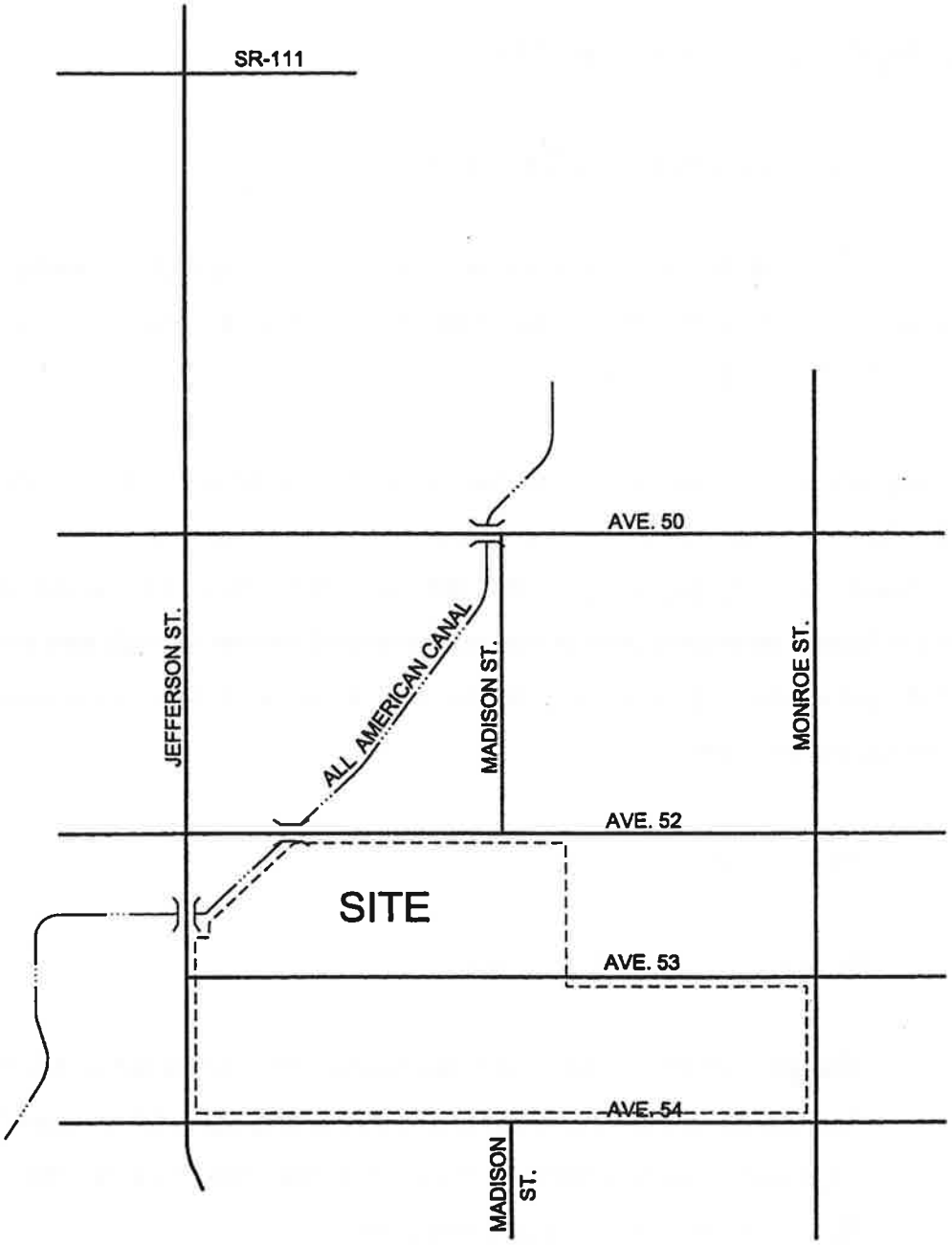
B. Executive Summary

1. Site Location and Study Area

The project site is bounded by Avenue 52 and Avenue 53 to the north, Avenue 54 to the south, Jefferson Street and the All American Canal to the west and Monroe Street to the east in the City of La Quinta. Exhibit 1-A illustrates the traffic analysis study area.

Pursuant to discussions with City of La Quinta staff, the study area includes the following intersections:

EXHIBIT 1-A
LOCATION MAP



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COUNTRY CLUB OF THE DESERT, La Quinta, California

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Jefferson Street (NS) at:

- SR-111
- Avenue 50 (EW)
- Avenue 52 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW)

Monroe Street (NS) at:

- Avenue 52 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

2. Development Description

The approximately 988 acre project site is proposed to be developed with 798 single-family detached residential dwelling units, 21 casitas (timeshare) dwelling units and three 18 hole golf courses.

3. Principal Findings

a. Required Level of Service (LOS): The definition of an intersection deficiency has been obtained from the City of La Quinta General Plan. The City of La Quinta General Plan states that peak hour intersection operations of LOS "D" or better are generally acceptable. Therefore, any intersection operating at LOS "E" or "F" will be considered deficient.

b. Existing Level of Service: For existing traffic conditions, the study area intersections operate at Level of Service "C" or better during the peak hours.

c. Opening Year Level of Service: For Opening Year with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-2).

d. Build-out Level of Service: For build-out with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-4).

4. Conclusions

Traffic signals appear to currently be warranted at the following study area intersections (see Appendix "C"):

Jefferson Street (NS) at:

- Avenue 50 (EW) – Traffic signal currently being installed by City
- Avenue 52 (EW) – Roundabout currently being installed by City

The City of La Quinta is currently upgrading the traffic signal and widening the intersection of Jefferson Street at SR-111.

The proposed development is projected to generate a total of approximately 9,690 trip-ends per day with 731 vehicles per hour during the AM peak hour and 965 vehicles per hour during the PM peak hour.

For Opening Year without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix "C"):

Jefferson Street (NS) at:

- Avenue 53 (EW)
- Avenue 54 (EW) – Traffic signal covered by Development Impact Fee

Monroe Street (NS) at:

- Avenue 52 (EW)

For buildout without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix "C"):

Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW) – Traffic signal covered by Development Impact Fee

Monroe Street (NS) at:

- Avenue 54 (EW)

5. Recommendations

Construct Avenue 52 from the west project boundary to the east project boundary at its ultimate half-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Construct Avenue 53 from the east project boundary to Madison Street at its ultimate half-section width as a Collector roadway (64 foot right-of-way) in conjunction with development.

Construct Avenue 54 from Jefferson Street to Monroe Street at its ultimate half-section width as a Primary Arterial (100 foot right-of-way) in conjunction with development.

Construct Jefferson Street from the north project boundary to Avenue 54 at its ultimate half-section width as a Major Arterial (120 foot right-of-way) in conjunction with development. The City of La Quinta currently is undergoing the Jefferson Street Improvement Project. This includes roadway improvements along Jefferson Street between Avenue 54 and Indio Boulevard (approximately 6.2 miles). Construction includes the addition of up to two travel lanes in each direction, providing a maximum 6-lane facility and the construction of raised landscaped medians.

Construct Madison Street from the Avenue 52 to Avenue 54 at its ultimate cross-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Construct Monroe Street from the Avenue 53 to Avenue 54 at its ultimate half-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

The proposed development will have access to Avenue 50 and Avenue 52 to the north, Avenue 54 to the south, Jefferson Street to the west and Monroe Street to the east. Site-specific circulation and access recommendations are depicted on Exhibit 7-A.

Sight distance at each project entrance should be reviewed with respect to standard Caltrans/City of La Quinta sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

The project should contribute towards a citywide roadway and traffic signal improvement program, as a result of infrastructure development fees for the City of La Quinta. These fees if required would be paid at the building permit stage of development. The project proponent will be responsible for new traffic signals at all project entrances, when warranted.

Traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

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2.0 PROPOSED DEVELOPMENT

A. Location

The project site is bounded by Avenue 52 and Avenue 53 to the north, Avenue 54 to the south, Jefferson Street and the All American Canal to the west and Monroe Street to the east in the City of La Quinta.

B. Land Use and Intensity

The approximately 988 acre project site is proposed to be developed with 798 single-family detached residential dwelling units, 21 casitas (timeshare) dwelling units and three 18 hole golf courses.

C. Site Plan

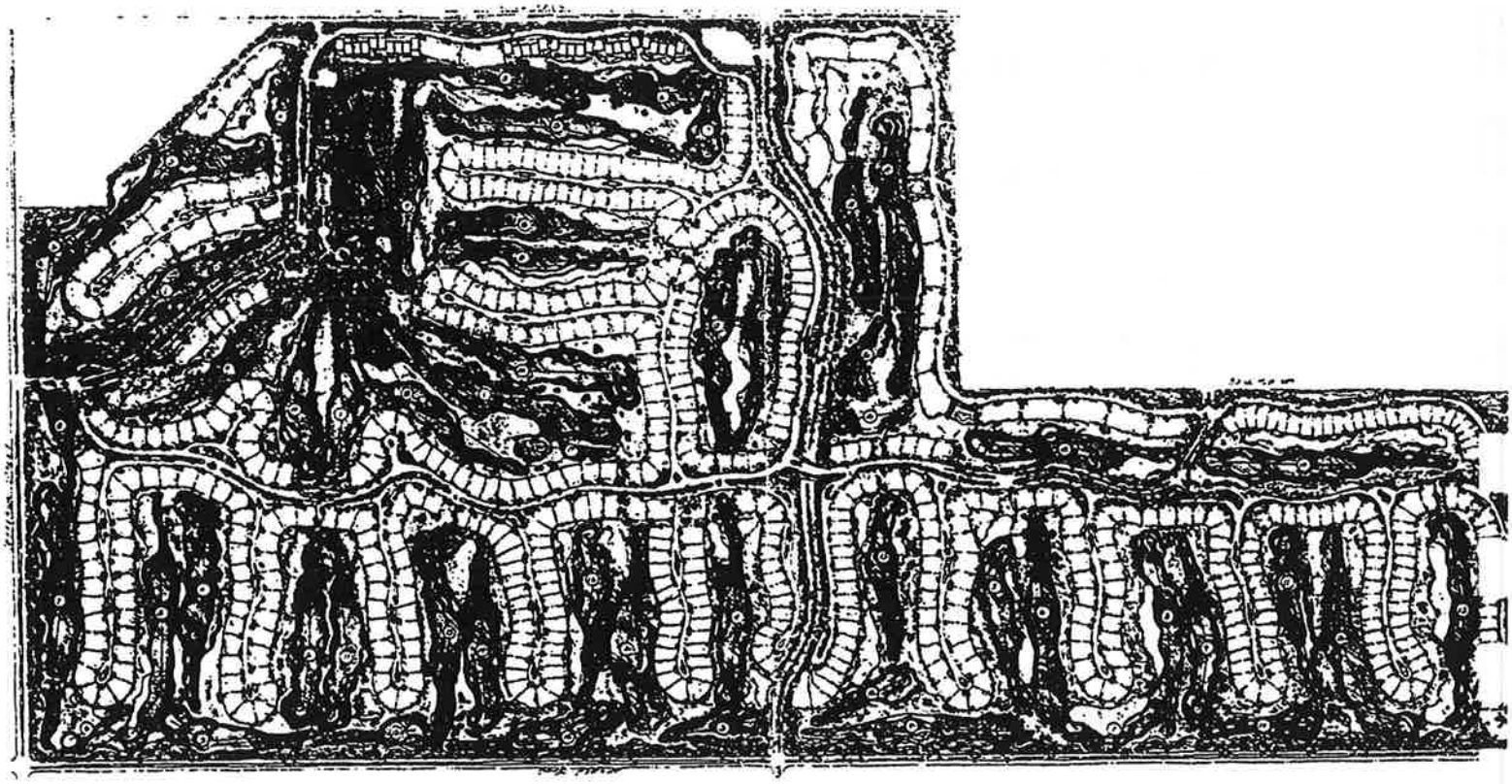
Exhibit 2-A illustrates the project site plan.

D. Phasing and Timing

The proposed project is anticipated for opening in Year 2005. This traffic analysis is based upon five years of background traffic growth (2005).

EXHIBIT 2-A

SITE PLAN



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3.0 AREA CONDITIONS

A. Study Area

1. Area of Significant Traffic Impact

Pursuant to discussions with City of La Quinta staff, the study area includes the following intersections:

Jefferson Street (NS) at:

- SR-111
- Avenue 50 (EW)
- Avenue 52 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW)

Monroe Street (NS) at:

- Avenue 52 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

B. Study Area Land Use

1. Existing Land Uses

The site is currently undeveloped and no significant traffic is currently being generated from the project. Adjacent uses include the following:

North – Vacant/Residential
South – Vacant/Residential
East – Vacant
West – Vacant/Flood Channel

2. Approved Future Development

Areawide growth calculations and other development were added to existing volumes in the vicinity of the site for Opening Year traffic conditions. The build-out with project traffic volumes have been derived from the City of La Quinta General Plan forecasts.

C. Site Accessibility

1. Area Roadway System

Exhibit 3-A identifies the existing roadway conditions for study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

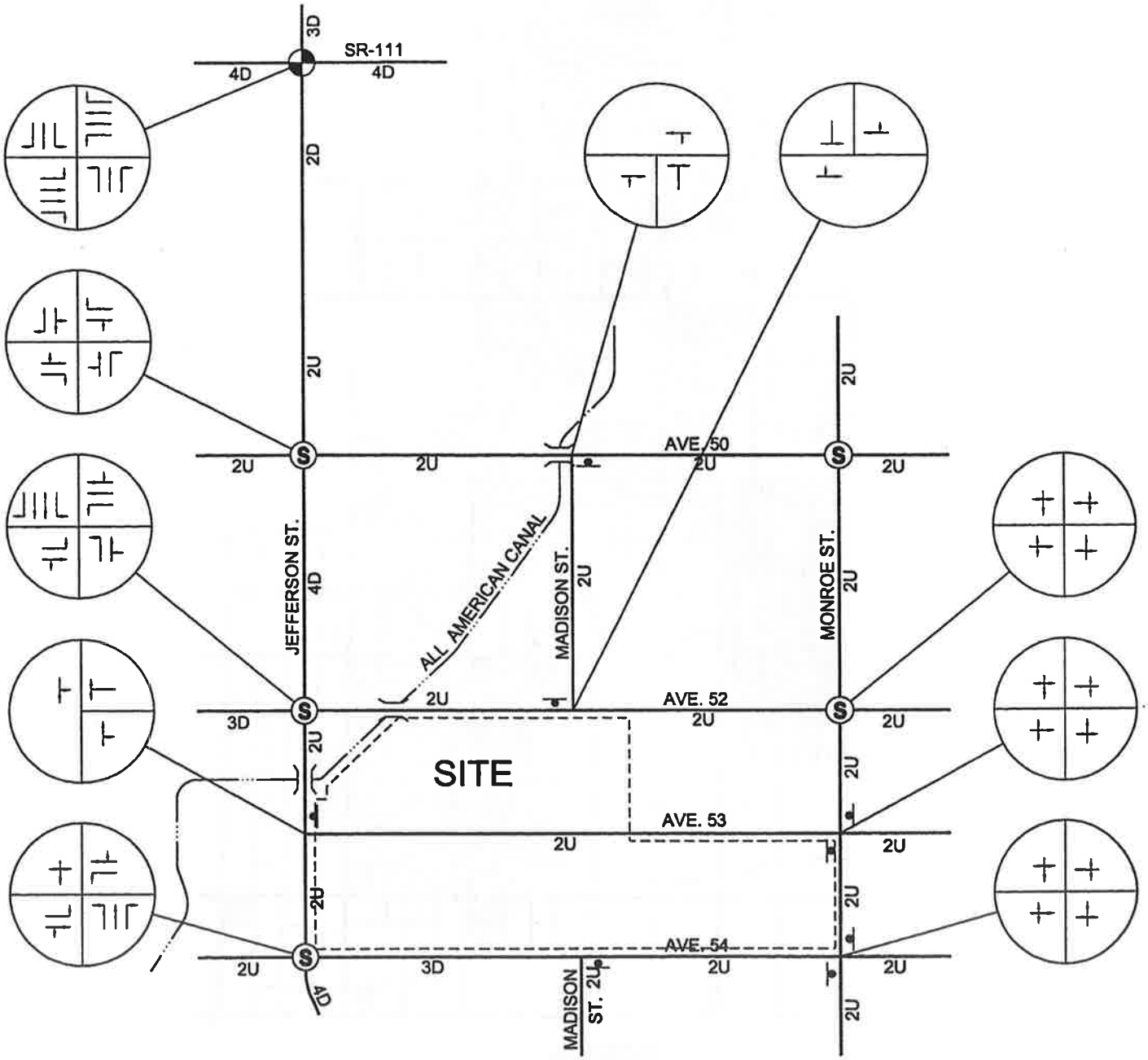
The City of La Quinta General Plan Circulation Element is depicted on Exhibit 3-B. Exhibit 3-C illustrates the City of La Quinta General Plan roadway cross-sections.

2. Traffic Volumes and Conditions

Existing average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-D. Existing ADT volumes are based upon traffic data collected by the Coachella Valley Association of Governments (CVAG) 1999 Traffic Census Report, the 1998 Traffic Volumes on California State Highways by Caltrans and factored up from

EXHIBIT 3-A

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- (S) = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED

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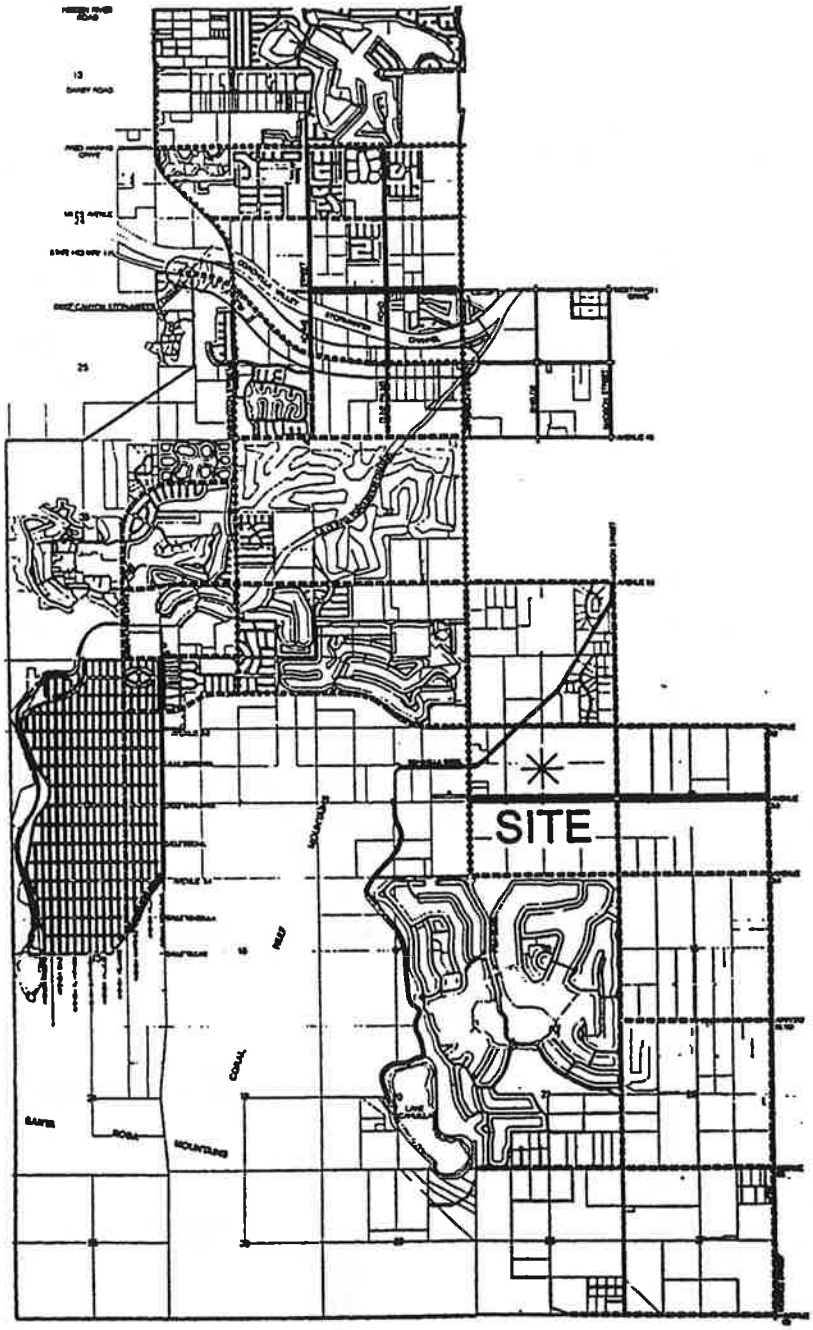
EXHIBIT 3-B

CITY OF LA QUINTA
GENERAL PLAN CIRCULATION ELEMENT



LEGEND:

- MAJOR ARTERIAL
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- MAJOR ARTERIAL WITH SPECIAL CALTRANS RIGHT-OF-WAY REQUIREMENTS

SOURCE: CITY OF LA QUINTA

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COUNTRY CLUB OF THE DESERT, La Quinta, California

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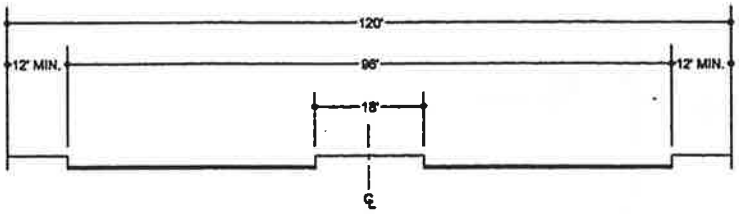
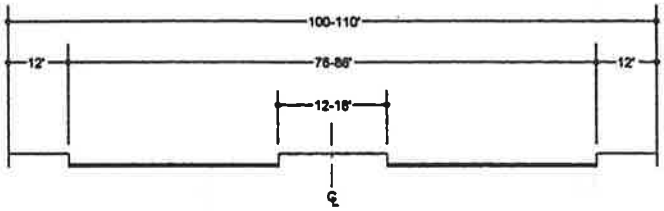
EXHIBIT 3-C

CITY OF LA QUINTA
GENERAL PLAN ROADWAY CROSS-SECTIONS

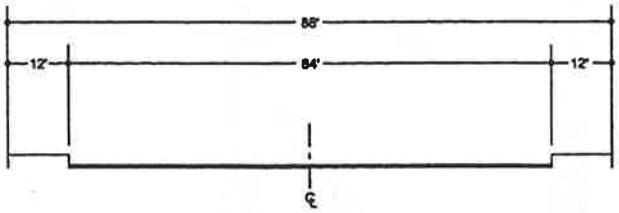
MAJOR ARTERIAL *



PRIMARY ARTERIAL

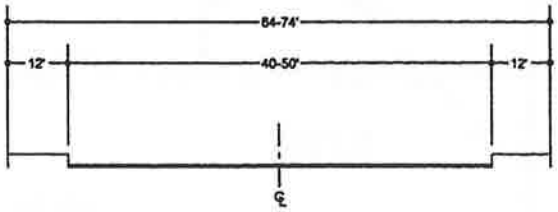


SECONDARY ARTERIAL

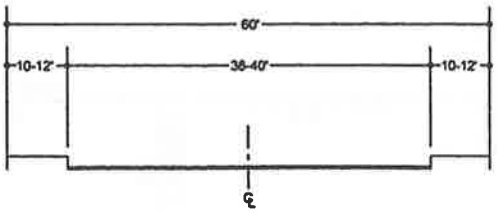


* STATE HIGHWAY 111 CONSTITUTES A SPECIAL CLASS OF MAJOR ARTERIAL WITH A RIGHT-OF-WAY REQUIREMENT OF 172 FEET ESTABLISHED BY CALTRANS.

COLLECTOR



LOCAL STREET



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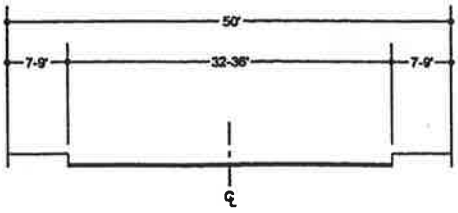
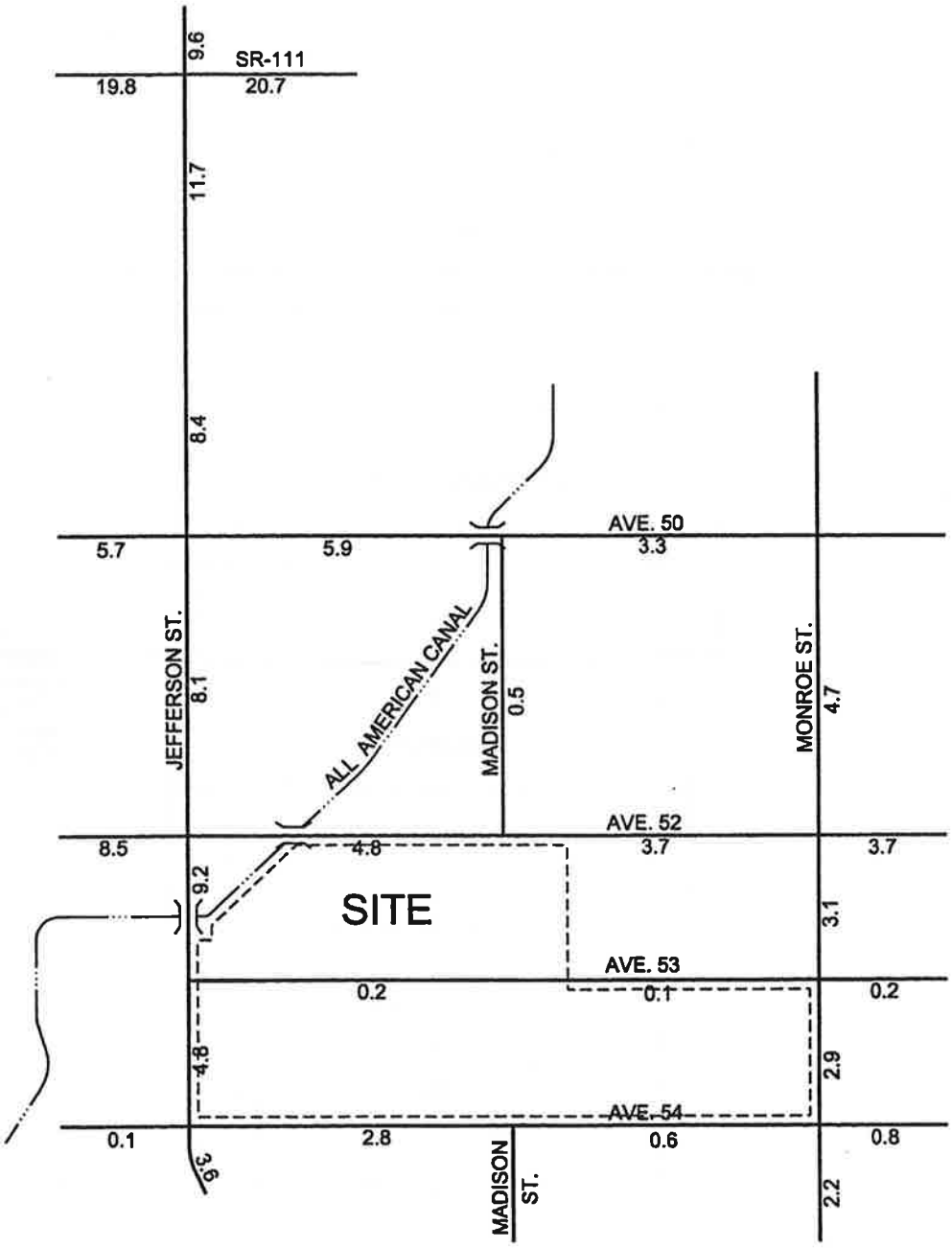


SOURCE: CITY OF LA QUINTA

EXHIBIT 3-D

EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

3.6 = VEHICLES PER DAY (1000'S)

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peak hour counts conducted by RKJK, using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) * 12 = Leg Volume

The current technical guide to the evaluation of traffic operations is the 1997 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

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

For signalized intersections, average total delay per vehicle is used to determine level of service. Levels of service at signalized study intersections have been evaluated using the HCM intersection analysis program.

Study area intersections which are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized

intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations, the level of service has been calculated. The level of service criteria for this type of intersection is based on average total delay per vehicle.

Because some intersections are all way stops (AWS) controlled, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. The AWS controlled intersections have been evaluated using the HCM methodology for this type of multi-way stop controlled intersection configuration. The level of service criteria for this type of intersection analysis is based on average total delay per vehicle.

The level of services are defined for the various analysis methodologies as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

The LOS analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of

three seconds per phase in accordance with HCM recommended default values. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings have also been considered in the signalized intersection analysis. Saturation flow rates of 1,900 vehicles per hour of green (vphg) have been assumed for all capacity analysis.

Existing peak hour traffic operations have been evaluated for study area intersections. The results of this analysis are summarized in Table 3-1, along with the existing intersection geometrics and traffic control devices at each analysis location. Existing intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts made for RKJK in June, 1999 (see Exhibits 3-E and 3-F). Traffic count worksheets are included in Appendix "A".

For existing traffic conditions, the study area intersections operate at Level of Service "C" or better during the peak hours. Existing HCM calculation worksheets are provided in Appendix "B".

3. Traffic Signal Warrants

Traffic signals appear to currently be warranted at the following study area intersections (see Appendix "C "):

Jefferson Street (NS) at:

- Avenue 50 (EW) – Traffic signal currently being installed by City
- Avenue 52 (EW) – Roundabout currently being installed by City

TABLE 3-1

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Jefferson St. (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	2	1	22.8	27.7	C	C
• Ave. 50 (EW)	AWS	0	1	1	0	1	1	0	1	1	0	1	1	11.5	12.7	B	B
• Ave. 52 (EW)	AWS	1	1	0	1	2	1	1	1	0	1	2	0	11.4	10.4	B	B
• Ave. 53 (EW)	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.6	9.8	A	A
• Ave. 54 (EW)	AWS	1	1	1	0	1	0	1	1	0	1	1	0	9.6	8.8	A	A
Madison St. (NS) at:																	
• Ave. 50 (EW)	CSS	0	1	0	0	0	0	0	1	0	0	1	0	9.2	9.8	A	A
• Ave. 52 (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	9.9	10.0	A	A
Monroe St. (NS) at:																	
• Ave. 52 (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	9.3	9.1	A	A
• Ave. 53 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	10.7	10.0	B	B
• Ave. 54 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	10.4	10.3	B	B

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

L = Left; T = Through; R = Right

2 Analysis Software: Traffix, Version 7.1.0607 (1999).

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

EXHIBIT 3-E

EXISTING AM PEAK HOUR INTERSECTION VOLUMES

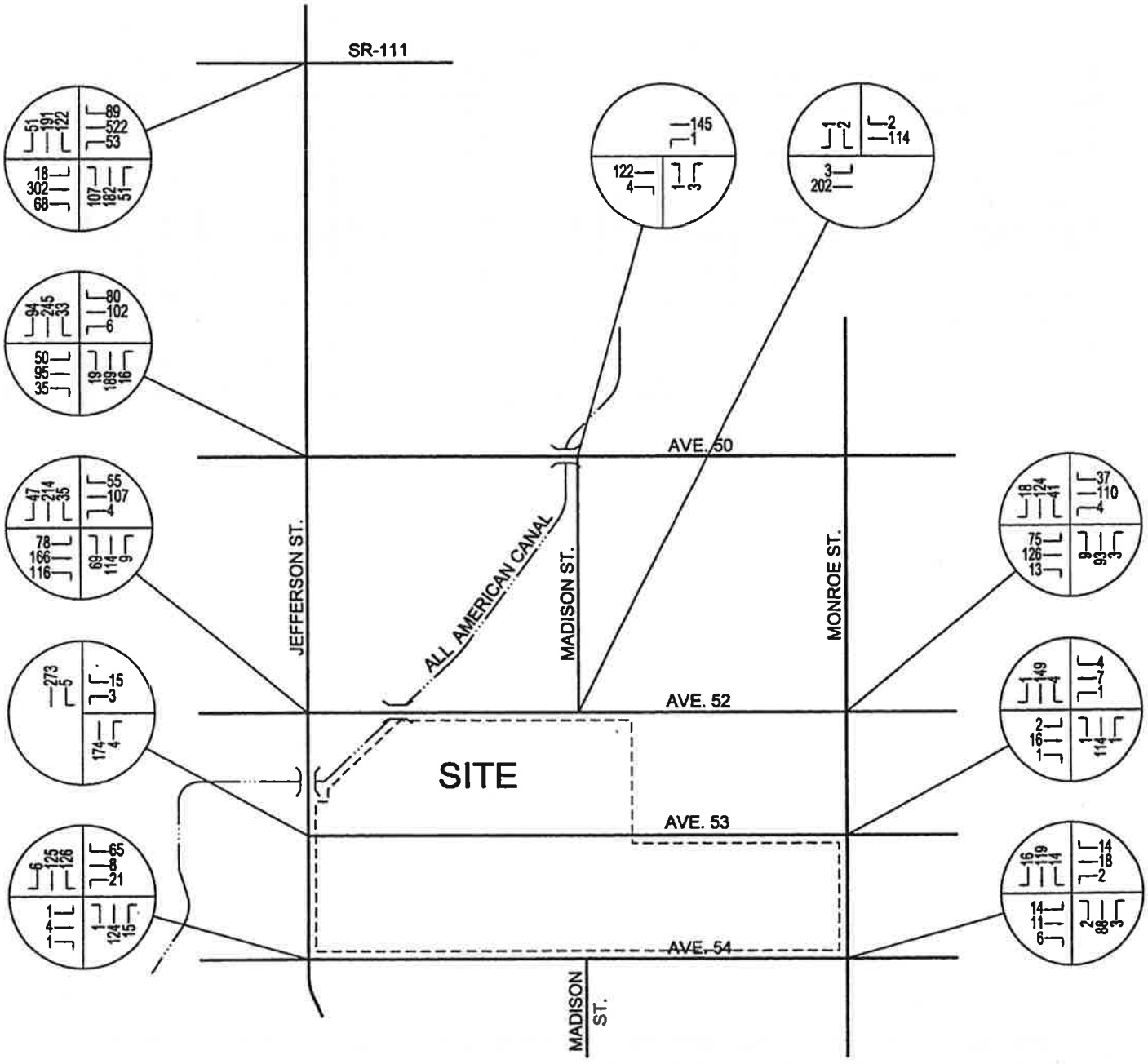

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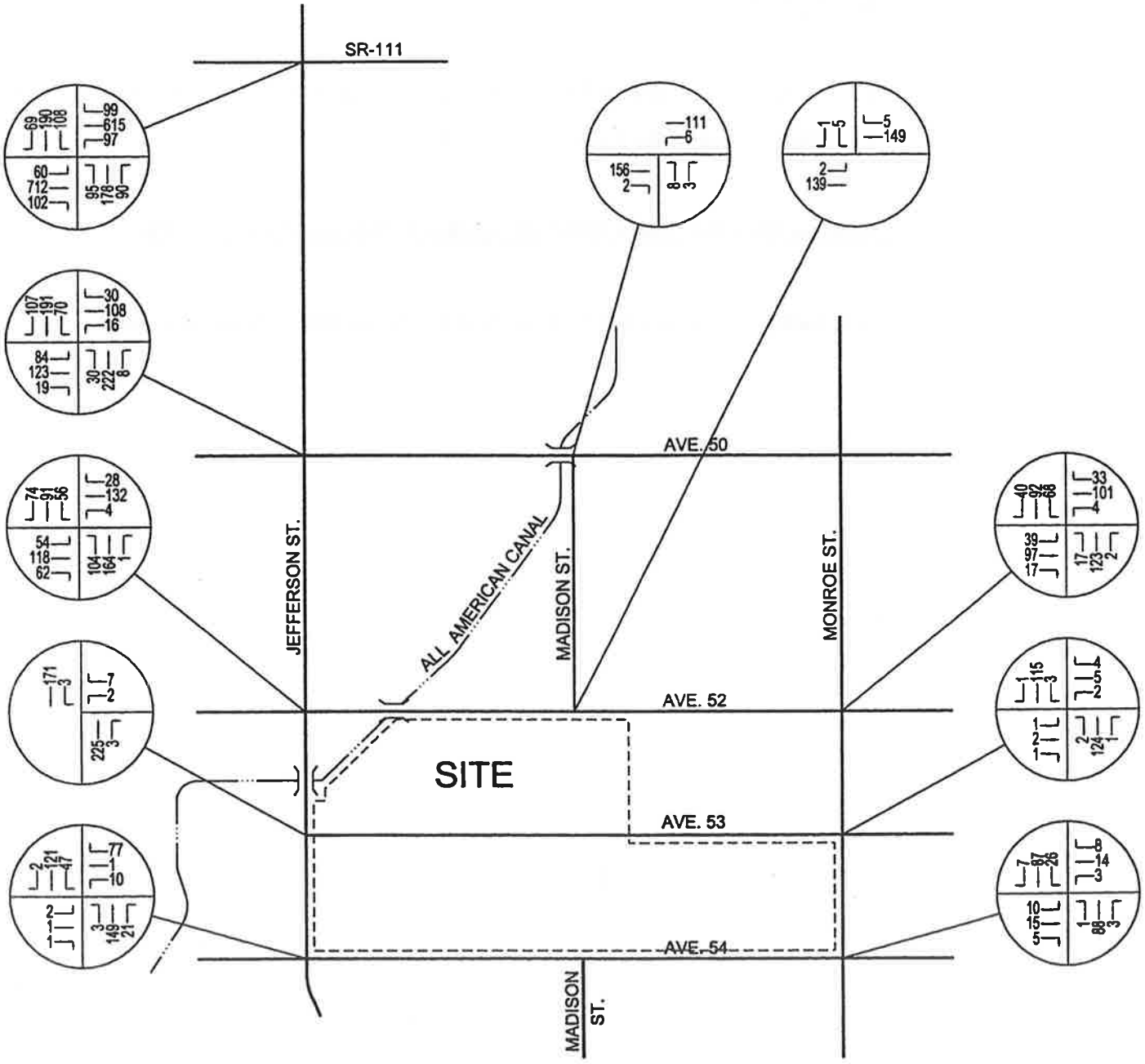
EXHIBIT 3-F

EXISTING PM PEAK HOUR INTERSECTION VOLUMES



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The City of La Quinta is currently upgrading the traffic signal and widening the intersection of Jefferson Street at SR-111.

4. Transit Service

The study area is currently served by the Sunline Transit Agency Route 111. There is currently a transit route on SR-111.

5. Existing Relevant Transportation System Management Programs

A trip reduction ordinance has been adopted by the City of La Quinta.

4.0 PROJECTED TRAFFIC

A. Site Traffic

1. Trip Generation

Trip generation represents the amount of traffic which is attracted and produced by a development. The traffic generation for the project is based upon the specific land uses which have been planned for the development. The approximately 988 acre project site is proposed to be developed with 798 single-family detached residential dwelling units, 21 casitas (timeshare) dwelling units and three 18 hole golf courses.

Trip generation rates for this project are shown in Table 4-1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) and others on similar timeshare sites (see Appendix "D").

Both daily and peak hour trip generation for the proposed project are shown in Table 4-2. The proposed development is projected to generate a total of approximately 9,690 trip-ends per day with 731 vehicles per hour during the AM peak hour and 965 vehicles per hour during the PM peak hour.

2. Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of commercial, employment and recreational opportunities and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing

TABLE 4-1

TRIP GENERATION RATES

LAND USE	UNITS[1]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Single-Family Detached Residential[2]	DU	0.19	0.56	0.65	0.36	9.57
Golf Course[2]	HOLE	1.75	0.47	1.21	1.53	35.74
Casitas (Timeshare)[3]	DU	0.13	0.43	0.35	0.20	5.86

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[1] DU = Dwelling Units

[2] Source: Institute of Transportation Engineers (ITE), Trip Generation, Sixth Edition, 1997, Land Use Categories 210 and 430.

[3] See Appendix "D".

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TABLE 4-2

PROJECT TRIP GENERATION

LAND USE	QUANTITY	UNITS[1]	PEAK HOUR				DAILY
			AM		PM		
			IN	OUT	IN	OUT	
Single-Family Detached Residential	798	DU	152	447	519	287	7,637
Golf Course	54	HOLES	95	25	65	83	1,930
Casitas (Timeshare)	21	DU	3	9	7	4	123
TOTAL			250	481	591	374	9,690

[1] DU = Dwelling Units

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and proposed land uses and highways within the community and existing traffic volumes.

The trip distribution for this study has been based upon near-term conditions, based upon those highway facilities which are either in place or will be contemplated over the next two years, which represents the opening occupancy time-frame for the project. The trip distribution pattern for the project is graphically depicted on Exhibit 4-A.

3. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are "conservative" in that public transit might be able to reduce the traffic volumes.

4. Trip Assignment

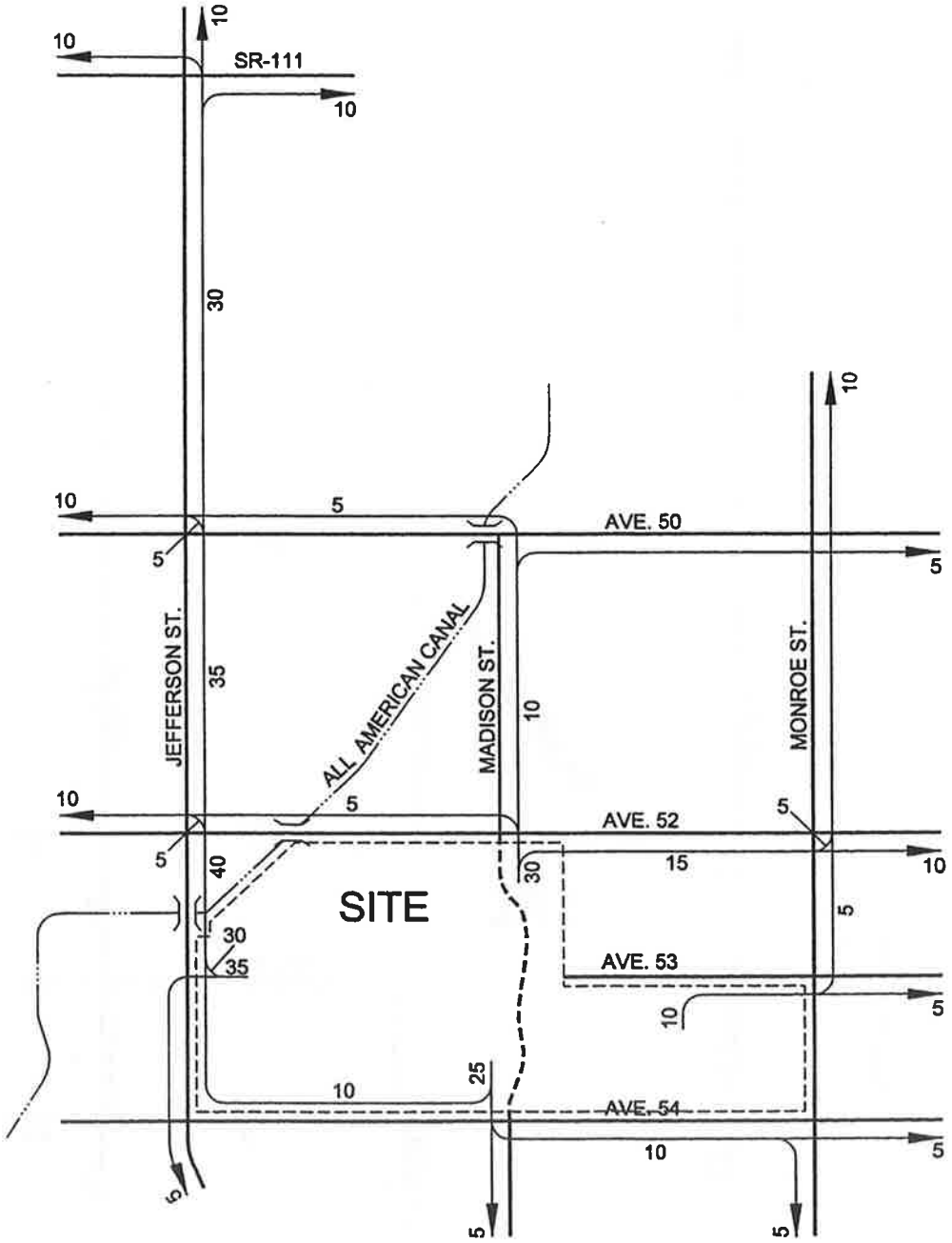
The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, proposed arterial highway and local street systems. Based on the identified project traffic generation and distribution, project related ADT volumes are shown on Exhibit 4-B. Project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 4-C and 4-D, respectively.

B. Other Development Traffic, Opening Year

1. Method of Projection

To assess Opening Year traffic conditions, project traffic is combined with existing traffic, areawide growth and other development. The study year (Opening Year) for analysis purposes in this report is 2005.

EXHIBIT 4-A
PROJECT TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/ FROM PROJECT

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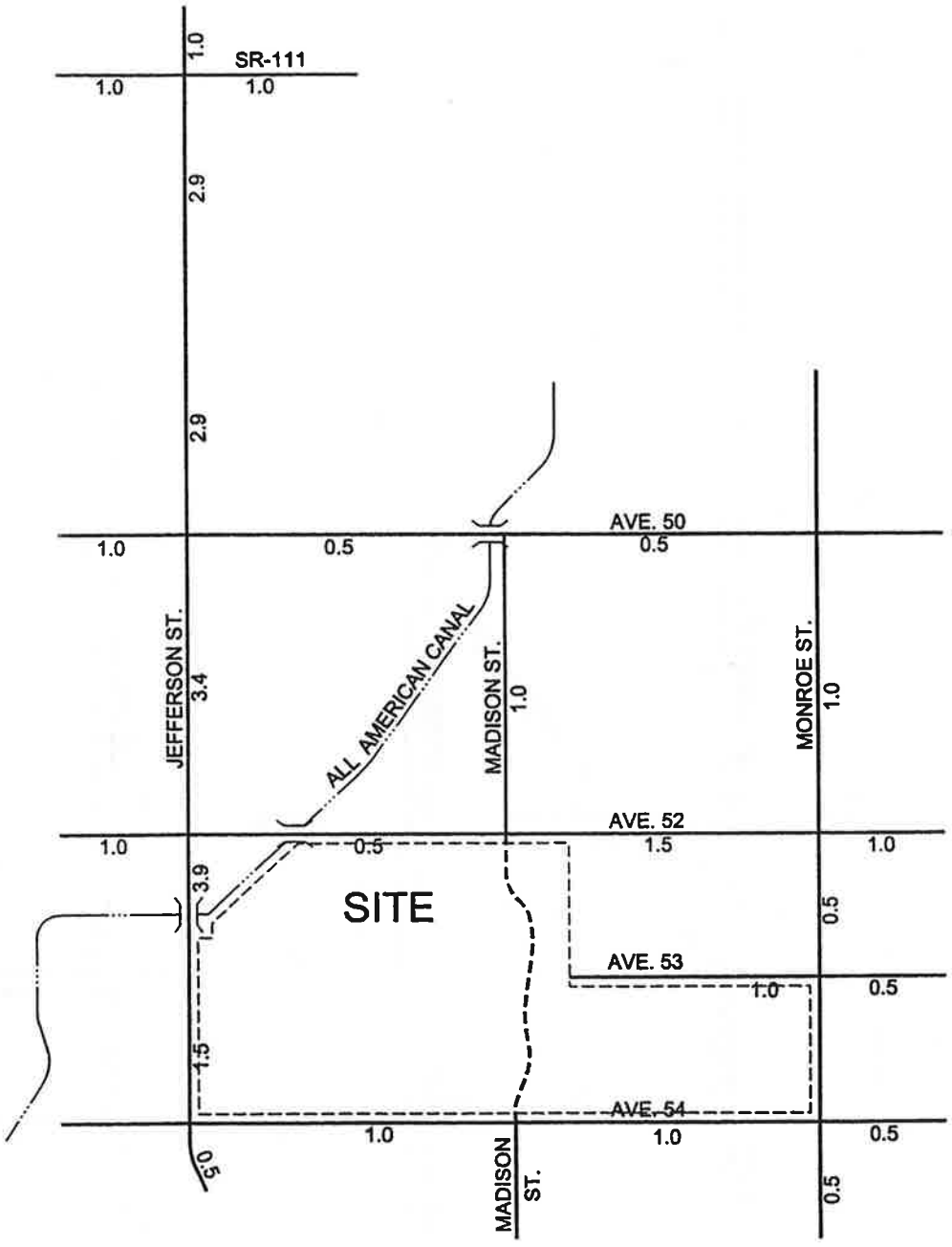
EXHIBIT 4-B

PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

0.5 = VEHICLES PER DAY (1000'S)

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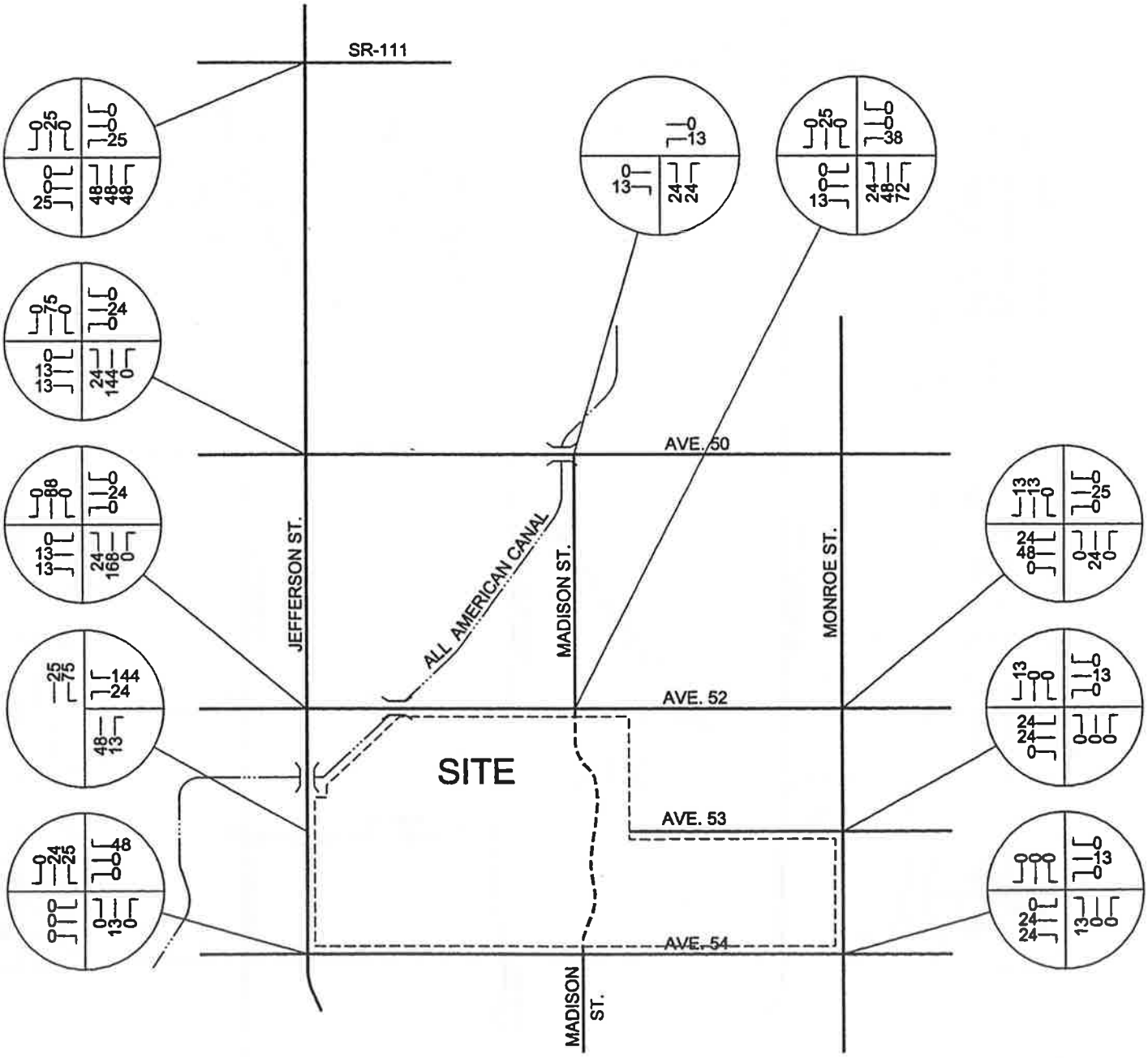
EXHIBIT 4-C

PROJECT AM PEAK HOUR INTERSECTION VOLUMES



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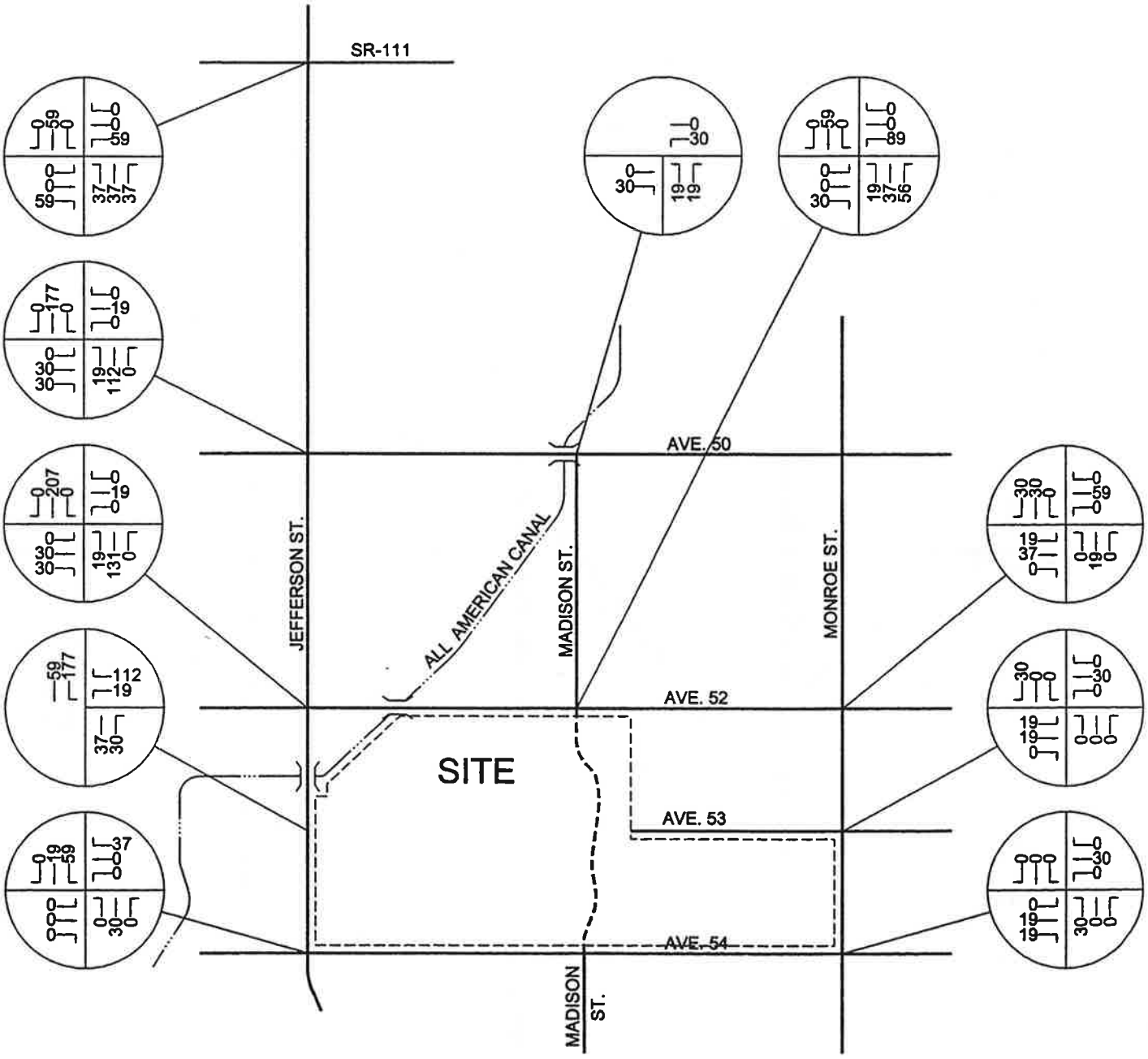
COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

EXHIBIT 4-D

PROJECT PM PEAK HOUR INTERSECTION VOLUMES



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COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

2. Non-Site Traffic for Study Area

The proposed traffic analysis zones (TAZ's) for the nearby other development (see Exhibit 4-E) have been quantified for Opening Year traffic conditions. Table 4-3 lists the proposed other development land uses by TAZ and Table 4-4 depicts the daily and peak hour vehicle trips generated by the other development TAZ's in the study area. Exhibits 4-F to 4-H illustrate the directional distribution and assignment of the other development traffic. Based on the identified trip distributions for the other development on arterial highways throughout the study area, other development ADT volumes are shown on Exhibit 4-I. Other development AM and PM peak hour intersection turning movement volumes are shown on Exhibits 4-J and 4-K, respectively.

3. Through Traffic

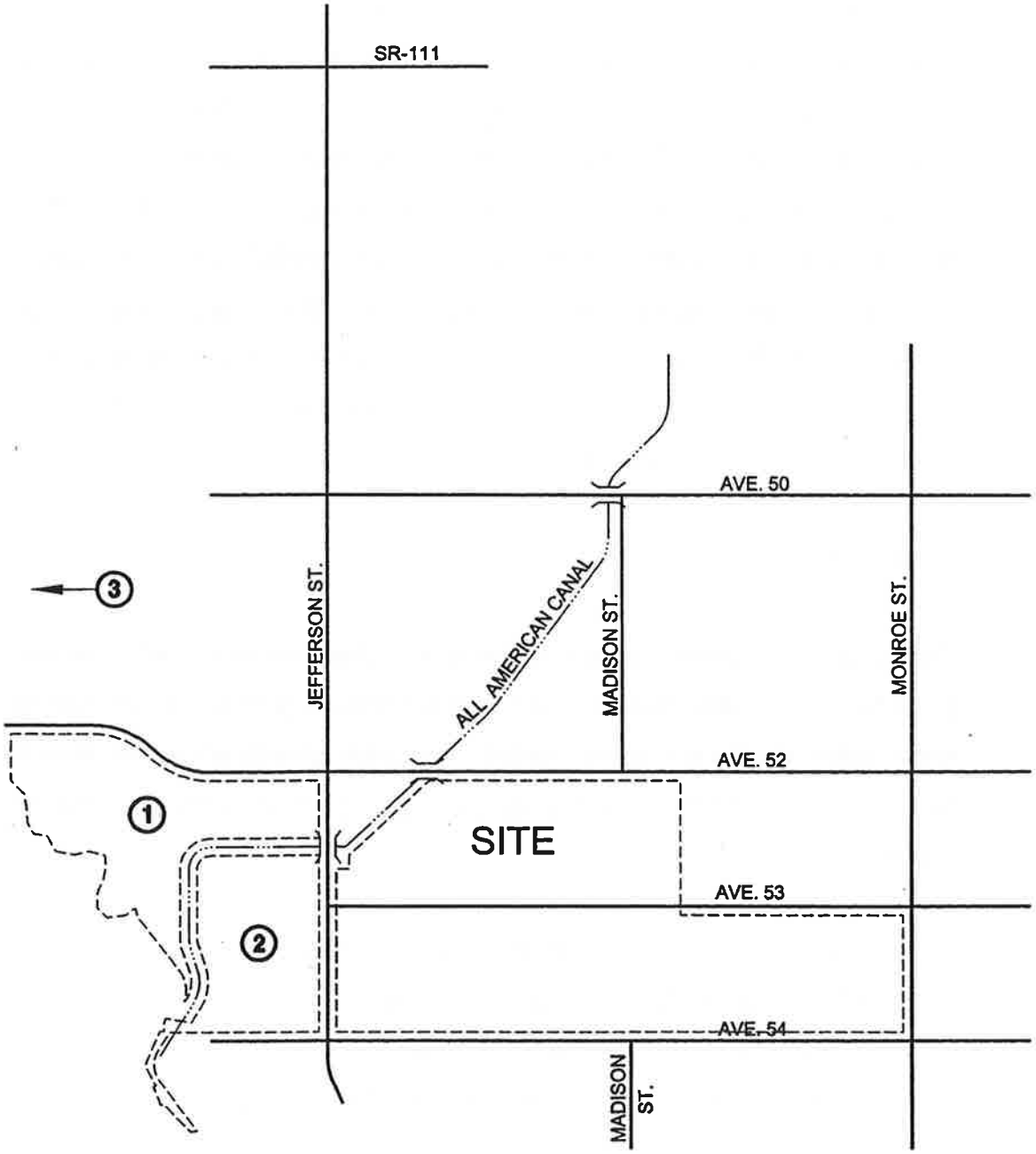
To account for areawide growth on roadways, Opening Year traffic volumes have been calculated based on a 4 percent annual growth rate of existing traffic volumes over a five year period. Areawide growth has been derived from the Traffic Volumes on California State Highways by Caltrans as follows:

Location: SR-111, west of Washington Street
1988 Volume: 20,200 vehicles per day
1998 Volume: 29,000 vehicles per day
Approximate Annual Growth Rate: 3.68%, say 4%

Areawide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project and other development.

EXHIBIT 4-E

OTHER DEVELOPMENT TRAFFIC ANALYSIS ZONE (TAZ) MAP



LEGEND:

(1) = TAZ NUMBER

N

TABLE 4-3

OTHER DEVELOPMENT LAND USE BY TAZ

TAZ	PROJECT	LAND USE	QUANTITY	UNITS[1]
1	The Ranch	Resort Hotel	1,000	RM
		Commercial Retail	200.0	TSF
		Office	170.0	TSF
		Timeshare	550	DU
		Golf Course	18	HOLES
		Office	40.0	TSF
2	The Ranch	Golf Course	18	HOLES
		Timeshare	450	DU
3	Walgreens	Drugstore w/ Drive Thru	15.12	TSF
		Commercial Retail	63.60	TSF

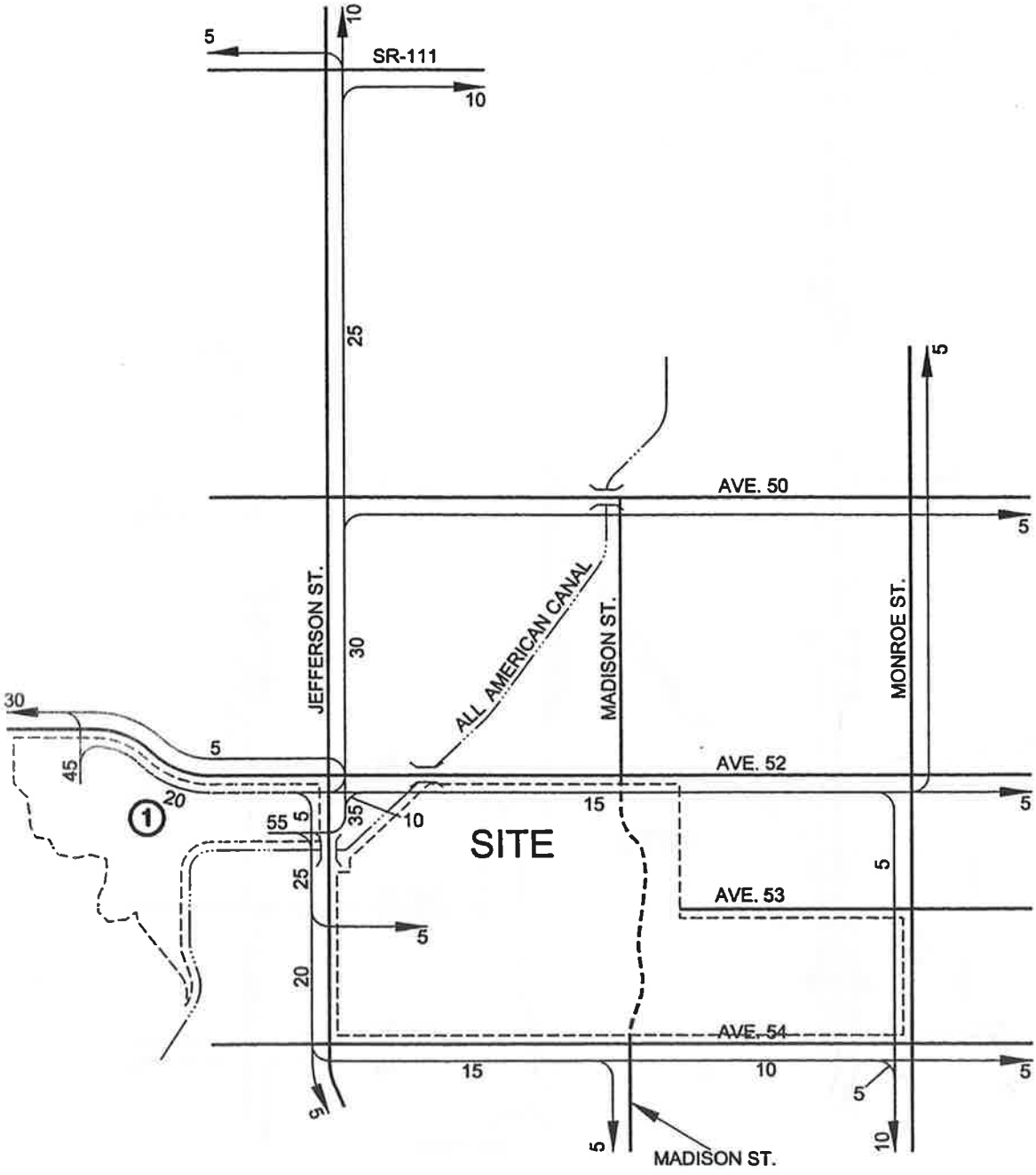
[1] RM = Rooms
TSF= Thousand Square Feet
DU = Dwelling Units

TABLE 4-4

OTHER DEVELOPMENT TRIP GENERATION

TAZ	PROJECT	LAND USE	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	The Ranch	Resort Hotel	220	90	180	240	8,000
		Commercial Retail	148	94	476	516	10,644
		Office	250	34	46	224	1,994
		Timeshare	72	237	193	110	3,223
		Golf Course	32	8	22	28	643
		Office	79	11	21	103	656
		Internal (10%)	-80	-47	-94	-122	-2,516
		Subtotal	721	427	844	1,099	22,644
2	The Ranch	Golf Course	32	8	22	28	643
		Timeshare	59	194	158	90	2,637
		Internal (10%)	-9	-20	-18	-12	-328
		Subtotal	82	182	162	106	2,952
3	Walgreens	Drugstore w/Drive-Thru	23	17	77	80	1,333
		Commercial Retail	74	48	224	242	5,096
		Subtotal	97	65	301	322	6,429
TOTAL			900	674	1,307	1,527	32,025

EXHIBIT 4-F
OTHER DEVELOPMENT
TAZ 1 TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

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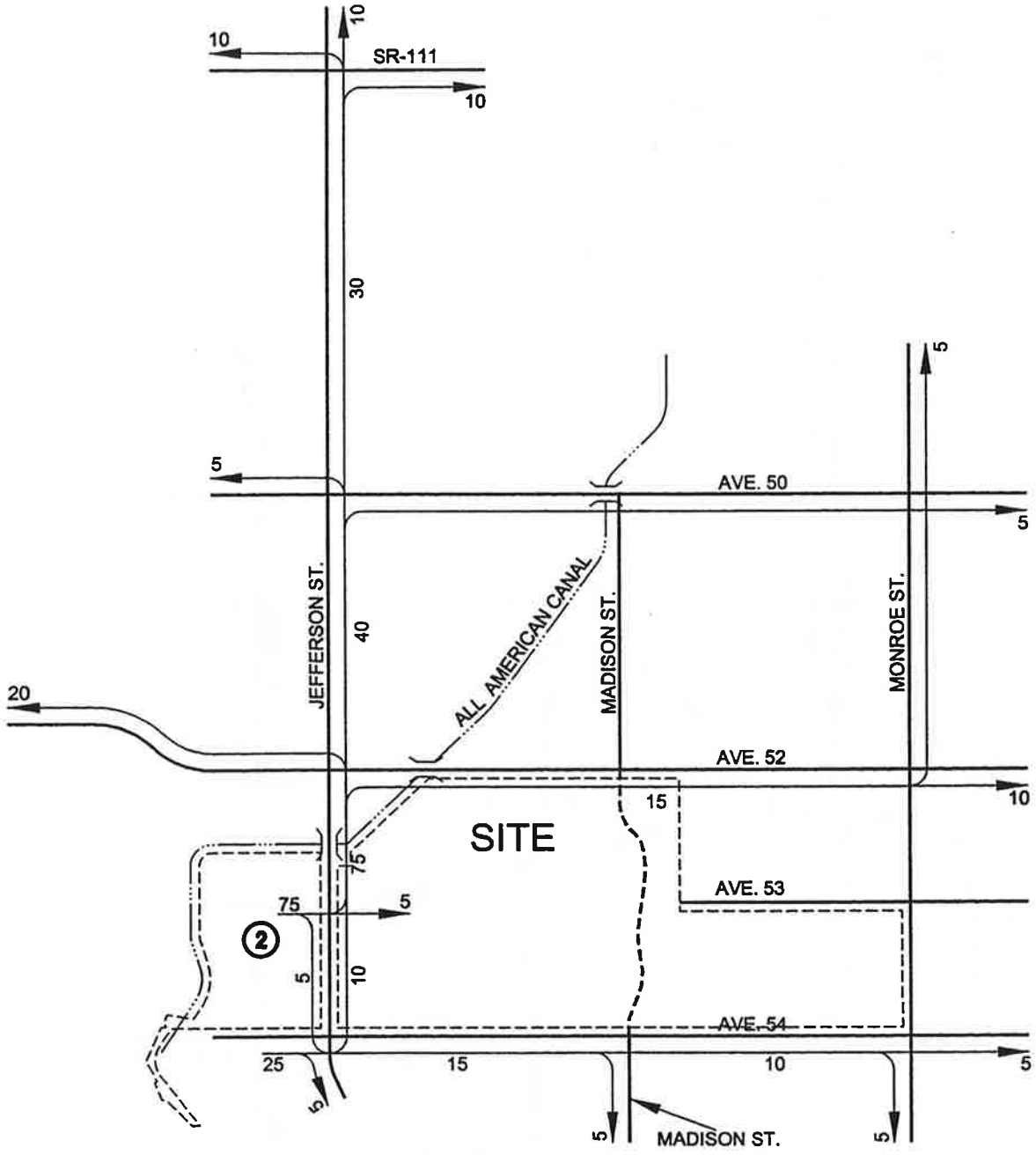
RKJK & ASSOCIATES INC.

EXHIBIT 4-G

OTHER DEVELOPMENT TAZ 2 TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/ FROM PROJECT

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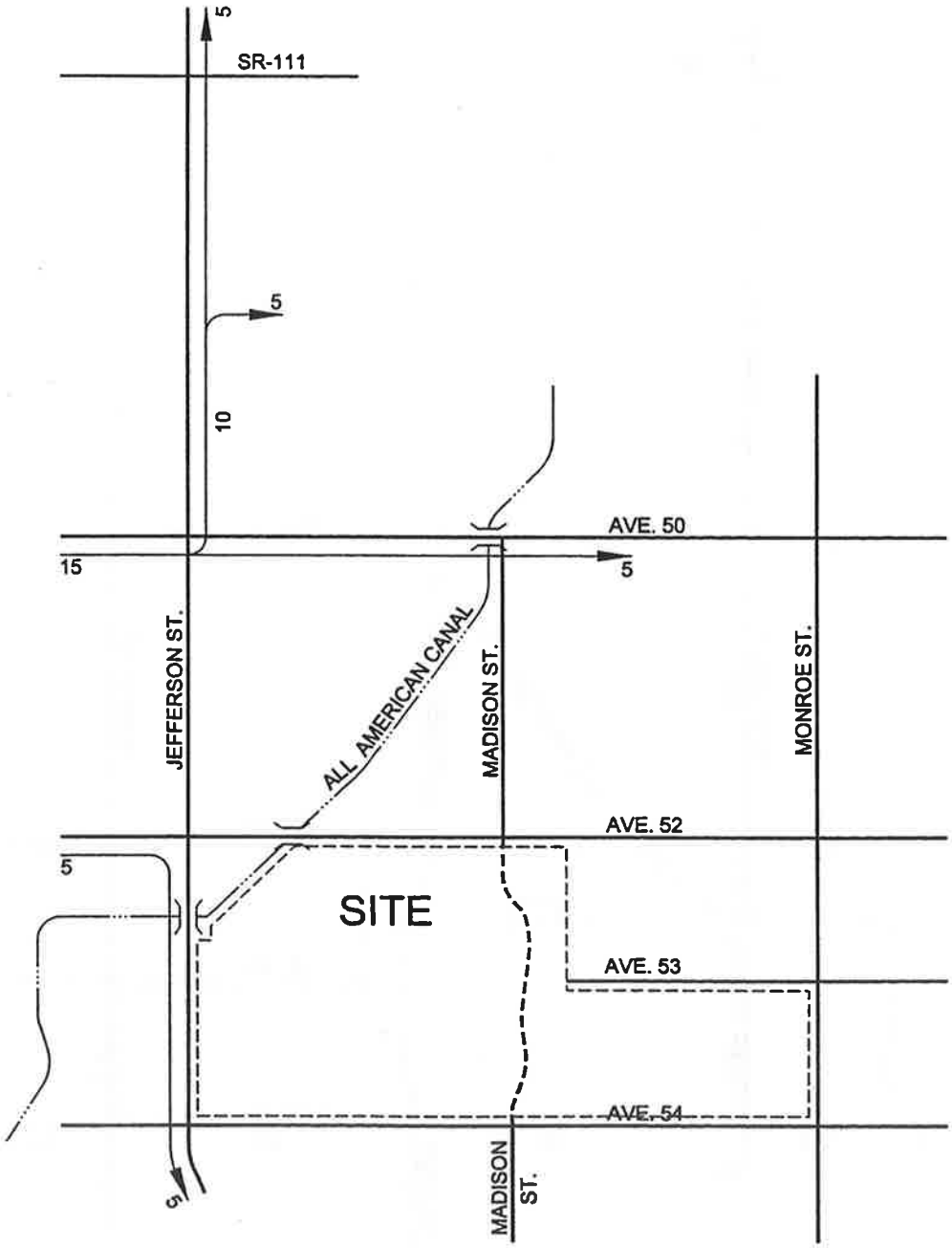
EXHIBIT 4-H
OTHER DEVELOPMENT
TAZ 3 TRIP DISTRIBUTION

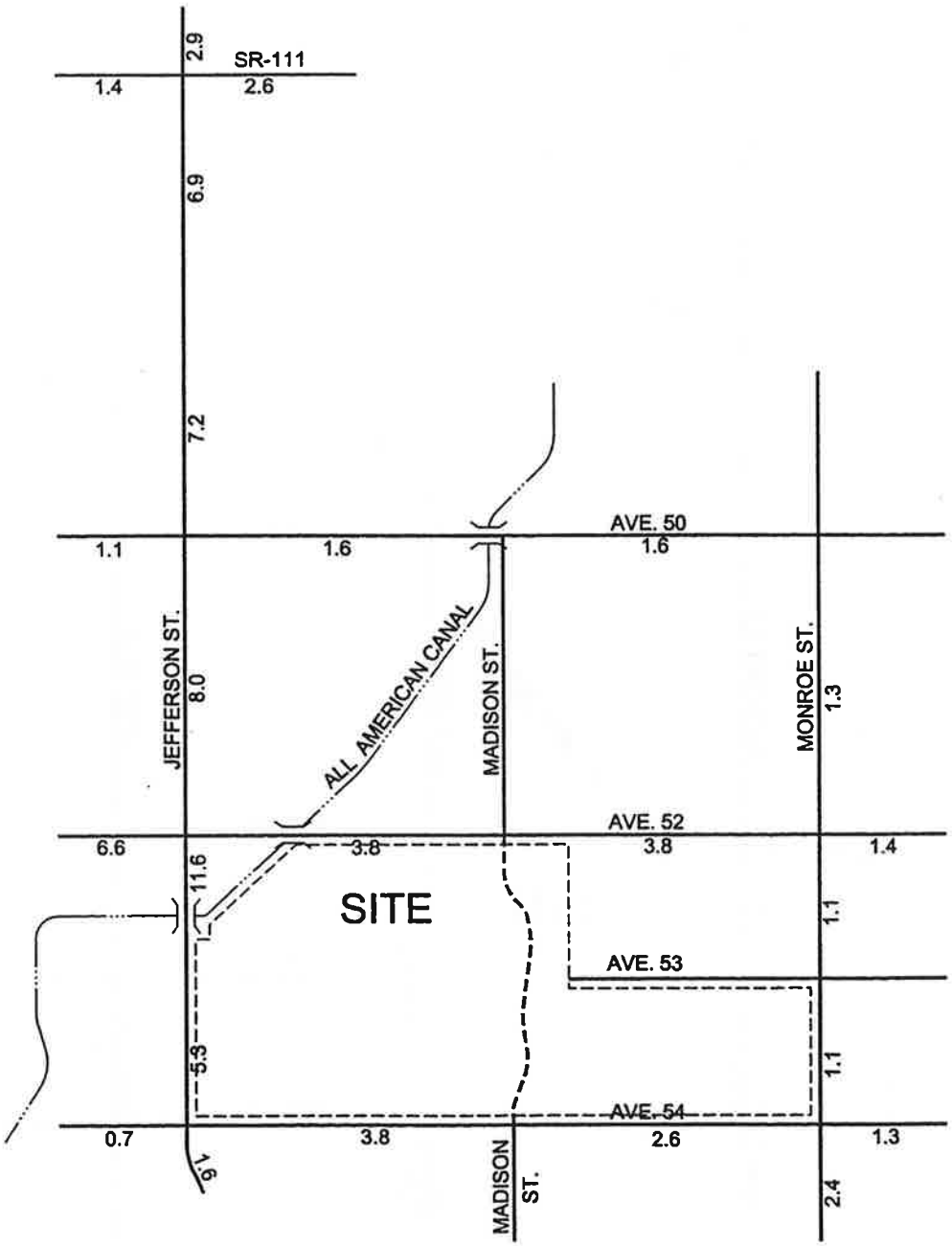


LEGEND:

10 = PERCENT TO/ FROM PROJECT

N

EXHIBIT 4-I
OTHER DEVELOPMENT AVERAGE DAILY TRAFFIC (ADT)



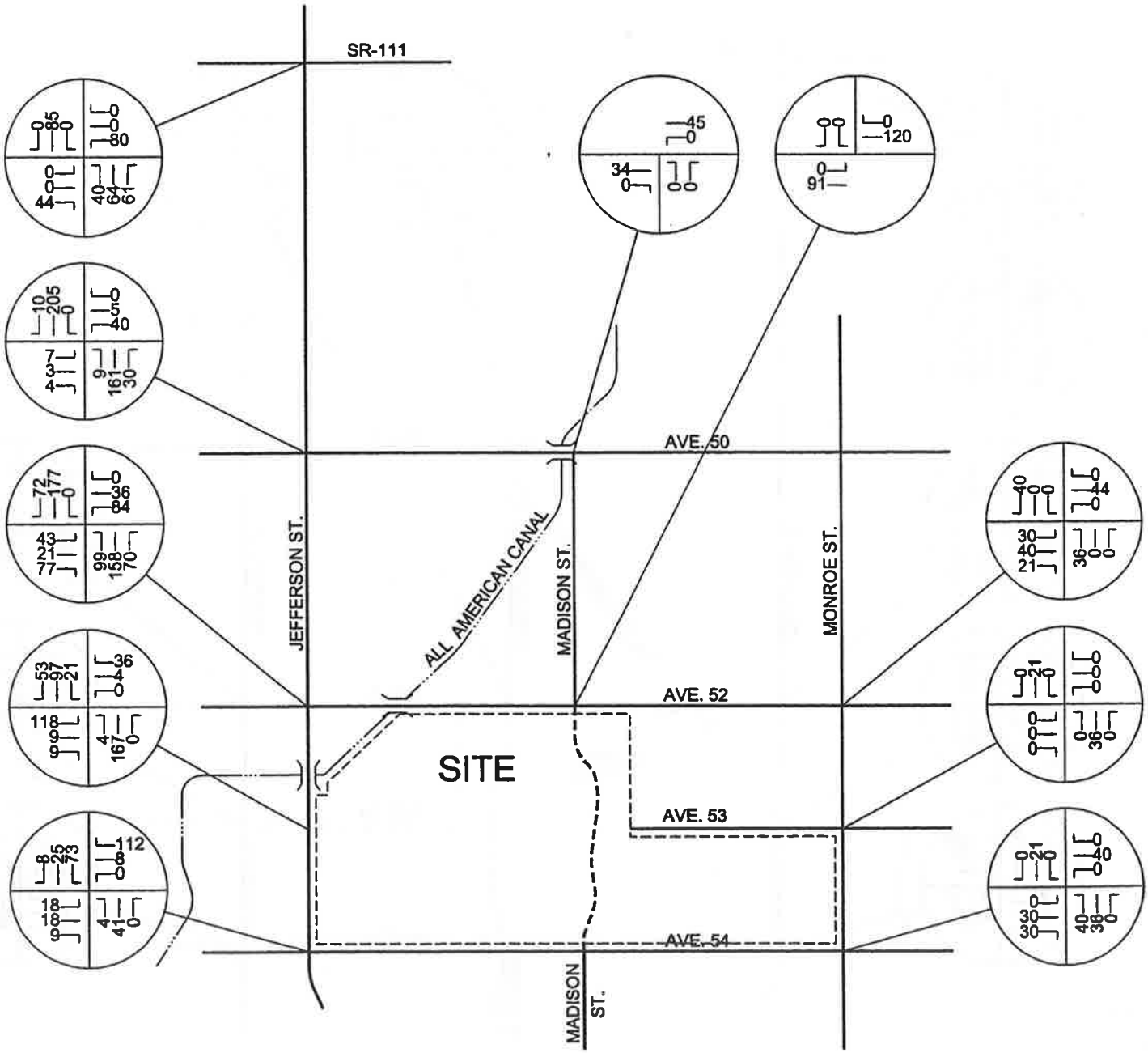
LEGEND:

1.6 = VEHICLES PER DAY (1000'S)

N

EXHIBIT 4-J

OTHER DEVELOPMENT AM PEAK HOUR INTERSECTION VOLUMES



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COUNTRY CLUB OF THE DESERT, La Quinta, California

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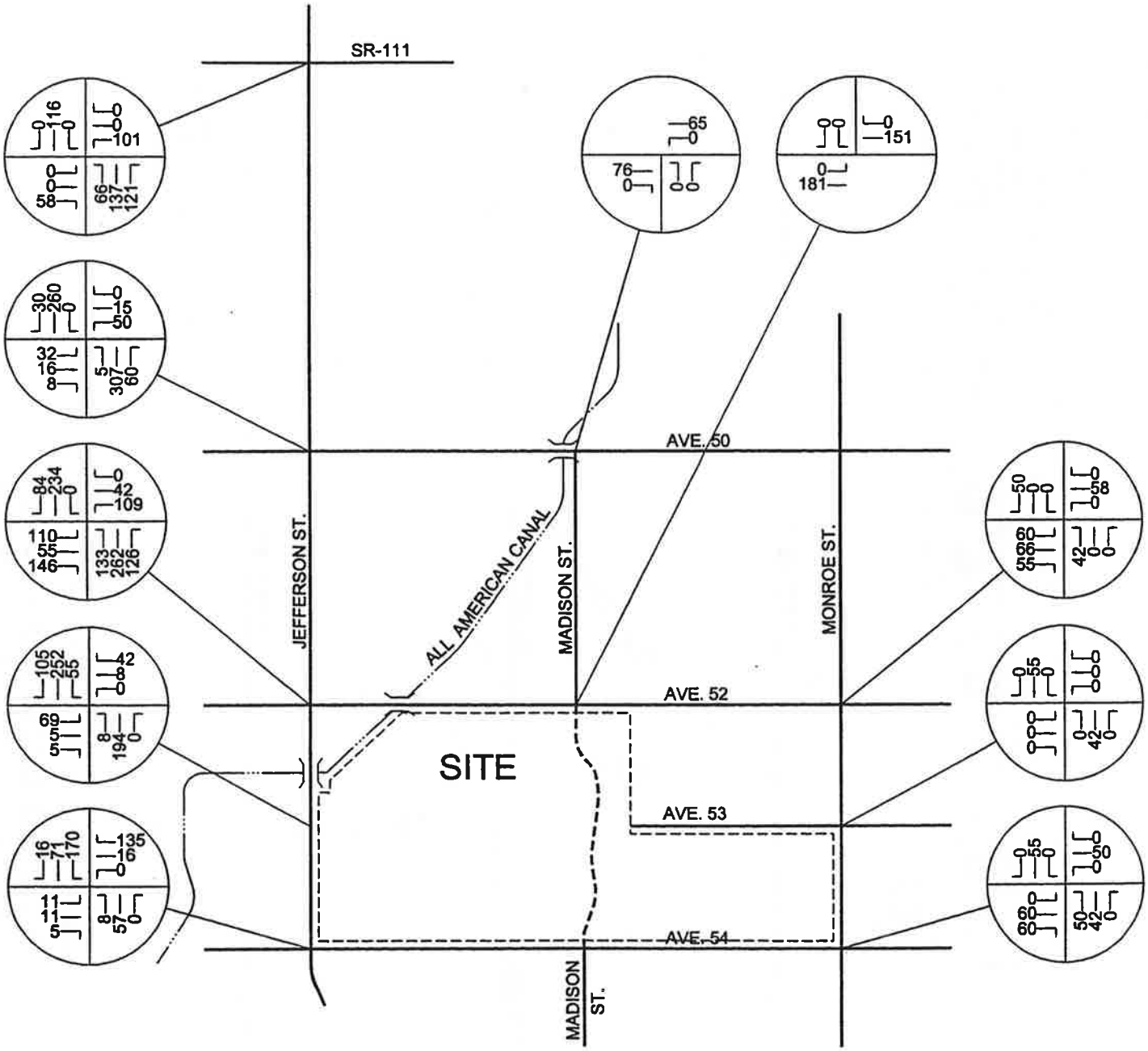
EXHIBIT 4-K
OTHER DEVELOPMENT
PM PEAK HOUR INTERSECTION VOLUMES



C. Other Development Traffic, Build-out

1. Method of Projection

The build-out with project ADT volumes have been derived from the City of La Quinta General Plan forecasts. Build-out peak hour forecasts have been developed from the City of La Quinta ADT forecasts using accepted procedures for model forecast refinement and smoothing.

The ADT volumes, particularly on the regional facilities, reflect the areawide growth anticipated between now and build-out. The build-out peak hour forecasts were refined using the daily forecasts, along with existing peak hour traffic count data collected at each analysis location. The build-out zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed.

The initial estimate of the future build-out peak hour turning movements has, therefore, been reviewed for reasonableness. The reasonableness checks performed include review of flow conservation in addition to comparisons to both the existing actual counted volume and the overall relationship between the forecast peak hour volume and daily volume on each individual intersection leg. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth, acceptable relationships between the peak hour and daily traffic volume forecasts, and reasonable diversion between parallel routes.

For build-out traffic conditions, through traffic for the study area has been determined by utilizing the City of La Quinta forecasts described above. The project site is included within the build-out forecasts and has been

subtracted from the study area network to derive build-out without project traffic volumes.

D. Total Traffic, Opening Year

Exhibit 4-L shows the ADT volumes which can be expected for Opening Year without project traffic conditions and Exhibit 4-M shows the ADT volumes which can be expected for Opening Year with project traffic conditions.

For Opening Year without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix "C"):

Jefferson Street (NS) at:

- Avenue 53 (EW)
- Avenue 54 (EW) – Traffic signal covered by Development Impact Fee

Monroe Street (NS) at:

- Avenue 52 (EW)

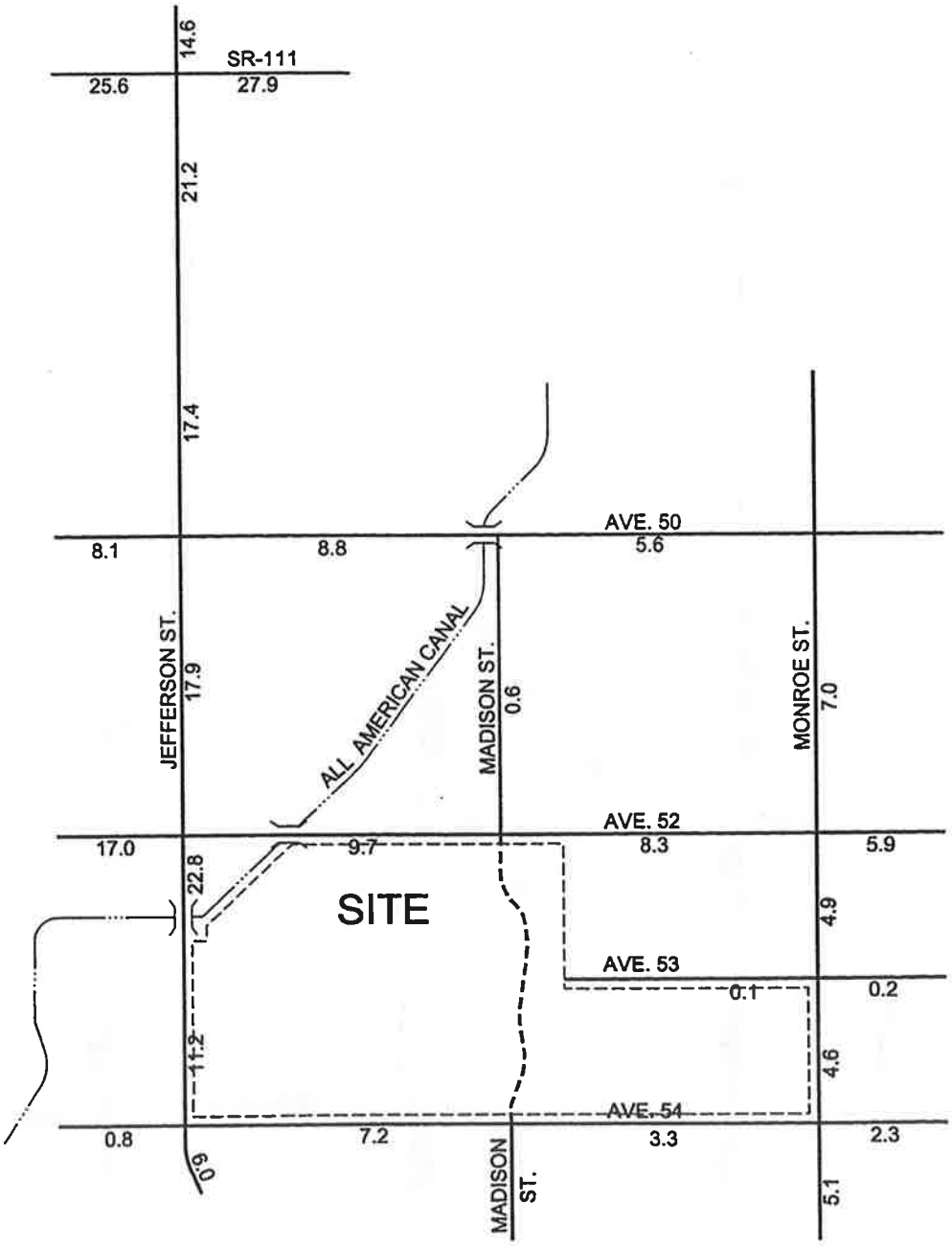
E. Total Traffic, Build-out

Exhibit 4-N shows the ADT volumes which can be expected for build-out without project traffic conditions and Exhibit 4-O shows the ADT volumes which can be expected for build-out with project traffic conditions.

For buildout without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix "C"):

EXHIBIT 4-L

OPENING YEAR WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



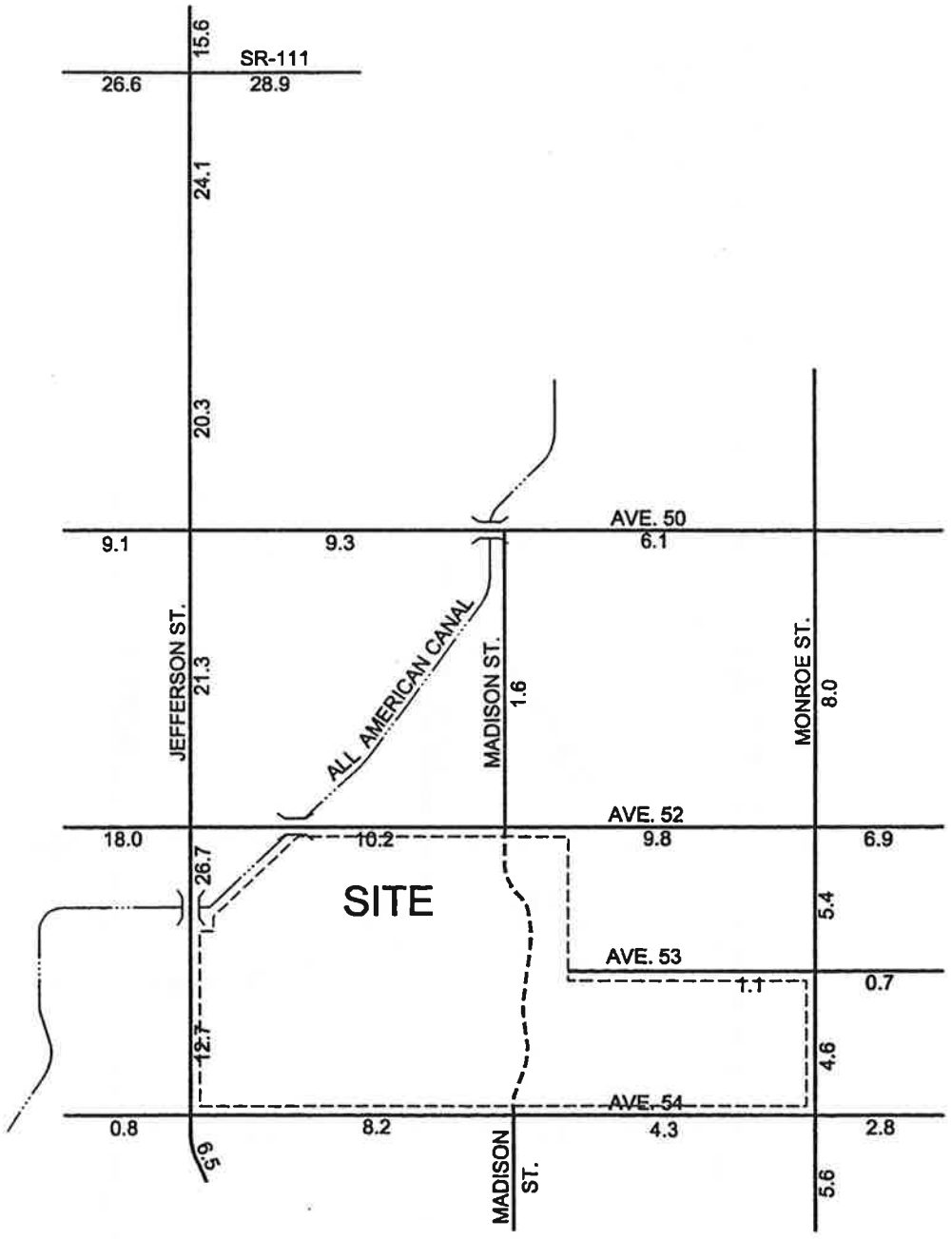
LEGEND:

6.0 = VEHICLES PER DAY (1000'S)

N

EXHIBIT 4-M

OPENING YEAR WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

6.5 = VEHICLES PER DAY (1000'S)

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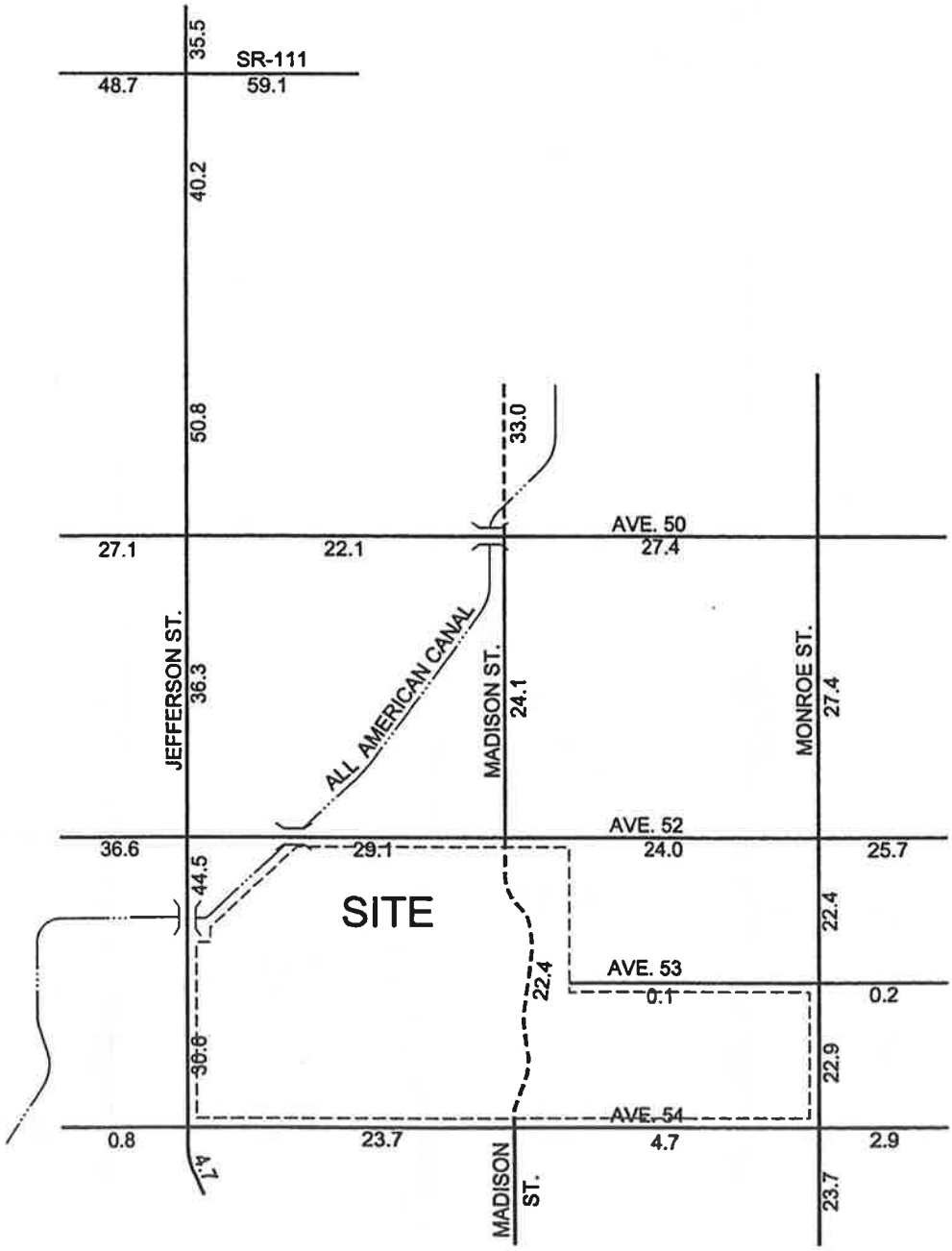
RKJK & ASSOCIATES INC.

EXHIBIT 4-N

BUILD-OUT WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

4.7 = VEHICLES PER DAY (1000'S)

N

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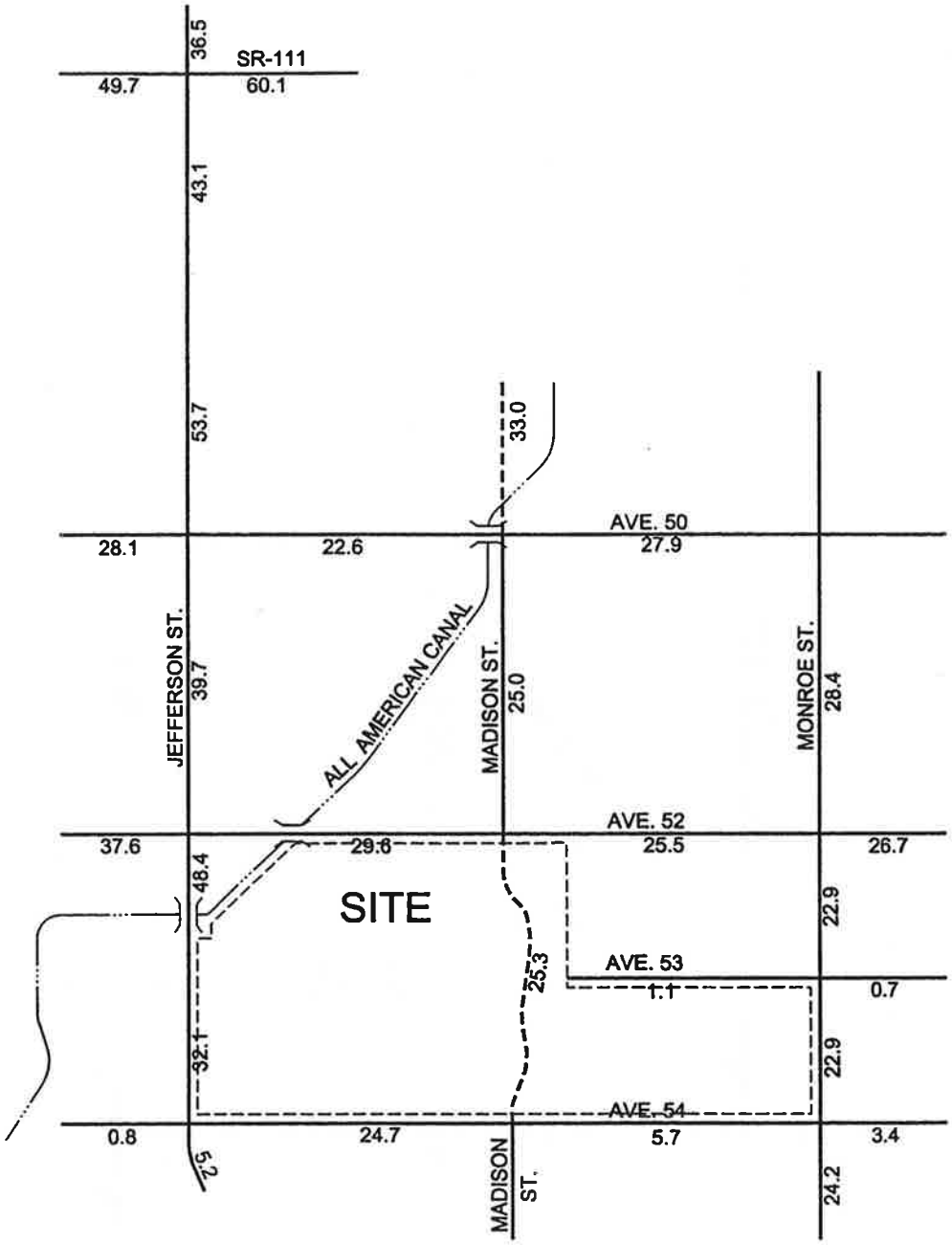
RKJK & ASSOCIATES INC.

EXHIBIT 4-O

BUILD-OUT WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

5.2 = VEHICLES PER DAY (1000'S)

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Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW) – Traffic signal covered by Development Impact Fee

Monroe Street (NS) at:

- Avenue 54 (EW)

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5.0 TRAFFIC ANALYSIS

A. Capacity and Level of Service and Improvement Analysis, Opening Year

1. Level of Service at Opening Year Without Project

Opening Year intersection levels of service for the existing network without the proposed project are shown in Table 5-1. Table 5-1 shows HCM calculations based on the geometrics at the study area intersections without and with improvements. Opening Year without project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-A and 5-B, respectively.

The following study area intersections are projected to operate at unacceptable levels of service during the peak hours for Opening Year without project traffic conditions:

Jefferson Street (NS) at:

- Avenue 50 (EW)
- Avenue 53 (EW)

For Opening Year without project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-1). Opening Year without project HCM calculation worksheets are provided in Appendix "E".

TABLE 5-1

INTERSECTION ANALYSIS FOR OPENING YEAR WITHOUT PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Jefferson St. (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	2	1	24.9	30.6	C	C
• Ave. 50 (EW)																	
- w/o Improvement	AWS	0	1	1	0	1	1	0	1	1	0	1	1	50.0	--[4]	F	F
-w/ Improvement	TS	0	1	1	0	1	1	0	1	1	0	1	1	9.5	12.3	A	B
• Ave. 52 (EW)																	
- w/Roundabout	R	-	1	1	-	1	1	-	1	1	-	1	1	NA[5]	NA	NA	NA
• Ave. 53 (EW)																	
- w/o Improvement	CSS	0	1	0	0	1	0	0	1	0	0	1	0	39.5	47.8	E	E
-w/ Improvement	TS	1	1	0	1	1	0	0	1	0	0	1	0	16.0	18.0	B	B
• Ave. 54 (EW)																	
- w/o Improvement	AWS	1	1	1	0	1	0	1	1	0	1	1	0	14.7	17.6	B	C
- w/ Improvement	TS	1	1	1	0	1	0	1	1	0	1	1	0	9.8	10.2	A	B
Madison St. (NS) at:																	
• Ave. 50 (EW)	CSS	0	1	0	0	0	0	0	1	0	0	1	0	9.7	11.2	A	B
• Ave. 52 (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	11.8	13.2	B	B
Monroe St. (NS) at:																	
• Ave. 52 (EW)																	
- w/o Improvement	AWS	0	1	0	0	1	0	0	1	0	0	1	0	12.8	14.2	B	B
-w/ Improvement	TS	0	1	0	0	1	0	0	1	0	0	1	0	11.2	11.9	B	B
• Ave. 53 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	11.8	11.1	B	B
• Ave. 54 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	12.9	14.1	B	B

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[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

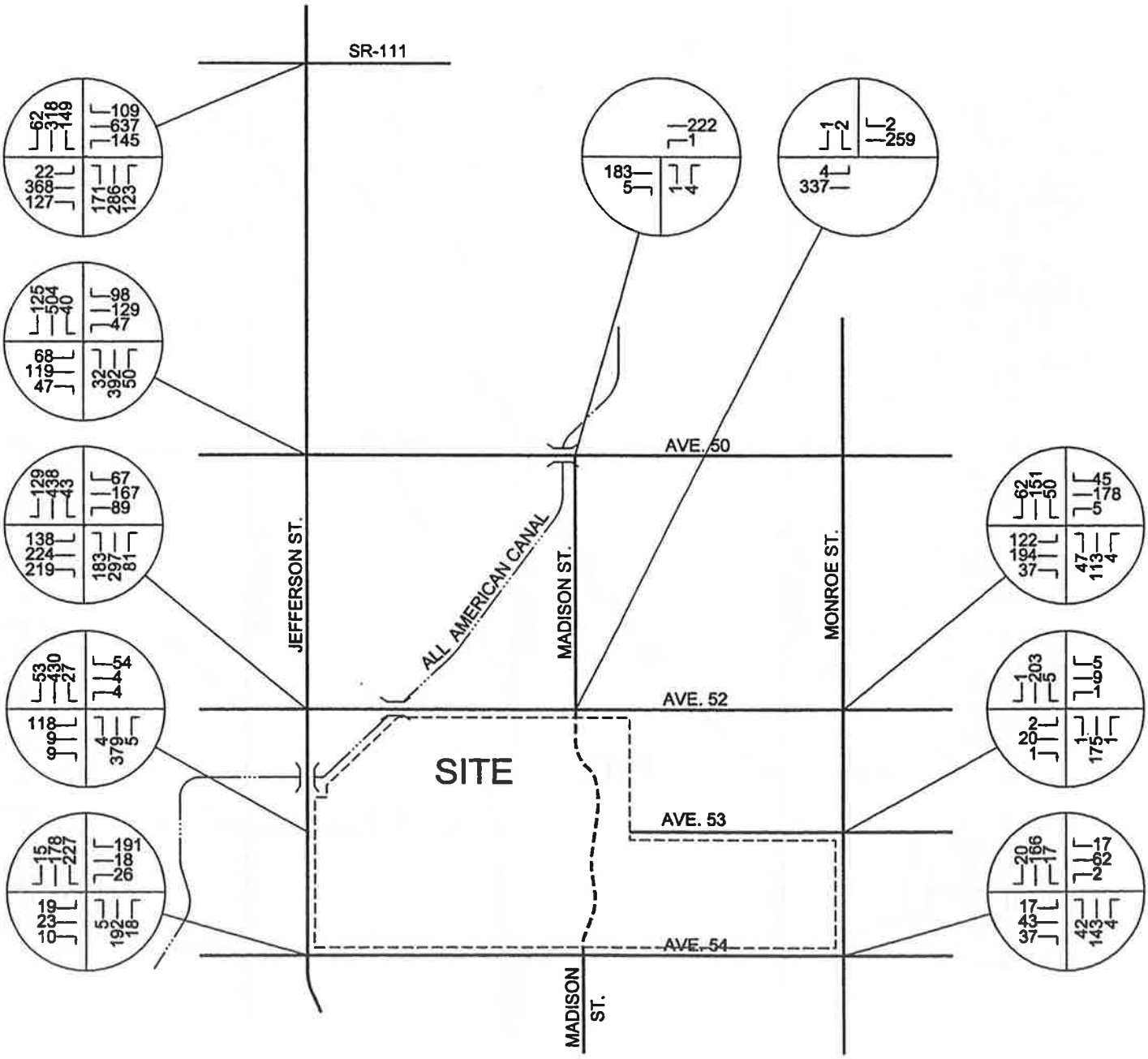
[2] Analysis Software: Traffix, Version 7.1.0607 (1999).

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

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

[5] NA = Not Applicable. Acceptable Level of Service projected by City of La Quinta staff with construction of roundabout.

EXHIBIT 5-A
OPENING YEAR WITHOUT PROJECT
AM PEAK HOUR INTERSECTION VOLUMES



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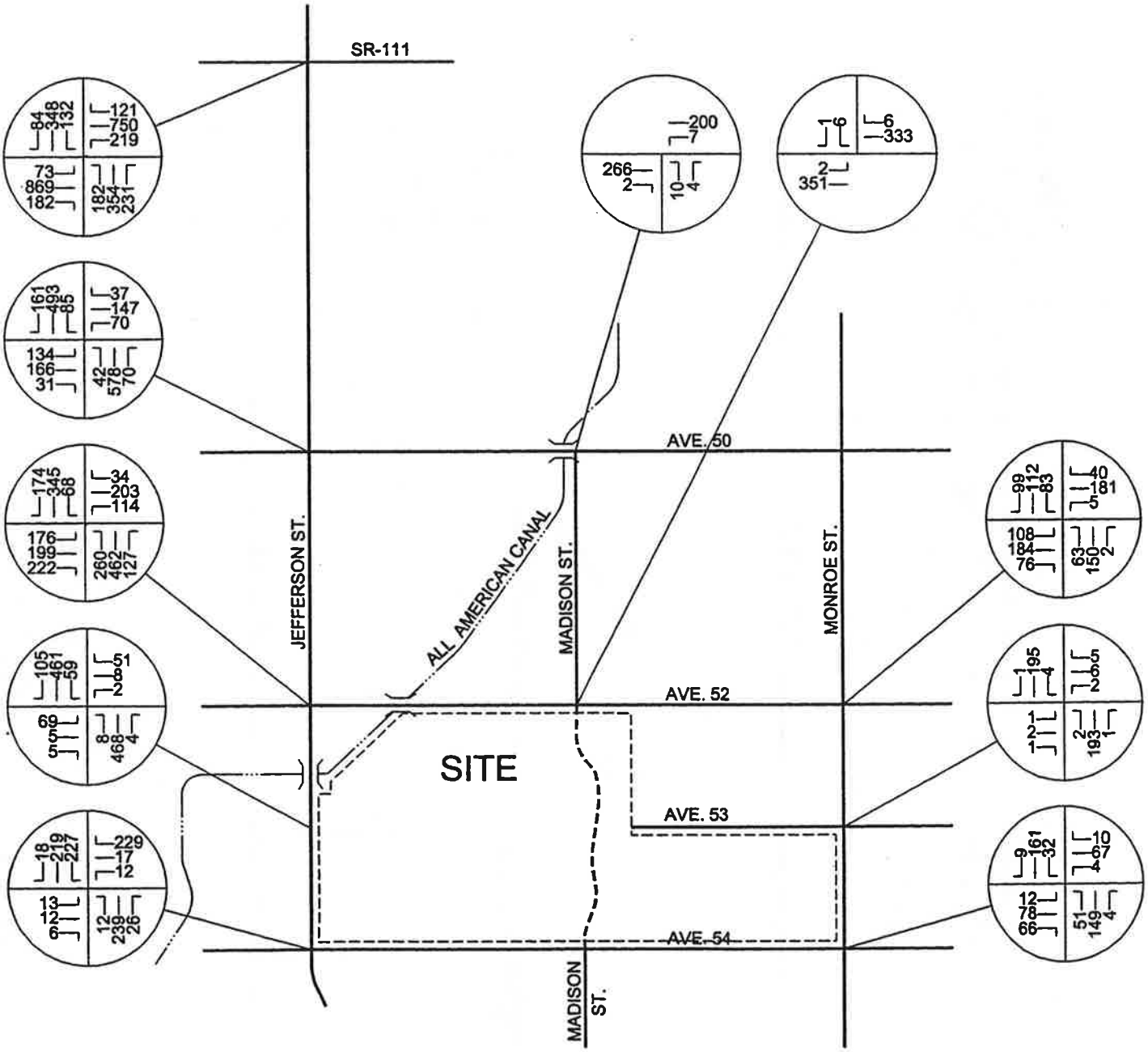
RKJK & ASSOCIATES INC.

EXHIBIT 5-B

OPENING YEAR WITHOUT PROJECT
PM PEAK HOUR INTERSECTION VOLUMES



2. Level of Service at Opening Year With Project

Opening Year intersection levels of service for the existing network with the proposed project are shown in Table 5-2. Table 5-2 shows HCM calculations based on the geometrics at the study area intersections without and with improvements. Opening Year with project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-C and 5-D, respectively.

The following study area intersections are projected to operate at unacceptable levels of service during the peak hours for buildout with project traffic conditions:

Jefferson Street (NS) at:

- Avenue 50 (EW)
- Avenue 53 (EW)

For Opening Year with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-2). Opening Year with project HCM calculation worksheets are provided in Appendix "F".

B. Capacity and Level of Service and Improvement Analysis, Build-out

1. Level of Service at Build-out Without Project

Build-out intersection levels of service for the existing network without the proposed project are shown in Table 5-3. Table 5-3 shows HCM calculations based on the geometrics at the study area intersections without

TABLE 5-2

INTERSECTION ANALYSIS FOR OPENING YEAR WITH PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Jefferson St. (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	2	1	26.4	35.2	C	D
• Ave. 50 (EW)																	
- w/o Improvement	AWS	0	1	1	0	1	1	0	1	1	0	1	1	--[4]	--	F	F
- w/ Improvement	TS	0	1	1	0	1	1	0	1	1	0	1	1	9.8	40.9	A	D
• Ave. 52 (EW)																	
- w/Roundabout	R	-	1	1	-	1	1	-	1	1	-	1	1	NA[5]	NA	NA	NA
• Ave. 53 (EW)																	
- w/o Improvement	CSS	0	1	0	0	1	0	0	0	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	1	0	1	1	0	0	1	0	0	1	0	18.6	20.8	B	C
• Ave. 54 (EW)																	
- w/o Improvement	AWS	1	1	1	0	1	0	1	1	0	1	1	0	18.4	28.0	C	D
- w/ Improvement	TS	1	1	1	0	1	0	1	1	0	1	1	0	11.0	12.3	B	B
Madison St. (NS) at:																	
• Ave. 50 (EW)	CSS	0	1	0	0	0	0	0	1	0	0	1	0	10.6	11.9	B	B
• Ave. 52 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	16.2	24.2	C	C
Monroe St. (NS) at:																	
• Ave. 52 (EW)																	
- w/o Improvement	AWS	0	1	0	0	1	0	0	1	0	0	1	0	16.3	20.6	C	C
- w/ Improvement	TS	0	1	0	0	1	0	0	1	0	0	1	0	11.9	13.0	B	B
• Ave. 53 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	12.7	12.6	B	B
• Ave. 54 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	13.7	16.4	B	C

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[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

[2] Analysis Software: Traffix, Version 7.1.0607 (1999).

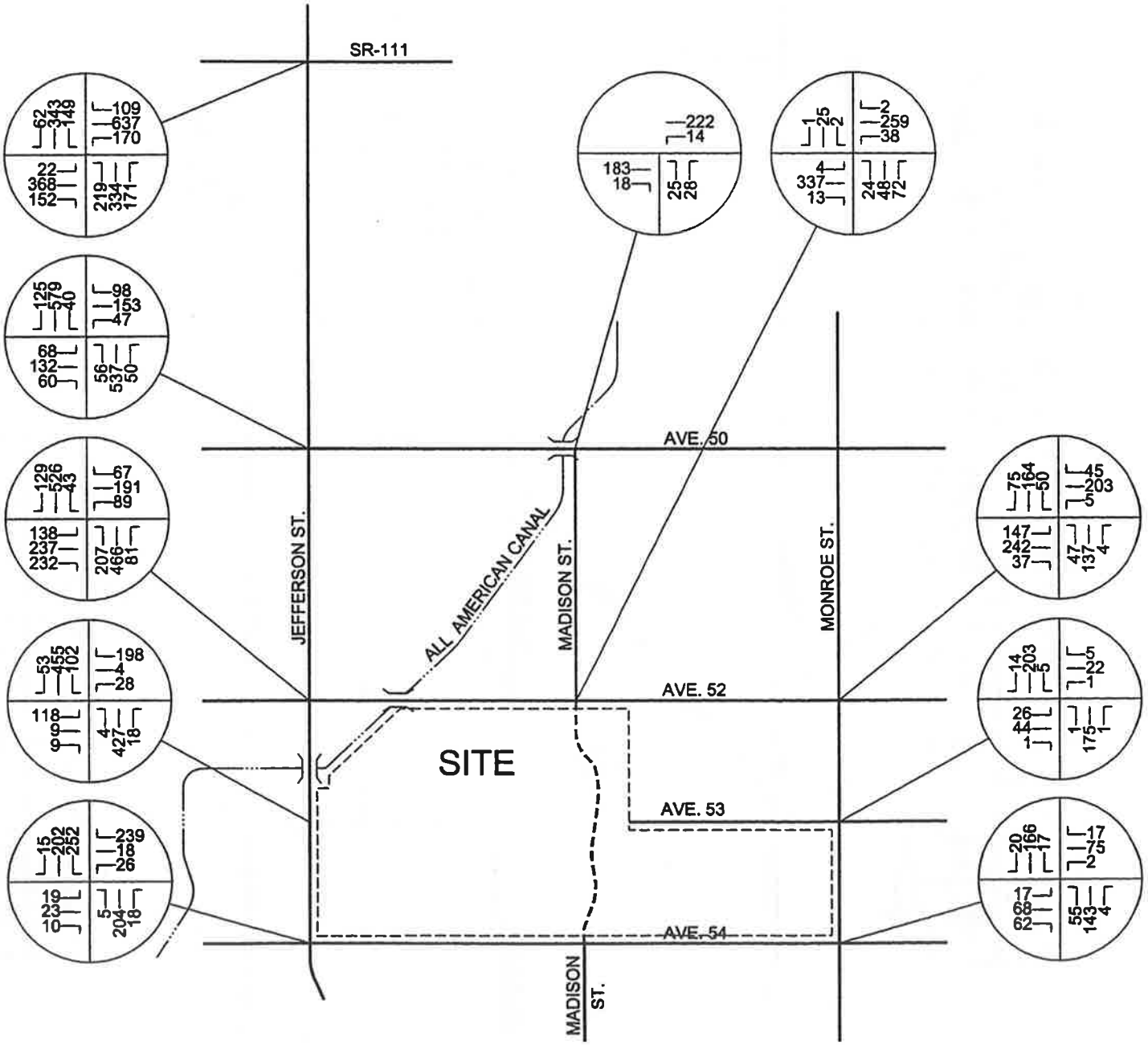
[3] TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop
R = Roundabout

[4] -- = Delay High, Intersection Unstable, Level Of Service "F".

[5] NA = Not Applicable. Acceptable Level of Service projected by City of La Quinta staff with construction of roundabout.

EXHIBIT 5-C

OPENING YEAR WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES



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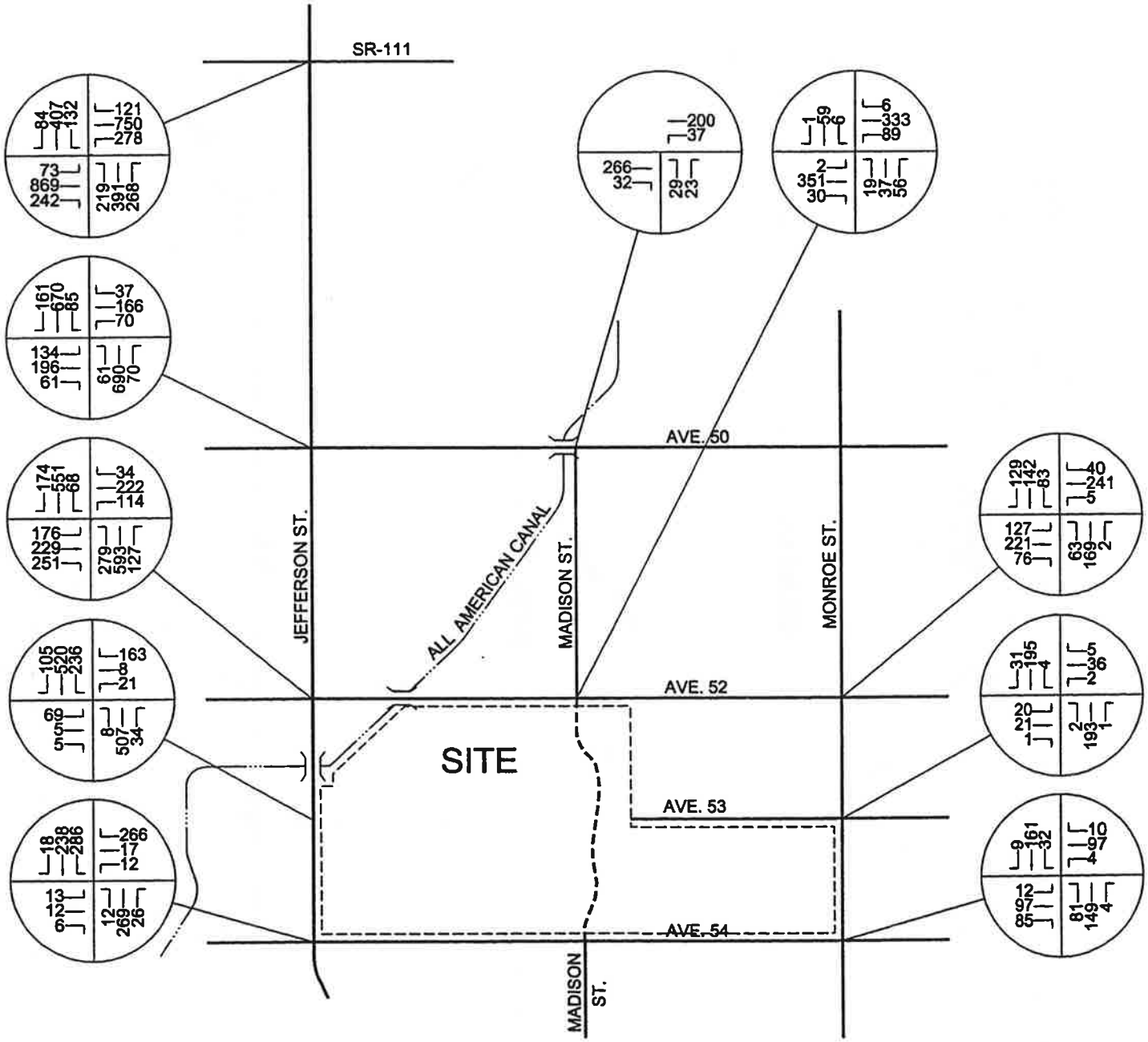
RKJK & ASSOCIATES INC.

EXHIBIT 5-D
OPENING YEAR WITH PROJECT
PM PEAK HOUR INTERSECTION VOLUMES



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RKJK & ASSOCIATES INC.

TABLE 5-3

INTERSECTION ANALYSIS FOR BUILD-OUT WITHOUT PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Jefferson St. (NS) at:																	
• SR-111 (EW)																	
- w/o Improvement	TS	1	1	1	1	1	1	1	2	1	1	2	1	--[4]	--	F	F
- w/ Improvement	TS	2	3	1	2	3	1	2	3	1	2	3	1	35.6	36.5	D	D
• Ave. 50 (EW)																	
- w/o Improvement	AWS	0	1	1	0	1	1	0	1	1	0	1	1	--	--	F	F
- w/ Improvement	TS	2	3	1	2	3	1>	1.5	1.5	1	1.5	1.5	1	34.4	38.9	D	D
• Ave. 52 (EW)																	
- w/Roundabout	R	-	1	1	-	1	1	-	1	1	-	1	1	NA[5]	NA	NA	NA
• Ave. 53 (EW)																	
- w/o Improvement	CSS	0	1	0	0	1	0	0	0	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	3	0	1	3	0	1	1	0	1	1	0	14.2	14.9	B	B
• Ave. 54 (EW)																	
- w/o Improvement	AWS	1	1	1	0	1	0	1	1	0	1	1	0	--	--	F	F
- w/ Improvement	TS	1	3	0	2	3	0	1	2	0	1	2	1>>	28.7	40.5	C	D
Madison St. (NS) at:																	
• Ave. 50 (EW)																	
- w/o Improvement	CSS	0	1	0	0	0	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	2	0	1	2	0	44.8	41.4	D	D
• Ave. 52 (EW)																	
- w/o Improvement	CSS	0	1	0	0	0	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	2	0	1	2	0	34.0	40.6	C	D
Monroe St. (NS) at:																	
• Ave. 52 (EW)																	
- w/o Improvement	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	2	2	0	1	2	0	1	2	1	29.6	42.1	C	D
• Ave. 53 (EW)																	
- w/o Improvement	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	1	0	1	1	0	8.1	8.5	A	A
• Ave. 54 (EW)																	
- w/o Improvement	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	2	0	1	2	0	15.7	19.0	B	B

---

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Analysis Software: Traffix, Version 7.1.0607 (1999).

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

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

[5] NA = Not Applicable. Acceptable Level of Service projected by City of La Quinta staff with construction of roundabout.

and with improvements. Build-out without project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-E and 5-F, respectively.

The following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours for build-out without project traffic conditions:

Jefferson Street (NS) at:

- SR-111
- Avenue 50 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW)

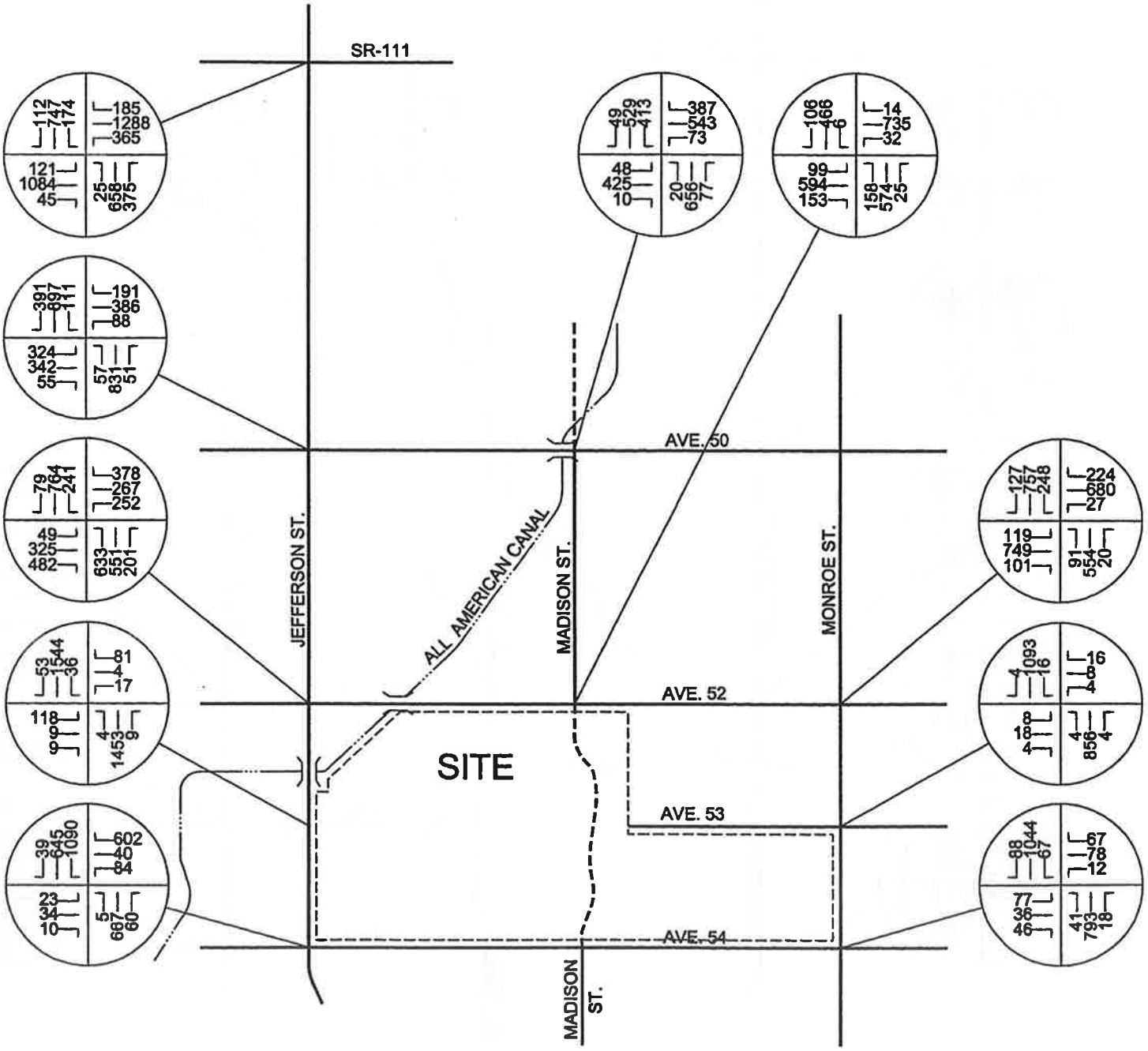
Monroe Street (NS) at:

- Avenue 52 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

For build-out without project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-3). Build-out without project HCM calculation worksheets are provided in Appendix "G".

EXHIBIT 5-E

BUILD-OUT WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES



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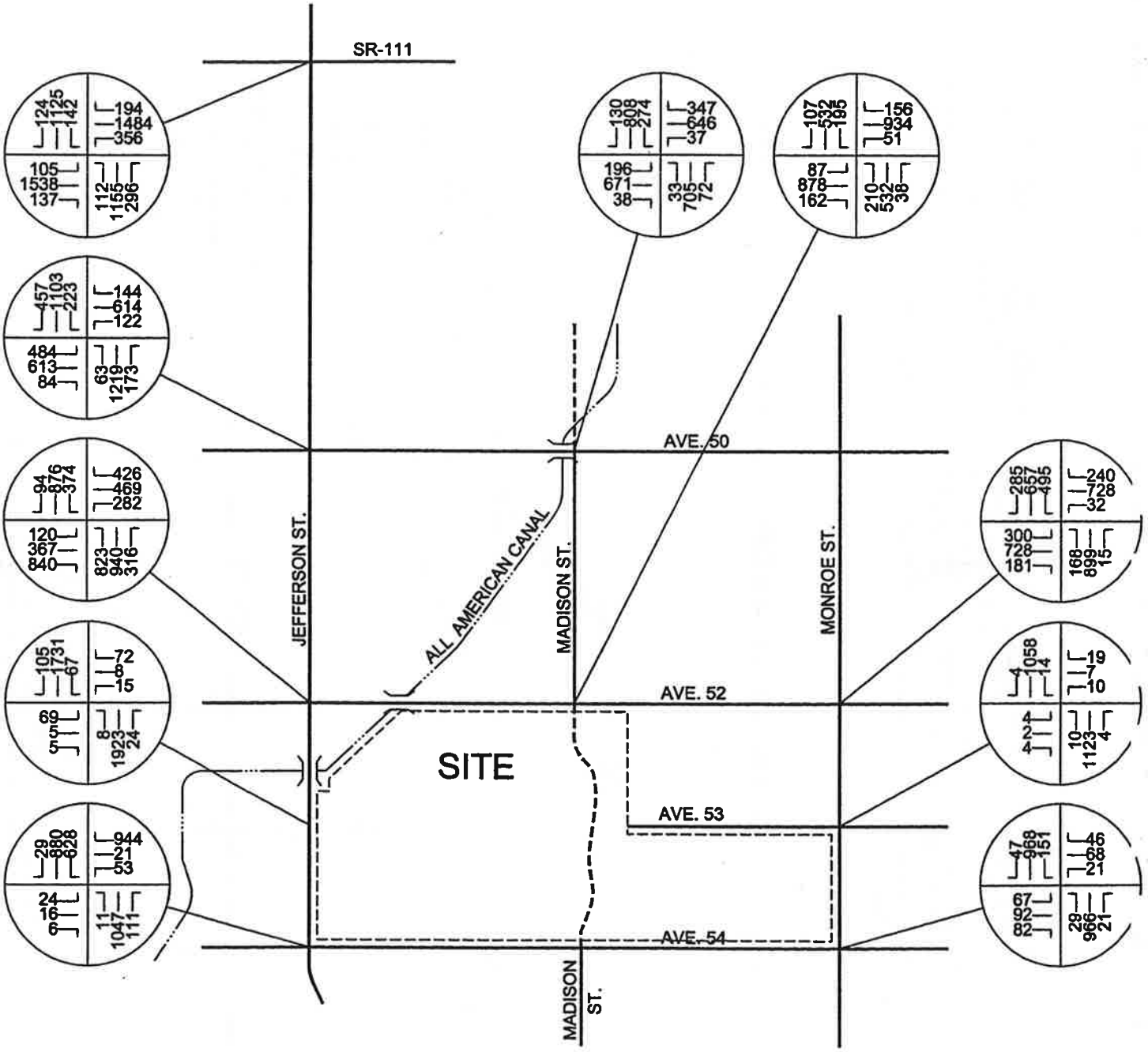
COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

EXHIBIT 5-F

BUILD-OUT WITHOUT PROJECT
PM PEAK HOUR INTERSECTION VOLUMES



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COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

2. Level of Service at Build-out With Project

Build-out intersection levels of service for the existing network with the proposed project are shown in Table 5-4. Table 5-4 shows HCM calculations based on the geometrics at the study area intersections without and with improvements. Build-out with project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-G and 5-H, respectively.

The following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours for build-out with project traffic conditions:

Jefferson Street (NS) at:

- SR-111
- Avenue 50 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW)

Monroe Street (NS) at:

- Avenue 52 (EW)
- Avenue 53 (EW)
- Avenue 54 (EW)

TABLE 5-4

INTERSECTION ANALYSIS FOR BUILD-OUT WITH PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Jefferson St. (NS) at:																	
• SR-111 (EW)																	
- w/o Improvement	TS	1	1	1	1	1	1	1	2	1	1	2	1	--[4]	--	F	F
- w/ Improvement	TS	2	3	1	2	3	1	2	3	1	2	3	1	36.6	37.8	D	D
• Ave. 50 (EW)																	
- w/o Improvement	AWS	0	1	1	0	1	1	0	1	1	0	1	1	--	--	F	F
- w/ Improvement	TS	2	3	1	2	3	1>	1.5	1.5	1	1.5	1.5	1	35.0	39.9	D	D
• Ave. 52 (EW)																	
- w/Roundabout	R	-	1	1	-	1	1	-	1	1	-	1	1	NA[5]	NA	NA	NA
• Ave. 53 (EW)																	
- w/o Improvement	CSS	0	1	0	0	1	0	0	0	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	3	0	1	3	0	1	1	0	1	1	0	20.1	21.7	C	C
• Ave. 54 (EW)																	
- w/o Improvement	AWS	1	1	1	0	1	0	1	1	0	1	1	0	--	--	F	F
- w/ Improvement	TS	1	3	0	2	3	0	1	2	0	1	2	1>>	28.8	52.0	C	D
Madison St. (NS) at:																	
• Ave. 50 (EW)																	
- w/o Improvement	CSS	0	1	0	0	0	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	2	0	1	2	0	44.9	41.5	D	D
• Ave. 52 (EW)																	
- w/o Improvement	CSS	0	1	0	0	0	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	2	0	1	2	0	35.0	42.8	C	D
Monroe St. (NS) at:																	
• Ave. 52 (EW)																	
- w/o Improvement	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	2	2	0	1	2	0	1	2	1	31.8	46.5	C	D
• Ave. 53 (EW)																	
- w/o Improvement	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	1	0	1	1	0	8.3	8.7	A	A
• Ave. 54 (EW)																	
- w/o Improvement	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--	--	F	F
- w/ Improvement	TS	1	2	0	1	2	0	1	2	0	1	2	0	16.6	20.0	B	C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; 1 = Improvement

[2] Analysis Software: Traffix, Version 7.1.0607 (1999).

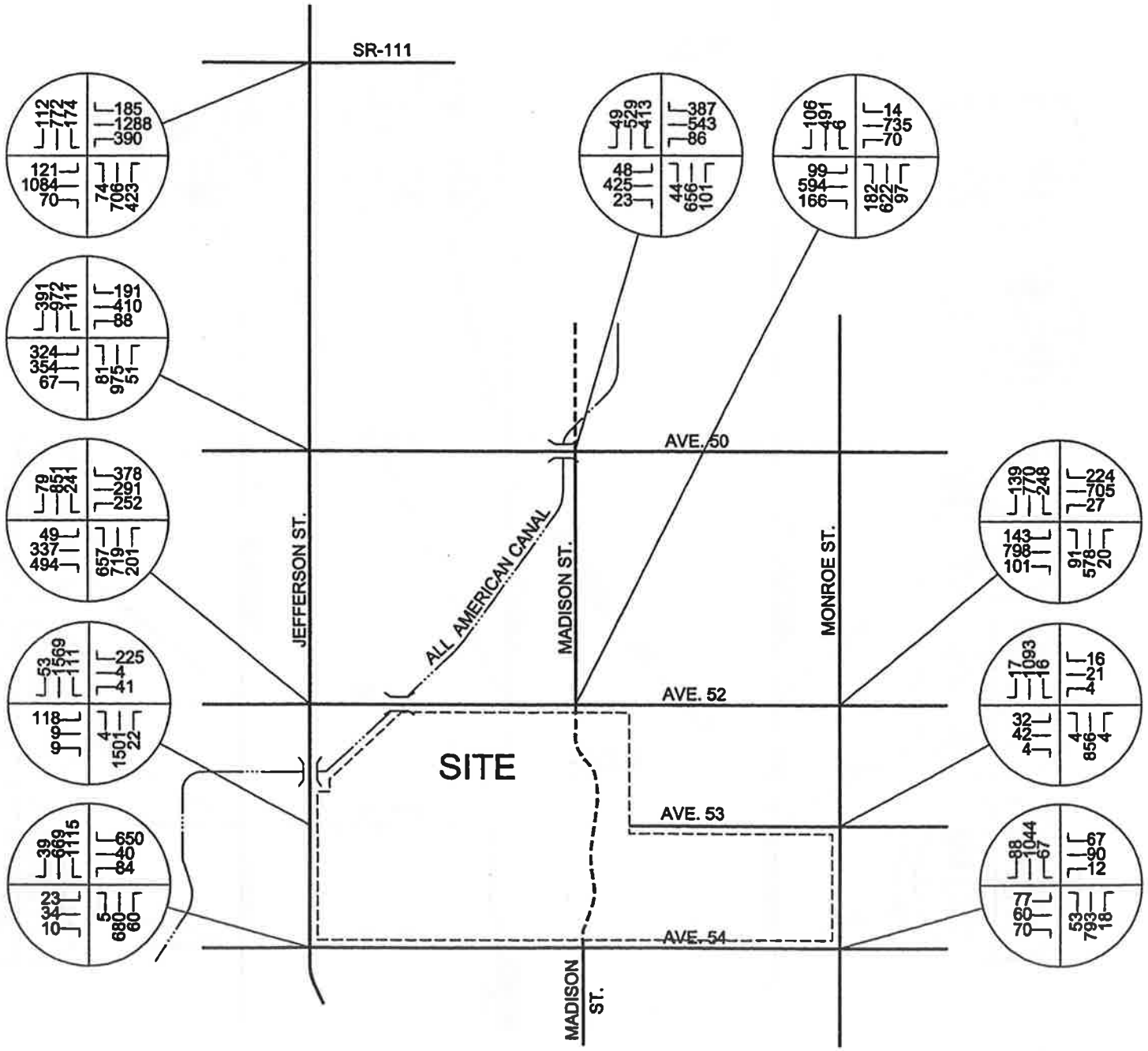
[3] TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop
R = Roundabout

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

[5] NA = Not Applicable. Acceptable Level of Service projected by City of La Quinta staff with construction of roundabout.

EXHIBIT 5-G

BUILD-OUT WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES



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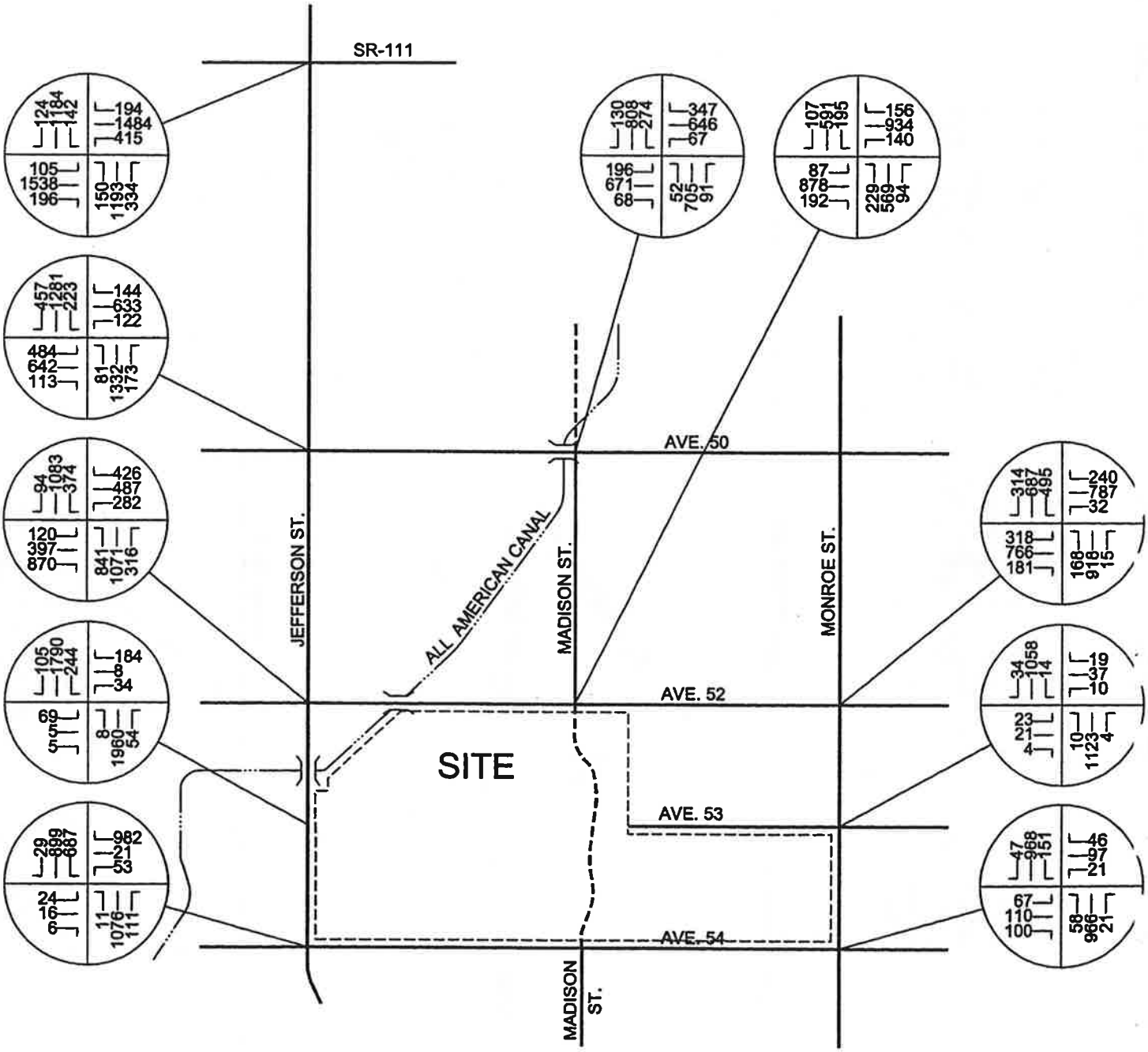
COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

EXHIBIT 5-H
BUILD-OUT WITH PROJECT
PM PEAK HOUR INTERSECTION VOLUMES



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COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

For build-out with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-4). Build-out with project HCM calculation worksheets are provided in Appendix "H".

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6.0 FINDINGS AND CONCLUSIONS

A. Site Access

The proposed development will have access to Avenue 50 and Avenue 52 to the north, Avenue 54 to the south, Jefferson Street to the west and Monroe Street to the east.

B. Traffic Impacts

Traffic signals appear to currently be warranted at the following study area intersections (see Appendix "C"):

Jefferson Street (NS) at:

- Avenue 50 (EW) – Traffic signal currently being installed by City
- Avenue 52 (EW) – Roundabout currently being installed by City

The City of La Quinta is currently upgrading the traffic signal and widening the intersection of Jefferson Street at SR-111.

The proposed development is projected to generate a total of approximately 9,690 trip-ends per day with 731 vehicles per hour during the AM peak hour and 965 vehicles per hour during the PM peak hour.

For Opening Year without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix "C"):

Jefferson Street (NS) at:

- Avenue 53 (EW)
- Avenue 54 (EW) – Traffic signal covered by Development Impact Fee

Monroe Street (NS) at:

- Avenue 52 (EW)

For buildout without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix "C"):

Madison Street (NS) at:

- Avenue 50 (EW)
- Avenue 52 (EW) – Traffic signal covered by Development Impact Fee

Monroe Street (NS) at:

- Avenue 54 (EW)

C. Need for Improvements Off-Site to Achieve Required Level of Service

For Opening Year with project traffic conditions, study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements.

For build-out with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements.

7.0 RECOMMENDATIONS

A. Site Access

The proposed development will have access to Avenue 50 and Avenue 52 to the north, Avenue 54 to the south, Jefferson Street to the west and Monroe Street to the east. Site-specific circulation and access recommendations are depicted on Exhibit 7-A.

B. Roadway Improvements

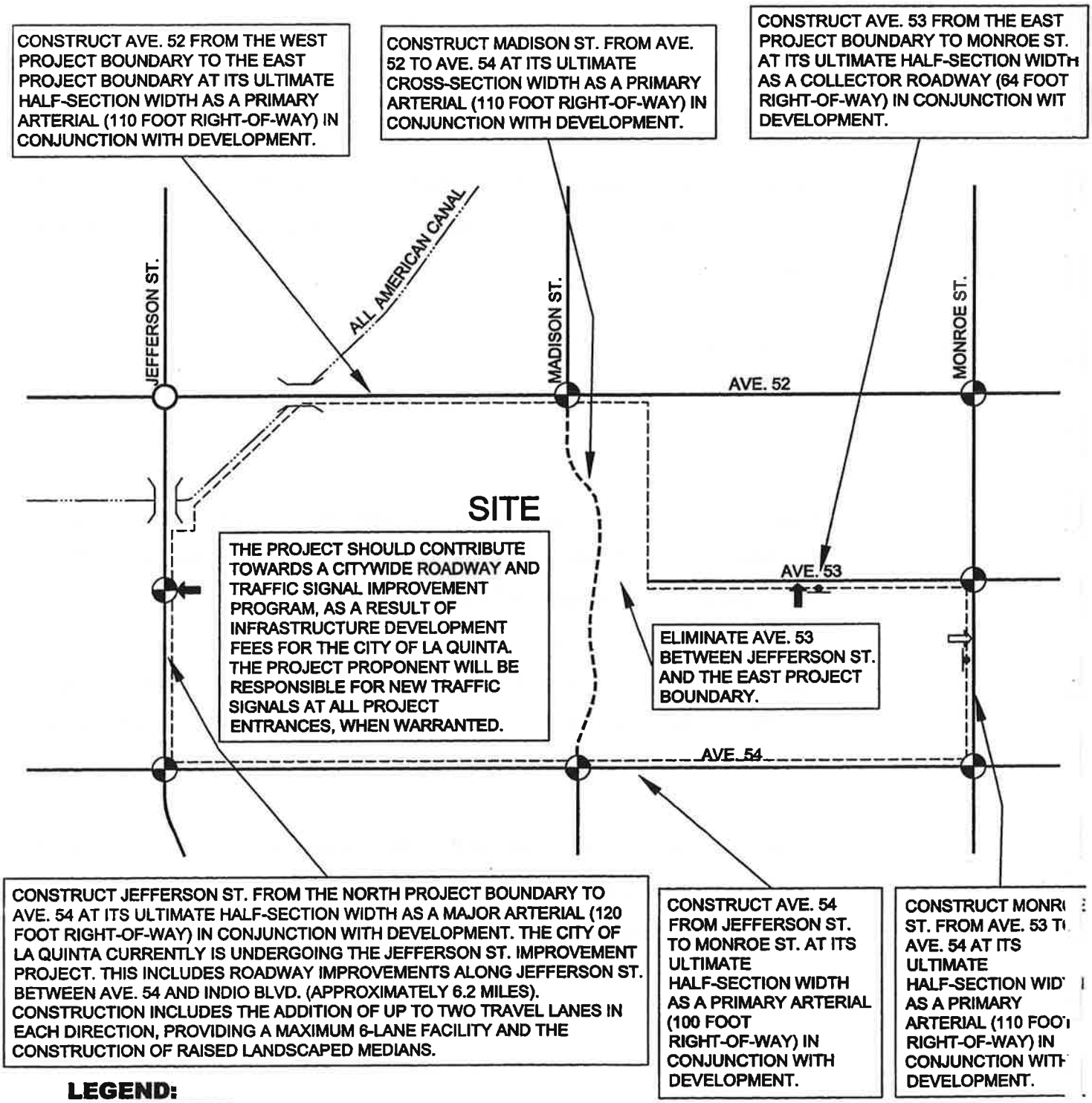
1. On-Site

Construct Avenue 52 from the west project boundary to the east project boundary at its ultimate half-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Construct Avenue 53 from the east project boundary to Monroe Street at its ultimate half-section width as a Collector roadway (64 foot right-of-way) in conjunction with development.

Construct Avenue 54 from Jefferson Street to Monroe Street at its ultimate half-section width as a Primary Arterial (100 foot right-of-way) in conjunction with development.

EXHIBIT 7-1
CIRCULATION RECOMMENDATIONS



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COUNTRY CLUB OF THE DESERT, La Quinta, California

RKJK & ASSOCIATES INC.

Construct Jefferson Street from the north project boundary to Avenue 54 at its ultimate half-section width as a Major Arterial (120 foot right-of-way) in conjunction with development. The City of La Quinta currently is undergoing the Jefferson Street Improvement Project. This includes roadway improvements along Jefferson Street between Avenue 54 and Indio Boulevard (approximately 6.2 miles). Construction includes the addition of up to two travel lanes in each direction, providing a maximum 6-lane facility and the construction of raised landscaped medians.

Construct Madison Street from the Avenue 52 to Avenue 54 at its ultimate cross-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Construct Monroe Street from the Avenue 53 to Avenue 54 at its ultimate half-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Sight distance at each project entrance should be reviewed with respect to standard Caltrans/City of La Quinta sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

2. Off-Site

The project should contribute towards a citywide roadway and traffic signal improvement program, as a result of infrastructure development fees for the City of La Quinta. These fees if required would be paid at the building

permit stage of development. The project proponent will be responsible for new traffic signals at all project entrances, when warranted.

APPENDIX A

TRAFFIC COUNT WORKSHEETS

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/24/99 CITY: LA QUINTA

E-W STREET: RTE 111 DAY: THURSDAY

PROJECT# 0437005A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	1	1	1	0	1	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	16	45	5	18	53	8	7	61	16	11	106	23	369
15 AM	30	41	3	23	59	12	4	73	20	10	136	22	433
30 AM	30	40	21	37	40	13	5	96	16	16	165	26	505
45 AM	23	52	14	34	56	17	4	68	18	14	90	14	404
8:00 AM	24	49	13	28	36	9	5	65	14	13	131	27	414
15 AM	17	35	18	34	30	9	6	67	22	11	106	21	376
30 AM	28	39	19	27	41	14	1	96	15	23	118	19	440
45 AM	22	35	14	18	34	15	2	75	13	11	111	17	367
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 190	NT 336	NR 107	SL 219	ST 349	SR 97	EL 34	ET 601	ER 134	WL 109	WT 963	WR 169	TOTAL 3308

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	107	182	51	122	191	51	18	302	68	53	522	89	1756

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/24/99 CITY: LA QUINTA

E-W STREET: RTE 111 DAY: THURSDAY

PROJECT# 0437005P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	1	1	1	0	1	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	20	46	16	28	39	24	7	172	11	23	157	24	567
15 PM	25	58	17	34	46	12	22	169	33	36	148	22	622
30 PM	27	48	33	30	46	17	12	177	26	15	144	17	592
45 PM	19	30	20	18	41	23	11	196	12	27	164	33	594
5:00 PM	24	42	20	26	57	17	15	170	31	19	159	27	607
15 PM	21	50	14	28	37	12	12	150	18	6	152	29	529
30 PM	20	32	12	27	43	12	7	129	20	14	128	20	464
45 PM	22	44	13	23	49	15	7	132	16	12	118	20	471
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	NL 178	NT 350	NR 145	SL 214	ST 358	SR 132	EL 93	ET 1295	ER 167	WL 152	WT 1170	WR 192	TOTAL 4446

PM Peak Hr Begins at 415 PM

PEAK VOLUMES =	95	178	90	108	190	69	60	712	102	97	615	99	2415

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/24/99 CITY: LA QUINTA

E-W STREET: 50TH ST DAY: THURSDAY

PROJECT# 0437002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	7	44	2	5	63	19	11	21	7	2	32	17	230
15 AM	5	43	8	10	43	11	7	19	5	2	17	23	193
30 AM	5	51	3	6	74	28	12	23	12	0	24	25	263
45 AM	2	51	3	12	65	36	20	32	11	2	29	15	278
8:00 AM	5	49	4	11	57	19	21	20	5	1	18	14	224
15 AM	6	47	3	4	39	17	15	26	4	2	24	9	196
30 AM	8	51	2	7	38	17	15	15	6	2	15	19	195
45 AM	5	51	6	4	46	23	19	19	4	3	22	17	219
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 43	NT 387	NR 31	SL 59	ST 425	SR 170	EL 120	ET 175	ER 54	WL 14	WT 181	WR 139	TOTAL 1798

PM Peak Hr Begins at 700 AM

PEAK VOLUMES =	19	189	16	33	245	94	50	95	35	6	102	80	964

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/24/99 CITY: LA QUINTA

E-W STREET: 50TH ST DAY: THURSDAY

PROJECT# 0437002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	6	60	4	15	40	17	18	34	4	5	17	8	228
15 PM	5	46	7	22	28	15	14	22	1	3	26	10	199
30 PM	5	58	4	23	52	32	26	30	6	3	23	11	273
45 PM	6	46	0	16	50	26	17	26	5	6	31	4	233
5:00 PM	11	67	3	19	45	25	23	32	7	4	33	4	273
15 PM	8	51	1	12	44	24	18	35	1	3	21	11	229
30 PM	3	17	1	9	29	18	11	15	2	1	12	5	123
45 PM	3	58	3	20	49	23	21	25	3	6	25	18	254
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	NL 47	NT 403	NR 23	SL 136	ST 337	SR 180	EL 148	ET 219	ER 29	WL 31	WT 188	WR 71	TOTAL 181

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	30	222	8	70	191	107	84	123	19	16	108	30	1008

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/24/99 CITY: LA QUINTA

E-W STREET: 52TH ST DAY: THURSDAY

PROJECT# 0437003A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	2	1	1	1	0	1	2	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	18	34	1	7	56	10	20	47	29	2	26	14	264
15 AM	15	28	2	12	51	11	19	49	23	0	26	13	249
30 AM	13	25	4	9	47	10	23	36	27	1	25	16	236
45 AM	23	27	2	7	60	16	16	34	37	1	30	12	265
8:00 AM	15	31	3	4	30	11	10	27	20	2	20	10	183
15 AM	21	20	0	2	24	10	13	21	22	1	21	11	166
30 AM	14	32	3	3	35	7	21	30	21	1	22	10	199
45 AM	26	36	1	6	30	15	13	32	15	0	9	6	189
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	145	233	16	50	333	90	135	276	194	8	179	92	1751

PM Peak Hr Begins at 700 AM

PEAK VOLUMES =	69	114	9	35	214	47	78	166	116	4	107	55	1014

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/24/99 CITY: LA QUINTA

E-W STREET: 52TH ST DAY: THURSDAY

PROJECT# 0437003P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	2	1	1	1	0	1	2	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	16	35	3	6	28	15	20	36	19	1	27	6	212
15 PM	23	25	1	8	19	8	10	27	13	2	33	11	180
30 PM	24	34	0	17	21	18	17	42	9	1	19	5	207
45 PM	23	39	0	9	25	16	10	24	18	1	35	8	208
5:00 PM	31	51	0	19	29	24	18	27	21	2	49	11	282
15 PM	26	40	1	11	16	16	9	25	14	0	29	4	191
30 PM	18	32	3	7	26	14	16	34	21	0	25	4	200
45 PM	17	24	2	7	24	17	19	33	20	1	26	6	196
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	178	280	10	84	188	128	119	248	135	8	243	55	167(

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	104	164	1	56	91	74	54	118	62	4	132	28	888

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 53TH ST DAY: TUESDAY

PROJECT# 0437004A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1					0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM		36	2	3	84					1		3	129
15 AM		46	0	0	57					0		4	107
30 AM		54	1	0	46					2		5	108
45 AM		38	1	2	86					0		3	130
8:00 AM		50	0	0	68					1		1	120
15 AM		50	1	0	46					0		0	97
30 AM		48	1	0	43					0		0	92
45 AM		53	0	1	52					2		1	109
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 0	NT 375	NR 6	SL 6	ST 482	SR 0	EL 0	ET 0	ER 0	WL 6	WT 0	WR 17	TOTAL 892

PM Peak Hr Begins at 700 AM

PEAK VOLUMES =	0	174	4	5	273	0	0	0	0	3	0	15	474

ADDITIONS: 1-WAY STOP W/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 53TH ST DAY: TUESDAY

PROJECT# 0437004P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1					0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM		60	2	0	38					0	1		101
15 PM		50	0	1	38					2	0		91
30 PM		52	2	1	41					0	3		99
45 PM		49	0	0	49					1	1		100
5:00 PM		69	1	1	42					1	1		115
15 PM		55	0	1	39					0	2		97
30 PM		41	1	1	47					1	1		92
45 PM		46	0	1	28					2	1		78
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	NL 0	NT 422	NR 6	SL 6	ST 322	SR 0	EL 0	ET 0	ER 0	WL 7	WT 0	WR 10	TOTAL 773

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	0	225	3	3	171	0	0	0	0	2	0	7	411

ADDITIONS: 1-WAY STOP W/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 54TH ST DAY: TUESDAY

PROJECT# 0437001A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	0	1	0	0	2	0	1	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	1	17	6	46	38	0	1	1	0	2	1	20	133
15 AM	0	32	8	34	22	1	0	0	0	2	0	14	113
30 AM	0	36	1	29	15	2	1	0	0	4	3	18	109
45 AM	0	24	2	34	51	1	0	1	0	9	2	15	139
8:00 AM	0	32	4	29	37	2	0	3	1	6	3	18	135
15 AM	0	33	8	19	26	1	0	0	1	5	0	18	111
30 AM	0	29	6	24	18	1	1	0	0	0	1	19	99
45 AM	1	37	2	25	2	0	0	0	0	0	0	16	83
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 2	NT 240	NR 37	SL 240	ST 209	SR 8	EL 3	ET 5	ER 2	WL 28	WT 10	WR 138	TOTAL 922

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	0	124	15	126	125	6	1	4	1	21	8	65	496

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 54TH ST DAY: TUESDAY

PROJECT# 0437001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	0	1	0	0	2	0	1	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	0	36	8	12	26	1	1	0	0	3	0	25	112
15 PM	1	36	10	9	28	1	2	2	0	1	1	12	103
30 PM	0	34	7	11	28	2	0	1	0	1	0	20	104
45 PM	1	31	4	12	37	0	0	0	0	4	0	18	107
5:00 PM	2	45	3	13	29	0	1	0	0	2	0	24	119
15 PM	0	39	7	11	27	0	1	0	0	3	0	15	103
30 PM	0	26	1	15	32	0	0	1	0	4	3	16	98
45 PM	0	29	2	8	18	0	1	0	0	4	1	16	79
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	4	276	42	91	225	4	6	4	0	22	5	146	825
PEAK													
VOLUMES =	3	149	21	47	121	2	2	1	0	10	0	77	433

AM Peak Hr Begins at 430 PM

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MADISON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 50TH ST DAY: TUESDAY

PROJECT# 0437006A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0					1	0	0	1		
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	0		0					26	0	0	32		58
15 AM	1		1					27	0	0	36		65
30 AM	0		0					32	1	0	37		70
45 AM	0		1					35	2	1	38		77
8:00 AM	0		1					28	1	0	34		64
15 AM	1		1					28	0	1	20		51
30 AM	1		0					28	1	1	19		50
45 AM	3		1					22	1	0	25		52
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	6	0	5	0	0	0	0	226	6	3	241	0	487

AM Peak Hr Begins at 715 AM

PEAK													
VOLUMES =	1	0	3	0	0	0	0	122	4	1	145	0	276

ADDITIONS: 1-WAY STOP N/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MADISON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 50TH ST DAY: TUESDAY

PROJECT# 0437006P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0					1	0	0	1		
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	0		0					38	0	1	23		62
15 PM	1		0					39	1	0	33		74
30 PM	2		1					36	0	1	32		72
45 PM	4		0					40	1	2	22		69
5:00 PM	2		0					37	1	1	27		68
15 PM	0		2					43	0	2	30		77
30 PM	2		1					35	1	0	30		69
45 PM	1		0					36	3	1	29		70
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	12	0	4	0	0	0	0	304	7	8	226	0	561

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	8	0	3	0	0	0	0	156	2	6	111	0	286

ADDITIONS: 1-WAY STOP N/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MADISON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 52ND ST DAY: TUESDAY

PROJECT# 0437007A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1			1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM				0		0	2	42			29	0	73
15 AM				0		0	1	44			28	0	73
30 AM				2		0	0	48			28	1	79
45 AM				0		1	0	68			29	1	99
8:00 AM				1		0	1	39			24	2	67
15 AM				0		0	1	38			28	1	68
30 AM				0		1	0	37			19	0	57
45 AM				0		0	1	39			21	0	61
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	3	0	2	6	355	0	0	206	5	577

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =													
	0	0	0	2	0	1	3	202	0	0	114	2	324

ADDITIONS: 1-WAY STOP S/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MADISON DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 52ND ST. DAY: TUESDAY

PROJECT# 0437007P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1			1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM				1		0	0	35			24	0	60
15 PM				0		0	0	29			38	1	68
30 PM				0		0	1	29			44	2	76
45 PM				2		0	0	33			42	0	77
5:00 PM				0		0	0	38			35	1	74
15 PM				3		0	1	39			28	2	73
30 PM				2		0	0	28			28	3	61
45 PM				4		0	0	28			32	0	64
6:00 PM													
15 PM													
30 PM													
45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	12	0	0	2	259	0	0	271	9	553

AM Peak Hr Begins at 430 PM

PEAK													
VOLUMES =	0	0	0	5	0	0	2	139	0	0	149	5	300

ADDITIONS:

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 52RD ST DAY: TUESDAY

PROJECT# 0437008A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	4	19	1	2	34	3	17	29	1	0	22	5	137
15 AM	0	29	0	13	25	5	14	27	5	1	26	11	156
30 AM	2	18	0	10	28	5	16	35	3	1	36	13	167
45 AM	3	27	2	16	37	5	28	35	4	2	26	8	193
8:00 AM	1	28	3	5	19	5	22	18	3	2	21	6	133
15 AM	0	29	0	6	24	6	17	21	3	3	18	7	134
30 AM	3	18	2	6	18	5	13	25	4	2	16	7	119
45 AM	2	24	2	5	21	6	7	19	3	2	15	6	112
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 15	NT 192	NR 10	SL 63	ST 206	SR 40	EL 134	ET 209	ER 26	WL 13	WT 180	WR 63	TOTAL 1151

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	9	93	3	41	124	18	75	126	13	4	110	37	653

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 52RD ST DAY: TUESDAY

PROJECT# 0437008P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	3	25	1	8	25	7	6	29	6	1	20	10	141
15 PM	5	34	0	17	28	9	9	30	2	2	19	11	166
30 PM	4	35	1	16	16	8	10	29	6	1	39	4	169
45 PM	5	32	0	18	18	10	8	22	5	1	20	7	146
5:00 PM	3	22	1	17	30	13	12	16	4	0	23	11	152
15 PM	8	29	0	16	22	10	6	26	2	1	30	10	160
30 PM	4	26	1	13	17	8	7	24	2	1	22	12	137
45 PM	5	15	2	14	24	7	7	22	3	0	23	13	135
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	37	218	6	119	180	72	65	198	30	7	196	78	120

AM Peak Hr Begins at 415 PM

PEAK VOLUMES =	17	123	2	68	92	40	39	97	17	4	101	33	633

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 53RD ST DAY: TUESDAY

PROJECT# 0437009A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	0	23	0	2	33	1	0	3	0	0	4	2	68
15 AM	1	38	0	0	46	0	0	6	1	0	1	0	93
30 AM	0	20	0	1	30	0	1	4	0	0	1	0	57
45 AM	0	33	0	1	40	0	1	3	0	0	1	2	81
8:00 AM	0	31	0	0	22	0	1	0	0	0	2	0	56
15 AM	0	20	0	0	32	1	0	0	0	0	3	1	57
30 AM	0	26	0	1	27	0	0	1	0	0	2	0	57
45 AM	0	32	0	0	25	0	0	1	0	0	2	1	61
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 1	NT 223	NR 0	SL 5	ST 255	SR 2	EL 3	ET 18	ER 1	WL 0	WT 16	WR 6	TOTAL 530

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	NL 1	NT 114	NR 0	SL 4	ST 149	SR 1	EL 2	ET 16	ER 1	WL 0	WT 7	WR 4	TOTAL 299

ADDITIONS: 2-WAY STOP E/B & W/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 53RD ST DAY: TUESDAY

PROJECT# 0437009P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	0	24	0	0	25	0	0	1	0	1	1	0	52
15 PM	0	31	1	1	27	0	0	0	0	1	2	2	65
30 PM	0	32	0	0	33	0	0	0	0	1	3	1	70
45 PM	1	35	0	1	23	1	0	2	0	0	0	1	64
5:00 PM	1	26	0	1	32	0	0	0	1	0	0	0	61
15 PM	0	24	0	0	25	0	0	0	0	0	0	1	50
30 PM	1	33	0	2	16	0	0	0	0	0	2	1	55
45 PM	0	23	0	0	26	0	0	0	0	0	0	0	49
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	3	228	1	5	207	1	0	3	1	3	8	6	46

PM Peak Hr Begins at 415 PM

PEAK VOLUMES =	2	124	1	3	115	1	0	2	1	2	5	4	260

ADDITIONS: 2-WAY STOP
EB/WB

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 54TH ST DAY: TUESDAY

PROJECT# 0437010A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	0	13	1	4	25	4	8	2	2	1	2	2	64
15 AM	1	36	1	4	41	1	1	3	1	1	7	3	100
30 AM	0	16	0	2	26	2	2	3	1	0	4	2	58
45 AM	1	23	1	4	27	9	3	3	2	0	5	7	85
8:00 AM	0	19	0	2	18	2	7	6	0	0	4	5	63
15 AM	0	12	0	3	25	4	5	1	1	0	4	3	58
30 AM	1	17	0	3	21	3	6	2	1	0	5	3	62
45 AM	2	20	0	4	19	2	8	4	0	0	8	4	71
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	NL 5	NT 156	NR 3	SL 26	ST 202	SR 27	EL 40	ET 24	ER 8	WL 2	WT 39	WR 29	TOTAL 561

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	2	88	3	14	119	16	14	11	6	2	18	14	307

ADDITIONS: 2-WAY STOP E/B & W/B

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE DATE: 6/22/99 CITY: LA QUINTA

E-W STREET: 54TH ST DAY: TUESDAY

PROJECT# 0437010P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	0	28	0	7	19	1	4	6	1	0	0	3	69
15 PM	0	19	0	8	15	2	4	8	0	1	3	2	62
30 PM	0	21	2	7	23	1	3	5	1	0	3	2	68
45 PM	1	19	0	8	22	0	2	3	3	1	5	3	67
5:00 PM	0	23	1	6	16	5	1	4	0	2	5	2	65
15 PM	0	25	0	5	26	1	4	3	1	0	1	1	67
30 PM	0	28	0	3	13	0	3	4	1	0	6	2	60
45 PM	0	19	0	5	21	0	1	6	1	2	3	3	61
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	NL 1	NT 182	NR 3	SL 49	ST 155	SR 10	EL 22	ET 39	ER 8	WL 6	WT 26	WR 18	TOTAL 519

AM Peak Hr Begins at 430 PM

PEAK VOLUMES =	NL 1	NT 88	NR 3	SL 26	ST 87	SR 7	EL 10	ET 15	ER 5	WL 3	WT 14	WR 8	TOTAL 267

ADDITIONS: 2-WAY STOP E/B & W/B

APPENDIX B

CALCULATION OF INTERSECTION LEVEL OF SERVICE
- EXISTING

Country Club of the Desert
Existing
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 67 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	107	182	51	122	191	51	18	302	68	53	522	89
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:	107	182	51	122	191	51	18	302	68	53	522	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	182	51	122	191	51	18	302	68	53	522	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	182	51	122	191	51	18	302	68	53	522	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	182	51	122	191	51	18	302	68	53	522	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.03	0.07	0.10	0.03	0.01	0.08	0.04	0.03	0.14	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.30	0.30	0.15	0.30	0.30	0.15	0.22	0.22	0.15	0.22	0.22
Volume/Cap:	0.40	0.32	0.11	0.45	0.34	0.11	0.07	0.37	0.19	0.20	0.65	0.25
Delay/Veh:	26.7	18.6	17.1	27.2	18.7	17.1	24.6	22.3	21.3	25.3	25.4	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	18.6	17.1	27.2	18.7	17.1	24.6	22.3	21.3	25.3	25.4	21.7
DesignQueue:	3	5	1	4	5	1	1	9	2	2	16	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec):	67	Critical Vol./Cap. (X):	0.492
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	27.7
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	178	90	108	190	69	60	712	102	97	615	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	178	90	108	190	69	60	712	102	97	615	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	178	90	108	190	69	60	712	102	97	615	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	178	90	108	190	69	60	712	102	97	615	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	178	90	108	190	69	60	712	102	97	615	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.06	0.10	0.04	0.03	0.20	0.06	0.05	0.17	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.30	0.30	0.15	0.30	0.30	0.15	0.22	0.22	0.15	0.22	0.22
Volume/Cap:	0.35	0.31	0.19	0.40	0.34	0.14	0.22	0.88	0.28	0.36	0.76	0.27
Delay/Veh:	26.4	18.5	17.6	26.8	18.7	17.4	25.5	36.2	22.0	26.4	28.6	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	18.5	17.6	26.8	18.7	17.4	25.5	36.2	22.0	26.4	28.6	21.9
DesignQueue:	3	5	2	3	5	2	2	22	3	3	19	3

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.473
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	19	189	16	33	245	94	50	95	35	6	102	80
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:	19	189	16	33	245	94	50	95	35	6	102	80
User Adj:	1.00	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:	19	189	16	33	245	94	50	95	35	6	102	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	189	16	33	245	94	50	95	35	6	102	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	189	16	33	245	94	50	95	35	6	102	80
Saturation Flow Module:												
Lanes:	0.09	0.91	1.00	0.12	0.88	1.00	0.34	0.66	1.00	0.06	0.94	1.00
Final Sat.:	52	513	634	70	518	665	178	339	588	29	497	588
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.03	0.47	0.47	0.14	0.28	0.28	0.06	0.21	0.21	0.14
Crit Moves:		****			****			****		****		
Delay/Veh:	12.1	12.1	8.2	13.6	13.6	8.7	11.6	11.6	8.7	10.6	10.6	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	8.2	13.6	13.6	8.7	11.6	11.6	8.7	10.6	10.6	9.2
LOS by Move:	B	B	A	B	B	A	B	B	A	B	B	A
ApproachDel:		11.8			12.3			11.0			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			12.3			11.0			10.0	
LOS by Appr:		B			B			B			B	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.466
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.7
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 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	222	8	70	191	107	84	123	19	16	108	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:	30	222	8	70	191	107	84	123	19	16	108	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	222	8	70	191	107	84	123	19	16	108	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	222	8	70	191	107	84	123	19	16	108	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	222	8	70	191	107	84	123	19	16	108	30
Saturation Flow Module:												
Lanes:	0.12	0.88	1.00	0.27	0.73	1.00	0.41	0.59	1.00	0.13	0.87	1.00
Final Sat.:	66	487	618	150	410	639	207	304	582	65	436	558
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.01	0.47	0.47	0.17	0.41	0.41	0.03	0.25	0.25	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	13.7	13.7	8.3	13.9	13.9	9.1	13.5	13.5	8.6	11.4	11.4	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	8.3	13.9	13.9	9.1	13.5	13.5	8.6	11.4	11.4	8.9
LOS by Move:	B	B	A	B	B	A	B	B	A	B	B	A
ApproachDel:		13.6			12.5			13.1			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			12.5			13.1			10.9	
LOS by Appr:		B			B			B			B	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Jefferson St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.476
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.4
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	0 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	69	114	9	35	214	47	78	166	116	4	107	55
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:	69	114	9	35	214	47	78	166	116	4	107	55
User Adj:	1.00	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:	69	114	9	35	214	47	78	166	116	4	107	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	114	9	35	214	47	78	166	116	4	107	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	114	9	35	214	47	78	166	116	4	107	55
Saturation Flow Module:												
Lanes:	1.00	0.93	0.07	1.00	2.00	1.00	1.00	0.59	0.41	1.00	1.32	0.68
Final Sat.:	490	492	39	480	1033	572	520	348	243	460	663	358
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.07	0.21	0.08	0.15	0.48	0.48	0.01	0.16	0.15
Crit Moves:			****		****				****		****	
Delay/Veh:	10.7	10.8	10.8	10.3	10.9	9.1	10.5	13.4	13.4	10.1	10.7	10.2
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:	10.7	10.8	10.8	10.3	10.9	9.1	10.5	13.4	13.4	10.1	10.7	10.2
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:		10.8			10.6			12.8			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.6			12.8			10.5	
LOS by Appr:		B			B			B			B	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #5 Jefferson St. (NS) / Ave. 52 (EW)

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Cycle (sec):	0	Critical Vol./Cap. (X):	0.307
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.4
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	0 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	164	1	56	91	74	54	118	62	4	132	28
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:	104	164	1	56	91	74	54	118	62	4	132	28
User Adj:	1.00	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:	104	164	1	56	91	74	54	118	62	4	132	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	164	1	56	91	74	54	118	62	4	132	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	164	1	56	91	74	54	118	62	4	132	28
Saturation Flow Module:												
Lanes:	1.00	0.99	0.01	1.00	2.00	1.00	1.00	0.66	0.34	1.00	1.65	0.35
Final Sat.:	534	576	4	498	1068	597	520	384	202	483	869	188
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.28	0.11	0.09	0.12	0.10	0.31	0.31	0.01	0.15	0.15
Crit Moves:		****				****			****		****	
Delay/Veh:	10.6	10.8	10.8	10.4	9.6	9.1	10.0	10.9	10.9	9.8	10.2	10.0
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:	10.6	10.8	10.8	10.4	9.6	9.1	10.0	10.9	10.9	9.8	10.2	10.0
LOS by Move:	B	B	B	B	A	A	A	B	B	A	B	A
ApproachDel:		10.7			9.7			10.7			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.7			10.7			10.1	
LOS by Appr:		B			A			B			B	

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 9.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	174	4	5	273	0	0	0	0	3	0	15
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	174	4	5	273	0	0	0	0	3	0	15
User Adj:	1.00	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	174	4	5	273	0	0	0	0	3	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	174	4	5	273	0	0	0	0	3	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	459	xxxx	176
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	872
Move Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	562	xxxx	872
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	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	799	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 9.8 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	225	3	3	171	0	0	0	0	2	0	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:	0	225	3	3	171	0	0	0	0	2	0	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:	1.00	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	225	3	3	171	0	0	0	0	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	225	3	3	171	0	0	0	0	2	0	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	228	xxxx	xxxxx	xxxx	xxxx	xxxxx	404	xxxx	227
Potent Cap.:	xxxx	xxxx	xxxxx	1352	xxxx	xxxxx	xxxx	xxxx	xxxxx	607	xxxx	818
Move Cap.:	xxxx	xxxx	xxxxx	1352	xxxx	xxxxx	xxxx	xxxx	xxxxx	606	xxxx	818
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	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	759	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.362
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.6
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	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	124	15	126	125	6	1	4	1	21	8	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:	1	124	15	126	125	6	1	4	1	21	8	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:	1	124	15	126	125	6	1	4	1	21	8	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	124	15	126	125	6	1	4	1	21	8	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
Final Vol.:	1	124	15	126	125	6	1	4	1	21	8	65
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.49	0.49	0.02	1.00	0.80	0.20	1.00	0.11	0.89
Final Sat.:	646	710	824	348	346	17	557	494	124	573	77	622
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.36	0.36	0.36	0.00	0.01	0.01	0.04	0.10	0.10
Crit Moves:		****			****			****			****	
Delay/Veh:	8.2	8.7	7.0	10.7	10.7	10.7	8.8	8.2	8.2	8.9	8.1	8.1
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:	8.2	8.7	7.0	10.7	10.7	10.7	8.8	8.2	8.2	8.9	8.1	8.1
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		8.5			10.7			8.3			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			10.7			8.3			8.2	
LOS by Appr:		A			B			A			A	

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.238
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.8
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	1	0	1		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	3		149		21		47		121		2		2		1		1		10		1		77	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	3		149		21		47		121		2		2		1		1		10		1		77	
User Adj:	1.00		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:	3		149		21		47		121		2		2		1		1		10		1		77	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	3		149		21		47		121		2		2		1		1		10		1		77	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	3		149		21		47		121		2		2		1		1		10		1		77	
Saturation Flow Module:																								
Lanes:	1.00		1.00		1.00		0.28		0.71		0.01		1.00		0.50		0.50		1.00		0.01		0.99	
Final Sat.:	660		729		848		197		508		8		577		334		334		591		9		726	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.20		0.02		0.24		0.24		0.24		0.00		0.00		0.00		0.02		0.11		0.11	
Crit Moves:			****						****				****								****			
Delay/Veh:	8.1		8.8		7.0		9.5		9.5		9.5		8.6		7.8		7.8		8.6		7.8		7.8	
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:	8.1		8.8		7.0		9.5		9.5		9.5		8.6		7.8		7.8		8.6		7.8		7.8	
LOS by Move:	A		A		A		A		A		A		A		A		A		A		A		A	
ApproachDel:			8.5						9.5						8.2						7.9			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			8.5						9.5						8.2						7.9			
LOS by Appr:			A						A						A						A			

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): 9.2 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	1	0	3	0	0	0	0	122	4	1	145	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:	1	0	3	0	0	0	0	122	4	1	145	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:	1	0	3	0	0	0	0	122	4	1	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	3	0	0	0	0	122	4	1	145	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	271	xxxx	124	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	xxxxx
Potent Cap.:	723	xxxx	932	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Move Cap.:	722	xxxx	932	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	869	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Country Club of the Desert
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PM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

****

Average Delay (sec/veh): 9.8 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	8	0	3	0	0	0	0	156	2	6	111	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:	8	0	3	0	0	0	0	156	2	6	111	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:	8	0	3	0	0	0	0	156	2	6	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	0	3	0	0	0	0	156	2	6	111	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	280	xxxx	157	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	xxxx	xxxxx
Potent Cap.:	714	xxxx	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1434	xxxx	xxxxx
Move Cap.:	712	xxxx	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1434	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	754	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

****

Average Delay (sec/veh): 9.9 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	202	0	0	114	2
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	2	0	1	3	202	0	0	114	2
User Adj:	1.00	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	2	0	1	3	202	0	0	114	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	2	0	1	3	202	0	0	114	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	323	xxxx	115	116	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	675	xxxx	943	1485	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	674	xxxx	943	1485	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	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	745	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): 10.0 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	5	0	1	2	139	0	0	149	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	1	2	139	0	0	149	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	0	1	2	139	0	0	149	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	5	0	1	2	139	0	0	149	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	295	xxxx	152	154	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	701	xxxx	900	1439	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	700	xxxx	900	1439	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	727	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

****

Cycle (sec): 0 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
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 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	93	3	41	124	18	75	126	13	4	110	37
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	93	3	41	124	18	75	126	13	4	110	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	93	3	41	124	18	75	126	13	4	110	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	93	3	41	124	18	75	126	13	4	110	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	93	3	41	124	18	75	126	13	4	110	37
Saturation Flow Module:												
Lanes:	0.08	0.89	0.03	0.22	0.68	0.10	0.35	0.59	0.06	0.03	0.73	0.24
Final Sat.:	57	593	19	156	471	68	249	419	43	19	522	176
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.26	0.26	0.26	0.30	0.30	0.30	0.21	0.21	0.21
Crit Moves:			****		****			****			****	
Delay/Veh:	8.9	8.9	8.9	9.5	9.5	9.5	9.7	9.7	9.7	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	9.5	9.5	9.5	9.7	9.7	9.7	8.9	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.9			9.5			9.7			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			9.5			9.7			8.9	
LOS by Appr:		A			A			A			A	

****

Country Club of the Desert
Existing
PM Peak Hour

Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.276
Loss Time (sec):	0 (Y+R = 4 sec)	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:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	17	123	2	68	92	40	39	97	17	4	101	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	123	2	68	92	40	39	97	17	4	101	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	123	2	68	92	40	39	97	17	4	101	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	123	2	68	92	40	39	97	17	4	101	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
Final Vol.:	17	123	2	68	92	40	39	97	17	4	101	33
Saturation Flow Module:												
Lanes:	0.12	0.87	0.01	0.34	0.46	0.20	0.25	0.64	0.11	0.03	0.73	0.24
Final Sat.:	84	606	10	247	334	145	177	441	77	20	518	169
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.28	0.28	0.28	0.22	0.22	0.22	0.20	0.20	0.20
Crit Moves:		****			****			****			****	
Delay/Veh:	9.0	9.0	9.0	9.4	9.4	9.4	9.1	9.1	9.1	8.8	8.8	8.8
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:	9.0	9.0	9.0	9.4	9.4	9.4	9.1	9.1	9.1	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.0			9.4			9.1			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			9.4			9.1			8.8	
LOS by Appr:		A			A			A			A	

Country Club of the Desert
Existing
AM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 10.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	114	1	4	149	1	2	16	1	1	7	4
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	114	1	4	149	1	2	16	1	1	7	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	114	1	4	149	1	2	16	1	1	7	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	114	1	4	149	1	2	16	1	1	7	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	150	xxxx	xxxxx	115	xxxx	xxxxx	280	275	150	283	275	114
Potent Cap.:	1444	xxxx	xxxxx	1487	xxxx	xxxxx	677	636	902	674	636	943
Move Cap.:	1444	xxxx	xxxxx	1487	xxxx	xxxxx	667	634	902	658	634	943
Level Of Service Module:												
Stopped Del:	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	647	xxxxx	xxxx	714	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.7			10.1		
ApproachLOS:	*			*			B			B		

Country Club of the Desert
Existing
PM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): 10.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	124	1	3	115	1	1	2	1	2	5	4
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	124	1	3	115	1	1	2	1	2	5	4
User Adj:	1.00	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	124	1	3	115	1	1	2	1	2	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	124	1	3	115	1	1	2	1	2	5	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	116	xxxx	xxxxx	125	xxxx	xxxxx	255	251	116	252	251	125
Potent Cap.:	1485	xxxx	xxxxx	1474	xxxx	xxxxx	703	656	942	706	656	932
Move Cap.:	1485	xxxx	xxxxx	1474	xxxx	xxxxx	694	654	942	702	654	932
Level Of Service Module:												
Stopped Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	719	xxxxx	xxxx	744	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.0			9.9		
ApproachLOS:	*			*			B			A		

Country Club of the Desert
Existing
AM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): 10.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	88	3	14	119	16	14	11	6	2	18	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	88	3	14	119	16	14	11	6	2	18	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	88	3	14	119	16	14	11	6	2	18	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	88	3	14	119	16	14	11	6	2	18	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	135	xxxx	xxxxx	91	xxxx	xxxxx	265	250	127	257	257	89
Potent Cap.:	1462	xxxx	xxxxx	1517	xxxx	xxxxx	692	656	929	700	651	974
Move Cap.:	1462	xxxx	xxxxx	1517	xxxx	xxxxx	662	649	929	681	644	974
Level Of Service Module:												
Stopped Del:	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	696	xxxxx	xxxx	751	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.4			10.0		
ApproachLOS:	*			*			B			B		

Country Club of the Desert
Existing
PM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): 10.3 Worst Case 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1		88		3		26		87		7		10		15		5		3		14		8	
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		88		3		26		87		7		10		15		5		3		14		8	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	1		88		3		26		87		7		10		15		5		3		14		8	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	1		88		3		26		87		7		10		15		5		3		14		8	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		7.1		6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	94	xxxx	xxxxx				91	xxxx	xxxxx				245		236		91		244		238		89	
Potent Cap.:	1513	xxxx	xxxxx				1517	xxxx	xxxxx				713		669		973		714		667		974	
Move Cap.:	1513	xxxx	xxxxx				1517	xxxx	xxxxx				686		657		973		688		655		974	
Level Of Service Module:																								
Stopped Del:	7.4	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		705		xxxxx		xxxx		736		xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		10.3		xxxxx		xxxxx		10.1		xxxxx	
Shared LOS:	*	*	*				*	*	*				*		B		*		*		B		*	
ApproachDel:	xxxxxx						xxxxxx						10.3						10.1					
ApproachLOS:	*						*						B						B					

APPENDIX C

TRAFFIC SIGNAL WARRANTS

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name =

Total of Both Approaches (VPH) =

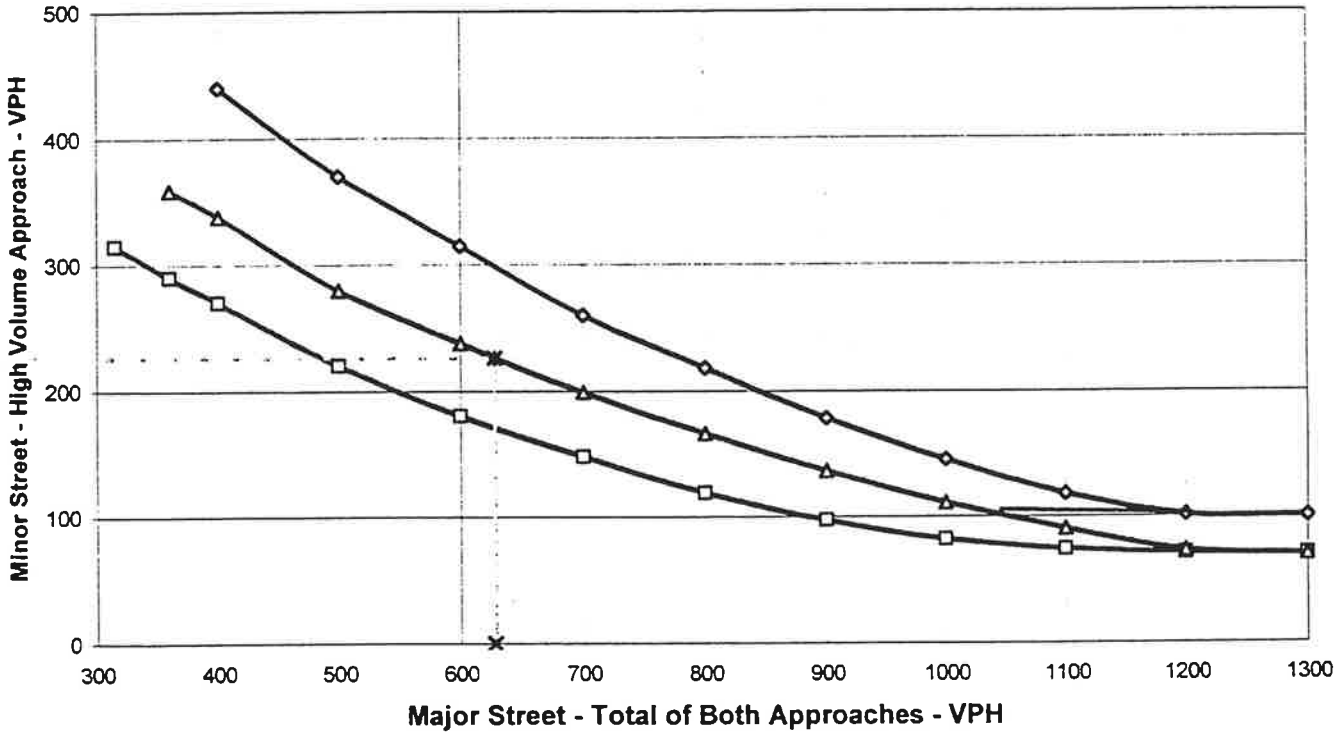
Number of Approach Lanes Major Street =

Minor Street Name =

High Volume Approach (VPH) =

Number of Approach Lanes Minor Street =

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)

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

2+ Lanes (Major) & 2+ Lanes (Minor)

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

Major Street Name =

Total of Both Approaches (VPH) =

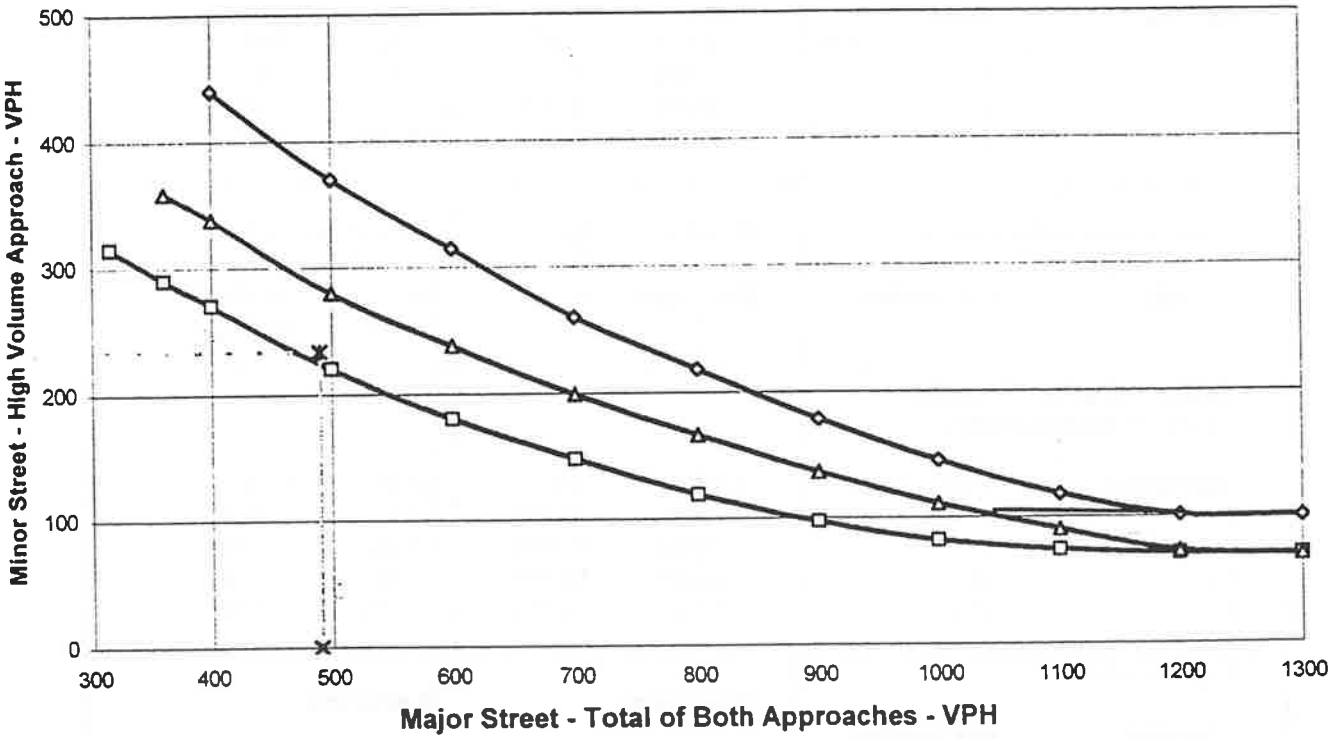
Number of Approach Lanes Major Street =

Minor Street Name =

High Volume Approach (VPH) =

Number of Approach Lanes Minor Street =

WARRANTED FOR A SIGNAL



** 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 WARRANT

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

Major St: Minor St: Year =
Volume = Lanes= Volume = Lanes= (one-way)

URBAN	RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied	Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.			
Major Street 17,000	Minor Street 1,100	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	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 17,000	Minor Street 1,100	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	2 Warrants	2 Warrants
No one warrant satisfied but following warrants fulfilled 80% or more.. 1	2		

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

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

TRAFFIC SIGNAL WARRANT

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

Major St: Volume = Lanes=

Minor St: Volume = Lanes=

Year = (one-way)

URBAN RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 8,600 / Minor Street 3,600 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	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 8,600 / Minor Street 3,600 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 No one warrant satisfied but following warrants fulfilled 80% or more.. 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

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

TRAFFIC SIGNAL WARRANT

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

Major St: Minor St: Year =
Volume = Lanes= Volume = Lanes= (one-way)

URBAN RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street Minor Street 1 7,100 1 3,500 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	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 Minor Street 1 7,100 1 3,500 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 No one warrant satisfied but following warrants fulfilled 80% or more.. 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

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

TRAFFIC SIGNAL WARRANT

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

Major St: Volume = Lanes= Minor St: Volume = Lanes= Year = (one-way)

URBAN RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 28,550 Minor Street 13,700 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	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 28,550 Minor Street 13,700 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.. 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

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

TRAFFIC SIGNAL WARRANT

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

Major St: Minor St: Year =
Volume = Lanes= Volume = Lanes= (one-way)

URBAN RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street 26,550 Minor Street 12,050 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	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 26,550 Minor Street 12,050 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 No one warrant satisfied but following warrants fulfilled 80% or more.. 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

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

TRAFFIC SIGNAL WARRANT

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

Major St: Minor St: Year =
Volume = Lanes= Volume = Lanes= (one-way)

URBAN RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street Minor Street 1 23,300 1 2,350 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	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 Minor Street 1 23,300 1 2,350 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 No one warrant satisfied but following warrants fulfilled 80% or more.. 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

APPENDIX D

TIMESHARE TRIP GENERATION

HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

1335 First Street, Suite A, Gilroy, CA 95020 • 408 848-3122 • fax 408 848-2202 • e-mail info@kbhiggins.com

May 1, 1998

Mr. Carl Ballard
RKJK
1601 Dove Street, Suite 290
Newport Beach, CA 92660

Re: Trip Generation Data for Hyatt Vacation Club Timeshare, City of Indian Wells, California

Dear Carl:

Per your request, enclosed is a summary of our findings on trip generation data for timeshare and related uses. Unlike hotel, condominium, and recreational home uses, very little published trip generation data is available on timeshare and vacation club uses. For your reference, a 4-page document is attached entitled "Trip Generation Rate Research" which was prepared by Higgins Associates in 1996 for the conversion of the existing Highlands Inn to Timeshare in Monterey County.

This letter report provides a compendium of trip generation data for timeshare use. The appropriate daily and peak hour trip generation rates for the proposed Hyatt Vacation Club will depend on its setting, size, physical characteristics, and operational characteristics. Setting refers to the location (eg. Santa Monica Mountains, Big Sur coastline, or Carmel Valley), environment (eg. urban, suburban, rural, country side, mountain, or remote), and attractions (eg. near beach, theme parks, recreational trails, or monuments). Size refers to the total number of timeshare units. Physical characteristics refer to on-site amenities such as bar, lounge, restaurant, barbeque dining, banquet/wedding facilities, retail shops, spa, swimming pool, gymnasium, golf course, and tennis court. Operational characteristics refer to vacation packages, programs, services, and activities anticipated on-site as well as at nearby off-site locations within walking distance of a timeshare facility.

As discussed above, the traffic generation characteristics of a timeshare facility vary considerably depending on its intended use and intensity of use. Traffic generation characteristics of timeshare facilities tend to closely resemble that of either a hotel, a luxury condominium/townhouse, a recreational home, or a vacation club. It is dependent on which of these land use categories the timeshare facility is most similar to. Hotels typically provide full room services, sleeping accommodations, restaurants, cocktail lounges, retail shops, banquet/wedding facilities, and conference/meeting rooms. As confirmed by survey data at the San Luis Bay Inn, a timeshare facility, timeshare facilities have lower traffic generation potential than full-service hotels with similar setting and amenities, especially considering trips generated by sales and promotion activities at the San Luis Bay Inn during the survey.

Luxury condominium/townhouses typically provide luxury facilities and services. Luxury condominium/ townhouse units are usually owned by individual owners. Recreational homes are typically located in a resort containing local services and complete recreational facilities. Recreational homes are usually owned

by individual owners. Vacation Clubs typically provide amenities and services similar to recreational homes. Recreational homes and vacation clubs generally have low traffic generation potential because relatively few guests need to drive to off-site locations for food, services, and recreation.

If the proposed timeshare facility operates similar to a hotel, ITE's hotel trip rates can be used to conservatively estimate project trip generation. Alternatively, the timeshare daily trip rate derived from the San Luis Bay Inn data can be used. The ITE hotel's *% of Daily* and *directional in/out split %* were applied to the San Luis Bay Inn's daily trip rate to determine timeshare weekday AM and PM peak hour trip rates. The San Luis Bay Inn's timeshare daily trip rate is 8.31 trips per occupied unit, which is 7% lower than ITE's hotel daily trip rate of 8.92 trips per occupied unit. An example of timeshare units analyzed as hotel rooms is the Sands of Monterey Resort (375 hotel rooms, 84 timeshare units, 101 condominium units) in the City of Sand City, California.

If the proposed timeshare facility operates similar to a condominium, ITE luxury condominium/townhouse trip rates can be used to estimate project trip generation. For luxury condominium/townhouse, ITE's daily trip rate is 5.86 trips per occupied unit, which is 34% lower than ITE hotel daily trip rate of 8.92 trips per occupied unit. An example of timeshare units analyzed as a condominium is the Marriott Timeshare (236 timeshare units) in the City of Palm Desert, California.

If the proposed timeshare facility operates similar to a recreational home or vacation club, the Transpo Group daily trip rate can be used to estimate project trip generation. However, no weekday street peak hour data was published by the Transpo Group. The ITE's recreational home's *% of Daily* and directional in/out split % were applied to Transpo Group's vacation club daily trip rate to establish the vacation club AM and PM peak hour trip rates. The Transpo Group's vacation club daily trip rate is 6.9 trips per occupied unit, which is 23% lower than ITE's hotel daily trip rate of 8.92 trips per occupied unit. An example of timeshare units analyzed as vacation club units is the Gleneden Beach Vacation Club (81 timeshare units) in the City of Lincoln City, Oregon.

A total of four exhibits are attached. Exhibit 1 provides a comparison of daily and peak hour trip generation rates per occupied room for various land uses from several sources. Our recommended weekday trip rates are also illustrated on Exhibit 1. Vacation club survey data obtained from the Transpo Group are summarized on Exhibit 2. Timeshare survey data at San Luis Bay Inn performed by Higgins Associates are summarized on Exhibit 3. Examples of trip rates used in other traffic studies of timeshare facilities are summarized on Exhibit 4.

In the case of the proposed 300-unit Hyatt Vacation Club Timeshare project, the project description (ie., a kitchen in each unit, no restaurant, and no retail space) indicate that trip generation rates for luxury condominium/townhouse are the most appropriate. The luxury condominium/townhouse trip rate is 5.86 daily trips per occupied unit, with 0.56 trip (23% in, 77% out) in the AM peak hour and 0.55 trips (63% in, 38% out) in the PM peak hour.

If you have further questions regarding this letter report, please feel free to call me at 408 848-3122. Thank you for this opportunity to assist you on your project.

Sincerely,

Philip Ho, TE
Project Manager

Keith B. Higgins, CE, TE
President

enclosure

cc. Mark Solit

HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

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TRIP GENERATION RATE RESEARCH FOR HIGHLANDS INN CONVERSION TO TIMESHARE
December 2, 1996

This report summarizes our findings on trip generation rates for the conversion of Highlands Inn from the existing hotel use to a timeshare facility.

A. DATA RESEARCH

Available information regarding timeshare condominium trip generation rates was researched including a literature search and telephone communications with persons with information regarding this subject.

1. Literature Search

A literature search was conducted which included reviewing our firm's library and contacting the Institute of Transportation Studies at the University of California, Berkeley. Unfortunately, no published information was found pertaining to trip generation rates for Timeshare.

2. Personal Interviews

In addition to the literature search, municipalities with Timeshare Condominiums and individuals knowledgeable with Timeshare Condominiums and Timeshare Condominium conversions were contacted. The following summarizes the information obtained.

a. A traffic study was prepared for Marriott Timeshare Condominiums located in Palm Desert, California by ASL Consulting Engineers, June, 1989, for the Marriott Ownership Resort. The project included 236 condominium units located in a resort setting. Marriott projected an average party of 4.7 people and an average length of stay of 4.5 days with an occupancy rate of 90% to 95%. Trip generation for the project was estimated using Residential Condominium rates from the Institute of Transportation Engineers, Trip Generation, 4th Edition, with the assumption that the project would experience 100% occupancy during the peak season. This yielded rates of 5.857 trip ends per unit per weekday, 0.446 trip ends per unit per morning peak hour and 0.561 trip ends per unit per evening peak hour. A trip end represents the end or beginning of a trip. For example, a trip from Fisherman's Wharf to the Inn would constitute one trip and two trip ends, one trip end at the Fisherman's Wharf origination and one trip end at the Inn destination. The traffic report did not estimate weekend daily or peak hour traffic.

   A Marriott Timeshare Condominium unit is typically a two bedroom/two bathroom unit while the Highlands Inn typical unit will be comprised of one bedroom with a bathroom. Therefore, the party size at the Highlands Inn is anticipated to be lower than the average party of 4.7 people reported by Marriott.

b. Tim Stripe, with Continental Development, has overseen the development of two Timeshare projects. In both cases Hotel trip generation rates, as published by the Institute of Transportation Engineers, were used. Mr. Stripe mentioned this was a conservative approach as his observation has been that Timeshares typically generate less traffic than hotels per occupied unit as the duration of the visit to a hotel is typically shorter than that of a Timeshare. In addition, Mr. Stripe stated that Timeshares are more apt to be located with food, beverage, and recreational services on site. Also, he felt that peak hour trips would be lower as Timeshare guests typically schedule their trips during off-peak periods.

c. The Cathedral City Planning Department was contacted regarding a Timeshare conversion located in that jurisdiction. Claudia Gamlin, Planner, stated a traffic report was not required for the Timeshare.

d. The City of Del Mar was contacted regarding the Del Mar Inn Conversion. Kent Whitson, the City of Del Mar Consulting Traffic Engineer who also coordinates trip generation studies for the San Diego Association of Governments (SANDAG), stated that no formal data was available and recommended using multi-family or lodging trip generation rates.

e. Ken Mathis, with the City of Pacific Grove Public Works Department was contacted regarding the PG Plaza Timeshare. The PG Plaza Timeshare is comprised of approximately ten Timeshare units located above a retail plaza. No report was completed for the conversion which occurred approximately ten years ago. Mr. Mathis did say there appears to be very little difference in the traffic generated before and after the conversion. He stated the biggest difference in the traffic occurs during the sell out period when additional traffic is attracted to the project for the sales presentations.

f. John Burlingame, with HT-Highlands, Inc. provided information pertaining to his past experience with Timeshares and the planned marketing and operations of the Highlands Inn Timeshare. Although very little specific information is available, the length of stay at a Timeshare is typically longer than at a traditional hotel. While the Highlands Inn operating as a hotel has an average length of stay of 1.95 days it is anticipated that the average length of stay at the Highlands Inn Timeshare will be 4 to 6 days, similar to the Marriott Condominium Timeshare. Historically, people with longer visits at a facility will spend more time at the facility and generate less trips.

Regarding the sell out period, Mr. Burlingame stated a strategy has been developed to obtain much of the Highland Inn Timeshare sales from the people already staying on the property. Due to the Highlands Inn's reputation for quality and the marketing company's experience in Florida's Key West, a higher close (sale of the property) rate, approximately 15%, is anticipated with many of the purchases from persons already familiar with the property. The Key West project has obtained a close rate of 11.4% with outside (off the property) sales only. Marketing strategies include a mini-vacation program and lunch or dinner program which will offer lodging and/or meals in exchange for participating in a tour (the sales program for the project). This will further encourage purchases from people already staying on the property or visiting the on-site restaurant.

Other inquires to obtain data have been made, including David Matheson with American Resort Association and Tony Castro with Douglas County, Nevada. However, as of this date no

response has been obtained.

B. TIMESHARE VERSUS HOTEL CHARACTERISTICS

Although no definitive trip generation data was obtained a significant amount of anecdotal information was gathered that was consistent among the various individuals interviewed. They are as follows:

1. Timeshare amenities and consumer use differ from hotels in several ways. Timeshares are typically sold in weekly increments and in some cases on a split week basis. Therefore, the length of stay at Timeshare is typically longer than at a hotel. Timeshare consumers are more likely to have a larger party size than the traditional hotel occupant as the typical timeshare will accommodate a larger party than a hotel. However, the Highlands Inn Timeshare with their one bedroom with a bath unit would be more conducive to a smaller party size.

2. During sell out of the Timeshare additional traffic is generated from potential buyers. Typically on a conversion the developer would continue to rent out the unsold inventory until complete sellout. Those units already sold would be used by the owners. In addition, those interested in purchasing will visit the site. It has been estimated that, on average, ten people attend an on-site sales presentation for every one Timeshare sold. However, given that the Highlands Inn is an existing project with considerable existing repeat demand, a higher close rate is estimated.

3. Consequently, additional traffic generation during sell out can be significantly reduced where a higher percentage of sale closure is attained, as expected with the Highlands Inn. Other techniques such as the implementation of reduced rental rates for attending a sales presentation can offset sales related traffic with traffic associated with the on-going hotel operation. A limit on the number of sale visits scheduled can also reduce sell out traffic. This technique, correspondingly, lengthens the duration of the sales.

C. TIMESHARE TRIP GENERATION

Trip generation for the Highlands Inn Timeshare is presented for the existing use, the proposed Timeshare, and for the additional traffic during the sell out period.

Higgins Associates, as part of the December 1984 letter-report on the traffic element of the Draft EIR for the Point Lobos Ranch, calculated the trip generation for the Highlands Inn and the Tickle Pink Inn (a 34-unit hotel) based on traffic counts conducted Thanksgiving weekend, 1984, when both hotels were at full occupancy. A daily traffic generation rate of 11.9 trip ends per room was determined for both weekday and Saturday. A weekday evening peak hour rate (during the Highway 1 peak hour) of 1.03 trip ends per occupied room was determined as well. Project trip generation determined at that time is tabulated on Exhibit 1.

Timeshare trip generation rates were tabulated based on the information and recommendations received during the data research activity described earlier in this letter. Rates published by the Institute of Transportation Engineers, "Trip Generation," Fifth Edition, 1991, for a residential condominium/townhouses, hotel and resort hotel are tabulated on Exhibit 1. Rates published by San Diego Traffic Generators, January 1990 for resort hotels and residential condominiums are also tabulated on Exhibit 1.

The highest estimated daily traffic generation occurs with the Resort Hotel land use designation published by the Institute of Transportation Engineers. Approximately 1,372 trip ends are anticipated during the weekday and 1,519 during Saturday. This is 330 less weekday daily trip ends and 183 less Saturday daily trip ends than generated by the Highlands Inn under its existing use.

The highest estimated morning peak hour volume is anticipated to be 75 trip ends while the highest estimated evening peak hour volume is anticipated to be 102 trip ends, 45 trip ends less than the existing evening peak hour volume. Although the directional distribution associated with each of the rates varies, clearly the proposed Timeshare use would generate less traffic under any of the five land use designations tabulated on Exhibit 1.

The proposed conversion to Timeshare units is anticipated to generate approximately 42 less Saturday daily trip ends than the existing Highlands Inn when comparing the highest anticipated proposed development trip generation to lowest estimated trip generation for the existing Highlands Inn. This results in an approximate 3% reduction.

However, during the sell out period additional traffic will be attracted to the site. Similar to traffic generation for Timeshare units there is no available data regarding traffic generation during the Timeshare sell out period. Historically it takes about ten people to go through the sales process for every closure. The average person purchases 1.3 weeks. Each Highlands Inn Timeshare unit would be available only 51 weeks of each year. Therefore, approximately 53,000 tours would be required to sell the property assuming a 10% close rate. The project proponent is projecting a six year sell out period which would equate to 9,935 tours per year.

To minimize sales staff, tours would be offered fairly evenly over 362 days of the year. (The sales facility would be closed only three days a year.) This would yield approximately 24 tours a day, or 48 trip ends per day.

Additionally, the Highlands Inn Timeshare projects a close rate of up to 15% as well as anticipating that a substantial amount of their tours will contain people already staying on the property. The Highlands Inn currently runs at an average of 80% occupancy with 1.95 days the average length of stay. This provides approximately 55 rooms a day which house different guests. The Highlands Inn Timeshare expects to obtain a 20% capture rate of these guests for their sales presentation. Further, the Highlands Inn Timeshare will likely run a mini-vacation program as a marketing tool, the guests stay at a reduced rate in return for their attendance at a sales presentation. By achieving a 15% close rate, the additional daily trip ends would likely be less than the estimated 48 per day, perhaps as low as 42 trip ends per day or lower when sales to guests on-site are considered.

D. CONCLUSIONS AND RECOMMENDATIONS

The project is anticipated to generate less traffic, even during the sell out period, than the existing use. This is based on the consensus of the individuals contacted regarding timeshare conversions. Therefore, no traffic impact mitigations are recommended.

EXHIBIT 1
COMPARISON OF TRIP GENERATION RATES PER OCCUPIED UNIT

Source	Land Use	Daily Trip Rate			AM Pk Hour	AM Peak Hour Trip Rate			PM Pk Hour	PM Peak Hour Trip Rate			Note
		Low	High	Ave	occurs between	Total	% of ADT	In : Out % %	occurs between	Total	% of ADT	In : Out % %	
Weekday													
ITE	Hotel	4.14	17.44	8.92	7-9 am	0.67	7.5%	58 : 42	4-6 pm	0.71	8.0%	49 : 51	*a*
ITE	Luxury Condo/Townhouse	1.83	11.79	5.86	7-9 am	0.56	9.6%	23 : 77	4-6 pm	0.55	9.4%	63 : 38	*a*
ITE	Recreational Home	3.00	3.24	3.16	7-9 am	0.16	5.1%	67 : 33	4-6 pm	0.26	8.2%	41 : 59	*a*
SANDAG	Hotel	9.00	11.90	10.50	7-9 am	0.63	6.0%	60 : 40	4-6 pm	0.84	8.0%	60 : 40	*b*
SANDAG	Condominium			8.00	7-9 am	0.64	8.0%	20 : 80	4-6 pm	0.80	10.0%	70 : 30	*b*
Transpo Group	Vacation Club	3.70	13.10	6.90									*c*
Weekday (Recommended)													
ITE & Higgins	Timeshare			8.31	7-9 am	0.62	7.5%	58 : 42	4-6 pm	0.66	8.0%	49 : 51	*e*
ITE	Luxury Condo/Townhouse	1.83	11.79	5.86	7-9 am	0.56	9.6%	23 : 77	4-6 pm	0.55	9.4%	63 : 38	*a*
ITE & Transpo	Vacation Club	3.70	13.10	6.90	7-9 am	0.35	5.1%	23 : 77	4-6 pm	0.57	8.2%	41 : 59	*f*
Saturday													
ITE	Hotel	7.07	13.86	10.50						0.87	8.3%		*a*
Transpo Group	Vacation Club	3.60	11.90	6.90									*c*
Higgins Assoc.	Timeshare			8.31	10-12 am	0.62	7.5%	62 : 38	4-6 pm	1.04	12.5%	46 : 54	*d*
Sunday													
ITE	Hotel	5.60	10.40	8.48						0.75	8.8%		*a*
Transpo Group	Vacation Club	3.90	8.80	6.30									*c*

Legend

a = Trip rates were obtained from Trip Generation, ITE, 6th edition, 1997.

b = Trip rates were obtained from Traffic Generators, SANDAG, December 1996.

c = Trip rates were calculated based on data collected by the Transpo Group at three World Mark Vacation Club facilities in 1995.

d = Trip rates were calculated based on data collected by Higgins Associates at San Luis Bay Inn, California in 1997.

e = San Luis Bay Inn is busiest on the weekend. For a conservative analysis, weekday trip rate at San Luis Bay Inn was assumed to be identical to the Saturday trip rate. Weekday AM and PM peak hour trip rates for San Luis Bay Inn were estimated by applying the ITE hotel's % of Daily and directional in/out split % to the San Luis Bay Inn weekday daily trip rate.

e = ITE's Recreational Home % of Daily and directional in/out split % were applied to the Transpo Group's daily trip rate to estimate the AM and PM peak hour trip generation rates for vacation club use.

Note

1. All trip rates presented above are vehicle trips per occupied room, not vehicle trips per room (occupied and vacant).
2. The national average room occupancy is 80% for Timeshares per "1990 Timeshare Report" by RCI Consulting, Inc.

EXHIBIT 3
TIMESHARE TRIP GENERATION RATES
BASED ON SURVEY DATA AT SAN LUIS BAY INN, CALIFORNIA

Time Period Starting	Time Period Ending	Driveway Count (vehicles) Total	In	Out	Hourly Total (vehicles) Total	In	Out	Trip Rate Per Occupied Unit Total	In : Out %	Out %
12 : 00 midnight	12 : 15 am	0								
12 : 15	12 : 30	0								
12 : 30	12 : 45	0								
12 : 45	1 : 00 am	0			0	0	0			
1 : 00 am	1 : 15	0			0	0	0			
1 : 15	1 : 30	1	1		1	1	0			
1 : 30	1 : 45	0			1	1	0			
1 : 45	2 00 am	2	2		3	3	0			
2 00 am	2 15	0			3	3	0			
2 15	2 30	1		1	3	2	1			
2 30	2 45	0			3	2	1			
2 45	3 00 am	0			1	0	1			
3 00 am	3 15	0			1	0	1			
3 15	3 30	0			0	0	0			
3 30	3 45	0			0	0	0			
3 45	4 00 am	0			0	0	0			
4 00 am	4 15	0			0	0	0			
4 15	4 30	0			0	0	0			
4 30	4 45	0			0	0	0			
4 45	5 00 am	0			0	0	0			
5 00 am	5 15	0			0	0	0			
5 15	5 30	0			0	0	0			
5 30	5 45	0			0	0	0			
5 45	6 00 am	0			0	0	0			
6 00 am	6 15	0			0	0	0			
6 15	6 30	0			0	0	0			
6 30	6 45	0			0	0	0			
6 45	7 00 am	2	1	1	2	1	1			
7 00 am	7 15	1	1		3	2	1			
7 15	7 30	1	1		4	3	1			
7 30	7 45	2	1	1	6	4	2			
7 45	8 00 am	3	3		7	6	1			
8 00 am	8 15	2	2		8	7	1			
8 15	8 30	2	1	1	9	7	2			
8 30	8 45	3	2	1	10	8	2			
8 45	9 00 am	1		1	8	5	3			
9 00 am	9 15	9	2	7	15	5	10			
9 15	9 30	4	2	2	17	6	11			
9 30	9 45	8	3	5	22	7	15			
9 45	10 00 am	8	3	5	29	10	19			
10 00 am	10 15	5	5		25	13	12			

EXHIBIT 3
TIMESHARE TRIP GENERATION RATES
BASED ON SURVEY DATA AT SAN LUIS BAY INN, CALIFORNIA

Time Period Starting	Time Period Ending	Driveway Count (vehicles) Total	In	Out	Hourly Total (vehicles) Total	In	Out	Trip Rate Per Occupied Unit Total	In : %	Out %
10 15	10 30	11	6	5	32	17	15			
10 30	10 45	**11**	**6**	**5**	35	20	15			
10 45	11 00 am	**8**	**5**	**3**	35	22	13			
11 00 am	11 15	**9**	**8**	**1**	39	25	14			
11 15	**11 30**	**14**	**7**	**7**	**42**	**26**	**16**	0.62	62 :	38
11 30	11 45	9	5	4	40	25	15			
11 45	12 00 pm	10	5	5	42	25	17			
12 00 pm	12 15	9	6	3	42	23	19			
12 15	12 30	**16**	**6**	**10**	44	22	22			
12 30	12 45	**12**	**8**	**4**	47	25	22			
12 45	1 00 pm	**10**	**3**	**7**	47	23	24			
1 00 pm	**1 15**	**15**	**9**	**6**	**53**	**26**	**27**	0.78	49 :	51
1 15	1 30	9	5	4	46	25	21			
1 30	1 45	6	4	2	40	21	19			
1 45	2 00 pm	**10**	**6**	**4**	40	24	16			
2 00 pm	2 15	**18**	**15**	**3**	43	30	13			
2 15	2 30	**13**	**9**	**4**	47	34	13			
2 30	**2 45**	**20**	**8**	**12**	**61**	**38**	**23**	0.90	62 :	38
2 45	3 00 pm	8	5	3	59	37	22			
3 00 pm	3 15	8	5	3	49	27	22			
3 15	3 30	14	8	6	50	26	24			
3 30	3 45	15	8	7	45	26	19			
3 45	4 00 pm	13	5	8	50	26	24			
4 00 pm	4 15	20	13	7	62	34	28			
4 15	4 30	15	13	2	63	39	24			
4 30	4 45	**12**	**4**	**8**	60	35	25			
4 45	5 00 pm	**23**	**9**	**14**	70	39	31			
5 00 pm	5 15	**19**	**11**	**8**	69	37	32			
5 15	**5 30**	**17**	**9**	**8**	**71**	**33**	**38**	1.04	46 :	54
5 30	5 45	9	5	4	68	34	34			
5 45	6 00 pm	11	5	6	56	30	26			
6 00 pm	6 15	8	4	4	45	23	22			
6 15	6 30	6	2	4	34	16	18			
6 30	6 45	6	3	3	31	14	17			
6 45	7 00 pm	4	1	3	24	10	14			
7 00 pm	7 15	6	3	3	22	9	13			
7 15	7 30	8	3	5	24	10	14			
7 30	7 45	2		2	20	7	13			
7 45	8 00 pm	6	1	5	22	7	15			
8 00 pm	8 15	4		4	20	4	16			
8 15	8 30	7	4	3	19	5	14			

EXHIBIT 3
TIMESHARE TRIP GENERATION RATES
BASED ON SURVEY DATA AT SAN LUIS BAY INN, CALIFORNIA

Time Period Starting	Time Period Ending	Driveway Count (vehicles) Total	In	Out	Hourly Total (vehicles) Total	In	Out	Trip Rate Per Occupied Unit Total	In : Out %
8 30	8 45	**7**	**6**	**1**	24	11	13		
8 45	9 00 pm	**6**	**2**	**4**	24	12	12		
9 00 pm	9 15	**5**	**1**	**4**	25	13	12		
9 15	**9 30**	**8**	**4**	**4**	**26**	**13**	**13**	0.38	50 : 50
9 30	9 45	3	2	1	22	9	13		
9 45	10 00 pm	5	3	2	21	10	11		
10 00 pm	10 15	0			16	9	7		
10 15	10 30	4	3	1	12	8	4		
10 30	10 45	4	1	3	13	7	6		
10 45	11 00 pm	5	1	4	13	5	8		
11 00 pm	11 15	4	1	3	17	6	11		
11 15	11 30	4	3	1	17	6	11		
11 30	11 45	2		2	15	5	10		
11 45 pm	12 00 midnight	2		2	12	4	8		
	Daily Total	**565**	**299**	**266**				**8.31**	**Trips/Unit**

Note

1. Total Number of timeshare units = 68
2. Number of Occupied Units = 68 on Friday 9/12/97 and Saturday 9/13/97
3. Survey data was collected by Higgins Associates at the San Luis Bay Inn in Avila Beach, California for 24 hours from Friday midnight 9/12/97 to Saturday midnight 9/13/97.

TABLE 4
EXAMPLES OF TRIP RATES USED IN TRAFFIC STUDIES
TO DETERMINE TRAFFIC GENERATION OF TIMESHARE FACILITIES

Location	Name of Facility	Land Use	Size (Rooms or d.u.)	Daily Trip Rate per Occupied Unit	Source of Data and assumed Land Use Category	Study was Conducted By	Date of Study	On-Site Amenities
City of Marina, CA	Marina Dunes Resort	Hotel Vacation Club	70 112	8.70 10.16	ITE (hotel) ITE (resort hotel)	Higgins Associates	1996	*note 1*
City of Palm Desert, CA	Marriott Timeshare Condominiums	Timeshare	236	5.86	ITE (residential condominium)	ASL Consulting Engineers	1989	*note 2*
City of Lincoln City, OR	Gleneden Beach Vacation Club	Vacation Club	81	3.4	Survey data at Park Village, Leavenworth, WA	Transpo Group	1995	*note 3*
City of Sand City, CA	Sands of Monterey Resort	Hotel Timeshare Condominium	375 84 101	10.0		WSA	1988	*note 4*

Note

1. On-site amenities include conference and meeting rooms, full service quality restaurant, banquet facilities and coastal access facilities.
2. No amenities are available on-site. Marriott Timeshare occupants instead use on-site amenities at the Desert Springs Resort.
3. No public amenities, services or restaurant are available on-site.
4. On-site amenities include a 20,000 square foot conference center and retail shops, a 5,000 square foot restaurant, swimming pools and tennis courts.

APPENDIX E

CALCULATION OF INTERSECTION LEVEL OF SERVICE -
OPENING YEAR WITHOUT PROJECT

Country Club of the Desert
Opening Year Without Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec):	67	Critical Vol./Cap. (X):	0.549
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	107	182	51	122	191	51	18	302	68	53	522	89
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	131	222	62	149	233	62	22	368	83	65	637	109
Added Vol:	40	64	61	0	85	0	0	0	44	80	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	286	123	149	318	62	22	368	127	145	637	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	286	123	149	318	62	22	368	127	145	637	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	286	123	149	318	62	22	368	127	145	637	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	286	123	149	318	62	22	368	127	145	637	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.08	0.08	0.17	0.04	0.01	0.10	0.08	0.08	0.18	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.30	0.30	0.15	0.30	0.30	0.15	0.22	0.22	0.15	0.22	0.22
Volume/Cap:	0.63	0.50	0.26	0.55	0.56	0.13	0.08	0.46	0.35	0.54	0.79	0.30
Delay/Veh:	31.7	20.1	18.1	28.9	21.1	17.3	24.7	22.9	22.5	28.5	29.7	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	20.1	18.1	28.9	21.1	17.3	24.7	22.9	22.5	28.5	29.7	22.1
DesignQueue:	6	8	3	5	9	2	1	11	4	5	19	3

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec):	85	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	178	90	108	190	69	60	712	102	97	615	99
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	116	217	110	132	232	84	73	869	124	118	750	121
Added Vol:	66	137	121	0	116	0	0	0	58	101	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	354	231	132	348	84	73	869	182	219	750	121
User Adj:	1.00	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:	182	354	231	132	348	84	73	869	182	219	750	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	354	231	132	348	84	73	869	182	219	750	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	354	231	132	348	84	73	869	182	219	750	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.14	0.07	0.18	0.05	0.04	0.24	0.11	0.12	0.21	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.25	0.25	0.13	0.24	0.24	0.12	0.32	0.32	0.16	0.36	0.36
Volume/Cap:	0.75	0.74	0.57	0.58	0.75	0.21	0.34	0.75	0.35	0.75	0.57	0.21
Delay/Veh:	47.9	35.3	29.7	38.8	36.6	25.9	35.5	28.7	22.6	44.5	22.3	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	35.3	29.7	38.8	36.6	25.9	35.5	28.7	22.6	44.5	22.3	18.8
DesignQueue:	8	13	8	6	13	3	3	30	6	9	24	4

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	1.106
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	50.0
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 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	19	189	16	33	245	94	50	95	35	6	102	80
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	23	231	20	40	299	115	61	116	43	7	124	98
Added Vol:	9	161	30	0	205	10	7	3	4	40	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	392	50	40	504	125	68	119	47	47	129	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:	32	392	50	40	504	125	68	119	47	47	129	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	392	50	40	504	125	68	119	47	47	129	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	392	50	40	504	125	68	119	47	47	129	98
Saturation Flow Module:												
Lanes:	0.08	0.92	1.00	0.07	0.93	1.00	0.36	0.64	1.00	0.27	0.73	1.00
Final Sat.:	36	441	525	36	456	538	149	261	457	111	305	461
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.10	1.11	1.11	0.23	0.46	0.46	0.10	0.42	0.42	0.21
Crit Moves:	****				****			****			****	
Delay/Veh:	44.6	44.6	10.2	98.8	98.8	11.2	17.7	17.7	11.2	16.8	16.8	12.2
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:	44.6	44.6	10.2	98.8	98.8	11.2	17.7	17.7	11.2	16.8	16.8	12.2
LOS by Move:	E	E	B	F	F	B	C	C	B	C	C	B
ApproachDel:		41.0			82.4			16.4			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		41.0			82.4			16.4			15.2	
LOS by Appr:		E			F			C			C	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	1.398
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	125.5
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 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	222	8	70	191	107	84	123	19	16	108	30
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	37	271	10	85	233	131	102	150	23	20	132	37
Added Vol:	5	307	60	0	260	30	32	16	8	50	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	578	70	85	493	161	134	166	31	70	147	37
User Adj:	1.00	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:	42	578	70	85	493	161	134	166	31	70	147	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	578	70	85	493	161	134	166	31	70	147	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	578	70	85	493	161	134	166	31	70	147	37
Saturation Flow Module:												
Lanes:	0.07	0.93	1.00	0.15	0.85	1.00	0.45	0.55	1.00	0.32	0.68	1.00
Final Sat.:	30	413	483	65	379	488	181	225	453	127	267	434
Capacity Analysis Module:												
Vol/Sat:	1.40	1.40	0.15	1.30	1.30	0.33	0.74	0.74	0.07	0.55	0.55	0.09
Crit Moves:		****			****			****		****		
Delay/Veh:	214.9	215	11.3	175.4	175	13.6	32.2	32.2	11.2	22.0	22.0	11.6
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:	214.9	215	11.3	175.4	175	13.6	32.2	32.2	11.2	22.0	22.0	11.6
LOS by Move:	F	F	B	F	F	B	D	D	B	C	C	B
ApproachDel:		194.2			140.1			30.2			20.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		194.2			140.1			30.2			20.5	
LOS by Appr:		F			F			D			C	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.463
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	60	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:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	19	189	16	33	245	94	50	95	35	6	102	80
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	23	231	20	40	299	115	61	116	43	7	124	98
Added Vol:	9	161	30	0	205	10	7	3	4	40	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	392	50	40	504	125	68	119	47	47	129	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:	32	392	50	40	504	125	68	119	47	47	129	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	392	50	40	504	125	68	119	47	47	129	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	392	50	40	504	125	68	119	47	47	129	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.96	0.96	0.85	0.84	0.84	0.85	0.88	0.88	0.85
Lanes:	0.08	0.92	1.00	0.07	0.93	1.00	0.36	0.64	1.00	0.27	0.73	1.00
Final Sat.:	136	1665	1615	134	1685	1615	579	1013	1615	448	1230	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.03	0.30	0.30	0.08	0.12	0.12	0.03	0.10	0.10	0.06
Crit Moves:					****			****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.36	0.36	0.05	0.46	0.46	0.12	0.46	0.46	0.11	0.41	0.41	0.24
Delay/Veh:	5.1	5.1	3.9	5.6	5.6	4.1	19.8	19.8	17.3	19.3	19.3	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	3.9	5.6	5.6	4.1	19.8	19.8	17.3	19.3	19.3	18.1
DesignQueue:	0	5	1	1	6	1	2	3	1	1	3	2

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	222	8	70	191	107	84	123	19	16	108	30
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	37	271	10	85	233	131	102	150	23	20	132	37
Added Vol:	5	307	60	0	260	30	32	16	8	50	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	578	70	85	493	161	134	166	31	70	147	37
User Adj:	1.00	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:	42	578	70	85	493	161	134	166	31	70	147	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	578	70	85	493	161	134	166	31	70	147	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	578	70	85	493	161	134	166	31	70	147	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.79	0.79	0.85	0.70	0.70	0.85	0.78	0.78	0.85
Lanes:	0.07	0.93	1.00	0.15	0.85	1.00	0.45	0.55	1.00	0.32	0.68	1.00
Final Sat.:	122	1674	1615	219	1272	1615	597	739	1615	479	1007	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.04	0.39	0.39	0.10	0.22	0.22	0.02	0.15	0.15	0.02
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.61	0.61	0.08	0.68	0.68	0.17	0.68	0.68	0.06	0.44	0.44	0.07
Delay/Veh:	9.5	9.5	5.8	11.3	11.3	6.3	21.6	21.6	13.8	16.4	16.4	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	5.8	11.3	11.3	6.3	21.6	21.6	13.8	16.4	16.4	13.8
DesignQueue:	1	9	1	1	8	2	3	4	1	2	3	1

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 39.5 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	174	4	5	273	0	0	0	0	3	0	15
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	212	5	6	333	0	0	0	0	4	0	18
Added Vol:	4	167	0	21	97	53	118	9	9	0	4	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	379	5	27	430	53	118	9	9	4	4	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	379	5	27	430	53	118	9	9	4	4	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	379	5	27	430	53	118	9	9	4	4	54
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	483	xxxx	xxxxx	384	xxxx	xxxxx	930	903	457	909	927	382
Potent Cap.:	1090	xxxx	xxxxx	1185	xxxx	xxxxx	250	279	608	258	270	670
Move Cap.:	1090	xxxx	xxxxx	1185	xxxx	xxxxx	222	272	608	242	263	670
Level Of Service Module:												
Stopped Del:	8.3	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	235	xxxxx	xxxx	556	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.5	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			39.5			12.3		
ApproachLOS:	*			*			E			B		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 47.8 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	225	3	3	171	0	0	0	0	2	0	7
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	275	4	4	209	0	0	0	0	2	0	9
Added Vol:	8	194	0	55	252	105	69	5	5	0	8	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	468	4	59	461	105	69	5	5	2	8	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	468	4	59	461	105	69	5	5	2	8	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	468	4	59	461	105	69	5	5	2	8	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	566	xxxx	xxxxx	472	xxxx	xxxxx	1146	1119	513	1122	1169	470
Potent Cap.:	1016	xxxx	xxxxx	1100	xxxx	xxxxx	178	209	565	185	195	597
Move Cap.:	1016	xxxx	xxxxx	1100	xxxx	xxxxx	150	196	565	171	183	597
Level Of Service Module:												
Stopped Del:	8.5	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	160	xxxxx	xxxx	427	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	47.8	xxxxx	xxxxx	14.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			47.8			14.8		
ApproachLOS:	*			*			E			B		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.439
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	174	4	5	273	0	0	0	0	3	0	15
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	212	5	6	333	0	0	0	0	4	0	18
Added Vol:	4	167	0	21	97	53	118	9	9	0	4	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	379	5	27	430	53	118	9	9	4	4	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	379	5	27	430	53	118	9	9	4	4	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	379	5	27	430	53	118	9	9	4	4	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	379	5	27	430	53	118	9	9	4	4	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	0.98	0.98	0.64	0.64	0.64	0.77	0.77	0.77
Lanes:	1.00	0.99	0.01	1.00	0.89	0.11	0.87	0.06	0.07	0.06	0.06	0.88
Final Sat.:	1805	1872	25	1805	1664	205	1050	80	80	94	94	1275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.01	0.26	0.26	0.11	0.11	0.11	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.17	0.36	0.36	0.24	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.01	0.56	0.56	0.06	0.60	0.60	0.45	0.45	0.45	0.17	0.17	0.17
Delay/Veh:	20.9	16.5	16.5	17.7	14.2	14.2	20.1	20.1	20.1	17.8	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	16.5	16.5	17.7	14.2	14.2	20.1	20.1	20.1	17.8	17.8	17.8
DesignQueue:	0	9	0	1	9	1	3	0	0	0	0	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.439
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	225	3	3	171	0	0	0	0	2	0	7
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	275	4	4	209	0	0	0	0	2	0	9
Added Vol:	8	194	0	55	252	105	69	5	5	0	8	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	468	4	59	461	105	69	5	5	2	8	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	468	4	59	461	105	69	5	5	2	8	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	468	4	59	461	105	69	5	5	2	8	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	469	4	59	461	105	69	5	5	2	8	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	0.97	0.97	0.67	0.67	0.67	0.78	0.78	0.78
Lanes:	1.00	0.99	0.01	1.00	0.81	0.19	0.88	0.06	0.06	0.03	0.13	0.84
Final Sat.:	1805	1882	16	1805	1504	343	1107	80	80	49	195	1243
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.03	0.31	0.31	0.06	0.06	0.06	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.17	0.36	0.36	0.24	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.03	0.69	0.69	0.14	0.71	0.71	0.25	0.25	0.25	0.16	0.16	0.16
Delay/Veh:	21.0	19.4	19.4	18.1	16.8	16.8	18.4	18.4	18.4	17.8	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	19.4	19.4	18.1	16.8	16.8	18.4	18.4	18.4	17.8	17.8	17.8
DesignQueue:	0	11	0	2	9	2	2	0	0	0	0	1

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.7
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	1	0	1		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	1		124		15		126		125		6		1		4		1		21		8		65	
Growth Adj:	1.22		1.22		1.22		1.22		1.22		1.22		1.22		1.22		1.22		1.22		1.22		1.22	
Initial Bse:	1		151		18		154		153		7		1		5		1		26		10		79	
Added Vol:	4		41		0		73		25		8		18		18		9		0		8		112	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	5		192		18		227		178		15		19		23		10		26		18		191	
User Adj:	1.00		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:	5		192		18		227		178		15		19		23		10		26		18		191	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	5		192		18		227		178		15		19		23		10		26		18		191	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	5		192		18		227		178		15		19		23		10		26		18		191	
Saturation Flow Module:																								
Lanes:	1.00		1.00		1.00		0.54		0.42		0.04		1.00		0.70		0.30		1.00		0.09		0.91	
Final Sat.:	545		591		667		334		262		22		459		352		153		500		51		544	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.32		0.03		0.68		0.68		0.68		0.04		0.07		0.07		0.05		0.35		0.35	
Crit Moves:			****				****										****						****	
Delay/Veh:	9.1		11.1		8.0		19.5		19.5		19.5		10.1		9.5		9.5		9.8		11.1		11.1	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	9.1		11.1		8.0		19.5		19.5		19.5		10.1		9.5		9.5		9.8		11.1		11.1	
LOS by Move:	A		B		A		C		C		C		B		A		A		A		B		B	
ApproachDel:			10.8						19.5						9.7						10.9			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			10.8						19.5						9.7						10.9			
LOS by Appr:			B						C						A						B			

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

****

Cycle (sec): 0 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.6
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	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	149	21	47	121	2	2	1	1	10	1	77
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	4	182	26	57	148	2	2	1	1	12	1	94
Added Vol:	8	57	0	170	71	16	11	11	5	0	16	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	239	26	227	219	18	13	12	6	12	17	229
User Adj:	1.00	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:	12	239	26	227	219	18	13	12	6	12	17	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	239	26	227	219	18	13	12	6	12	17	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	239	26	227	219	18	13	12	6	12	17	229
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.49	0.47	0.04	1.00	0.67	0.33	1.00	0.07	0.93
Final Sat.:	537	582	655	297	287	24	431	315	157	485	40	535
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.04	0.76	0.76	0.76	0.03	0.04	0.04	0.02	0.43	0.43
Crit Moves:		****			****				****		****	
Delay/Veh:	9.3	12.5	8.2	24.5	24.5	24.5	10.4	9.7	9.7	9.9	12.4	12.4
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:	9.3	12.5	8.2	24.5	24.5	24.5	10.4	9.7	9.7	9.9	12.4	12.4
LOS by Move:	A	B	A	C	C	C	B	A	A	A	B	B
ApproachDel:		11.9			24.5			10.0			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			24.5			10.0			12.3	
LOS by Appr:		B			C			A			B	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 60 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:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	124	15	126	125	6	1	4	1	21	8	65
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	151	18	154	153	7	1	5	1	26	10	79
Added Vol:	4	41	0	73	25	8	18	18	9	0	8	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	192	18	227	178	15	19	23	10	26	18	191
User Adj:	1.00	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:	5	192	18	227	178	15	19	23	10	26	18	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	192	18	227	178	15	19	23	10	26	18	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	192	18	227	178	15	19	23	10	26	18	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.85	0.67	0.67	0.67	0.50	0.96	0.96	0.74	0.86	0.86
Lanes:	1.00	1.00	1.00	0.54	0.42	0.04	1.00	0.70	0.30	1.00	0.09	0.91
Final Sat.:	1682	1900	1615	685	537	45	950	1265	550	1408	141	1498
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.01	0.33	0.33	0.33	0.02	0.02	0.02	0.02	0.13	0.13
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.00	0.16	0.02	0.51	0.51	0.51	0.08	0.07	0.07	0.07	0.51	0.51
Delay/Veh:	3.7	4.1	3.7	6.0	6.0	6.0	17.4	17.3	17.3	17.3	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	4.1	3.7	6.0	6.0	6.0	17.4	17.3	17.3	17.3	20.4	20.4
DesignQueue:	0	2	0	3	2	0	0	1	0	1	0	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	149	21	47	121	2	2	1	1	10	1	77
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	4	182	26	57	148	2	2	1	1	12	1	94
Added Vol:	8	57	0	170	71	16	11	11	5	0	16	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	239	26	227	219	18	13	12	6	12	17	229
User Adj:	1.00	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:	12	239	26	227	219	18	13	12	6	12	17	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	239	26	227	219	18	13	12	6	12	17	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	239	26	227	219	18	13	12	6	12	17	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.85	0.66	0.66	0.66	0.45	0.95	0.95	0.75	0.86	0.86
Lanes:	1.00	1.00	1.00	0.49	0.47	0.04	1.00	0.67	0.33	1.00	0.07	0.93
Final Sat.:	1571	1900	1615	615	593	49	846	1203	602	1433	113	1521
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.02	0.37	0.37	0.37	0.02	0.01	0.01	0.01	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.01	0.20	0.03	0.58	0.58	0.58	0.06	0.04	0.04	0.03	0.58	0.58
Delay/Veh:	3.9	4.5	4.0	7.2	7.2	7.2	16.8	16.6	16.6	16.6	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.5	4.0	7.2	7.2	7.2	16.8	16.6	16.6	16.6	21.3	21.3
DesignQueue:	0	3	0	3	3	0	0	0	0	0	0	6

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1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): 9.7 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	3	0	0	0	0	122	4	1	145	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	0	4	0	0	0	0	149	5	1	177	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	4	0	0	0	0	183	5	1	222	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:	1	0	4	0	0	0	0	183	5	1	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	4	0	0	0	0	183	5	1	222	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	410	xxxx	185	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	xxxxx
Potent Cap.:	602	xxxx	862	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1399	xxxx	xxxxx
Move Cap.:	602	xxxx	862	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1399	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	778	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): 11.2 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	8	0	3	0	0	0	0	156	2	6	111	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	10	0	4	0	0	0	0	190	2	7	135	0
Added Vol:	0	0	0	0	0	0	0	76	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	4	0	0	0	0	266	2	7	200	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:	10	0	4	0	0	0	0	266	2	7	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	0	4	0	0	0	0	266	2	7	200	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	483	xxxx	268	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	269	xxxx	xxxxx
Potent Cap.:	546	xxxx	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1307	xxxx	xxxxx
Move Cap.:	544	xxxx	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1307	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	592	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): 11.8 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	202	0	0	114	2
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	2	0	1	4	246	0	0	139	2
Added Vol:	0	0	0	0	0	0	0	91	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	1	4	337	0	0	259	2
User Adj:	1.00	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	2	0	1	4	337	0	0	259	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	2	0	1	4	337	0	0	259	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	605	xxxx	260	262	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	464	xxxx	783	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	463	xxxx	783	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	536	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): 13.2 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0 0		0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	5	0	1	2	139	0	0	149	5
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	6	0	1	2	170	0	0	182	6
Added Vol:	0	0	0	0	0	0	0	181	0	0	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	1	2	351	0	0	333	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	6	0	1	2	351	0	0	333	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	6	0	1	2	351	0	0	333	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	691	xxxx	336	339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	413	xxxx	711	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	413	xxxx	711	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	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	444	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.563
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	93	3	41	124	18	75	126	13	4	110	37
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	11	113	4	50	151	22	92	154	16	5	134	45
Added Vol:	36	0	0	0	0	40	30	40	21	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	113	4	50	151	62	122	194	37	5	178	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	113	4	50	151	62	122	194	37	5	178	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	113	4	50	151	62	122	194	37	5	178	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	113	4	50	151	62	122	194	37	5	178	45
Saturation Flow Module:												
Lanes:	0.29	0.69	0.02	0.19	0.57	0.24	0.35	0.55	0.10	0.02	0.78	0.20
Final Sat.:	156	376	13	113	341	140	217	345	66	13	469	119
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.44	0.44	0.44	0.56	0.56	0.56	0.38	0.38	0.38
Crit Moves:		****				****		****			****	
Delay/Veh:	11.1	11.1	11.1	12.5	12.5	12.5	14.6	14.6	14.6	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	12.5	12.5	12.5	14.6	14.6	14.6	11.5	11.5	11.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.1			12.5			14.6			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			12.5			14.6			11.5	
LOS by Appr:		B			B			B			B	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.615
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	14.2
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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	123	2	68	92	40	39	97	17	4	101	33
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	21	150	2	83	112	49	48	118	21	5	123	40
Added Vol:	42	0	0	0	0	50	60	66	55	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	150	2	83	112	99	108	184	76	5	181	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	150	2	83	112	99	108	184	76	5	181	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	150	2	83	112	99	108	184	76	5	181	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	150	2	83	112	99	108	184	76	5	181	40
Saturation Flow Module:												
Lanes:	0.29	0.70	0.01	0.28	0.38	0.34	0.29	0.50	0.21	0.02	0.80	0.18
Final Sat.:	155	370	5	162	218	193	176	299	124	12	443	98
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.51	0.51	0.51	0.61	0.61	0.61	0.41	0.41	0.41
Crit Moves:			****		****			****			****	
Delay/Veh:	12.7	12.7	12.7	14.0	14.0	14.0	16.4	16.4	16.4	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	14.0	14.0	14.0	16.4	16.4	16.4	12.4	12.4	12.4
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		12.7			14.0			16.4			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			14.0			16.4			12.4	
LOS by Appr:		B			B			C			B	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.474
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	93	3	41	124	18	75	126	13	4	110	37
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	11	113	4	50	151	22	92	154	16	5	134	45
Added Vol:	36	0	0	0	0	40	30	40	21	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	113	4	50	151	62	122	194	37	5	178	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	113	4	50	151	62	122	194	37	5	178	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	113	4	50	151	62	122	194	37	5	178	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	113	4	50	151	62	122	194	37	5	178	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.80	0.80	0.80	0.73	0.73	0.73	0.87	0.87	0.87
Lanes:	0.29	0.69	0.02	0.19	0.57	0.24	0.35	0.55	0.10	0.02	0.78	0.20
Final Sat.:	425	1022	36	290	875	359	481	764	146	36	1287	325
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.17	0.17	0.17	0.25	0.25	0.25	0.14	0.14	0.14
Crit Moves:					****			****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.30	0.30	0.30	0.47	0.47	0.47	0.47	0.47	0.47	0.26	0.26	0.26
Delay/Veh:	14.0	14.0	14.0	15.3	15.3	15.3	9.1	9.1	9.1	7.7	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	15.3	15.3	15.3	9.1	9.1	9.1	7.7	7.7	7.7
DesignQueue:	1	2	0	1	3	1	2	3	1	0	3	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	123	2	68	92	40	39	97	17	4	101	33
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	21	150	2	83	112	49	48	118	21	5	123	40
Added Vol:	42	0	0	0	0	50	60	66	55	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	150	2	83	112	99	108	184	76	5	181	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	150	2	83	112	99	108	184	76	5	181	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	150	2	83	112	99	108	184	76	5	181	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	150	2	83	112	99	108	184	76	5	181	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.74	0.74	0.74	0.74	0.74	0.74	0.87	0.87	0.87
Lanes:	0.29	0.70	0.01	0.28	0.38	0.34	0.29	0.50	0.21	0.02	0.80	0.18
Final Sat.:	426	1014	14	397	535	473	414	706	292	37	1324	293
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.21	0.21	0.21	0.26	0.26	0.26	0.14	0.14	0.14
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.37	0.37	0.37	0.52	0.52	0.52	0.52	0.52	0.52	0.27	0.27	0.27
Delay/Veh:	13.0	13.0	13.0	14.5	14.5	14.5	10.9	10.9	10.9	8.9	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	13.0	14.5	14.5	14.5	10.9	10.9	10.9	8.9	8.9	8.9
DesignQueue:	1	3	0	2	2	2	2	3	1	0	3	1

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 11.8 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	114	1	4	149	1	2	16	1	1	7	4
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	139	1	5	182	1	2	20	1	1	9	5
Added Vol:	0	36	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	175	1	5	203	1	2	20	1	1	9	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	175	1	5	203	1	2	20	1	1	9	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	175	1	5	203	1	2	20	1	1	9	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	204	xxxx	xxxxx	176	xxxx	xxxxx	398	392	203	402	392	176
Potent Cap.:	1380	xxxx	xxxxx	1412	xxxx	xxxxx	566	547	842	563	547	873
Move Cap.:	1380	xxxx	xxxxx	1412	xxxx	xxxxx	554	545	842	545	545	873
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	556	xxxxx	xxxx	623	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.8			10.9		
ApproachLOS:	*			*			B			B		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 11.1 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	124	1	3	115	1	1	2	1	2	5	4
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	2	151	1	4	140	1	1	2	1	2	6	5
Added Vol:	0	42	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	193	1	4	195	1	1	2	1	2	6	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	193	1	4	195	1	1	2	1	2	6	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	193	1	4	195	1	1	2	1	2	6	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	197	xxxx	xxxxx	195	xxxx	xxxxx	407	403	196	404	403	194
Potent Cap.:	1388	xxxx	xxxxx	1391	xxxx	xxxxx	558	540	850	561	540	853
Move Cap.:	1388	xxxx	xxxxx	1391	xxxx	xxxxx	548	537	850	556	537	853
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	595	xxxxx	xxxx	625	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.1			10.9		
ApproachLOS:	*			*			B			B		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

****

Average Delay (sec/veh): 12.9 Worst Case 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:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	2	88	3			14	119	16			14	11	6			2	18	14		
Growth Adj:	1.22	1.22	1.22			1.22	1.22	1.22			1.22	1.22	1.22			1.22	1.22	1.22		
Initial Bse:	2	107	4			17	145	20			17	13	7			2	22	17		
Added Vol:	40	36	0			0	21	0			0	30	30			0	40	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	42	143	4			17	166	20			17	43	37			2	62	17		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	42	143	4			17	166	20			17	43	37			2	62	17		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	42	143	4			17	166	20			17	43	37			2	62	17		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	6.5	6.2			7.1	6.5	6.2		
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0	3.3			3.5	4.0	3.3		
Capacity Module:																				
Cnflict Vol:	186	xxxx	xxxxx			147	xxxx	xxxxx			480	442	176			481	450	145		
Potent Cap.:	1401	xxxx	xxxxx			1447	xxxx	xxxxx			500	513	872			499	508	907		
Move Cap.:	1401	xxxx	xxxxx			1447	xxxx	xxxxx			428	491	872			431	486	907		
Level Of Service Module:																				
Stopped Del:	7.6	xxxx	xxxxx			7.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*			A	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	572	xxxxx			xxxx	536	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	12.6	xxxxx			xxxxx	12.9	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	B	*			*	B	*		
ApproachDel:	xxxxxx					xxxxxx					12.6					12.9				
ApproachLOS:	*					*					B					B				

Country Club of the Desert
Opening Year Without Project
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): 14.1 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	88	3	26	87	7	10	15	5	3	14	8
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	107	4	32	106	9	12	18	6	4	17	10
Added Vol:	50	42	0	0	55	0	0	60	60	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	149	4	32	161	9	12	78	66	4	67	10
User Adj:	1.00	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:	51	149	4	32	161	9	12	78	66	4	67	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	51	149	4	32	161	9	12	78	66	4	67	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	170	xxxx	xxxxx	153	xxxx	xxxxx	521	484	165	555	487	151
Potent Cap.:	1420	xxxx	xxxxx	1440	xxxx	xxxxx	469	485	884	446	484	900
Move Cap.:	1420	xxxx	xxxxx	1440	xxxx	xxxxx	394	457	884	342	455	900
Level Of Service Module:												
Stopped Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	565	xxxxx	xxxx	477	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.8			14.1		
ApproachLOS:	*			*			B			B		

APPENDIX F

CALCULATION OF INTERSECTION LEVEL OF SERVICE -
OPENING YEAR WITH PROJECT

Country Club of the Desert
Opening Year With Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 67 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	107	182	51	122	191	51	18	302	68	53	522	89
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	131	222	62	149	233	62	22	368	83	65	637	109
Added Vol:	88	112	109	0	110	0	0	0	69	105	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	334	171	149	343	62	22	368	152	170	637	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	334	171	149	343	62	22	368	152	170	637	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	334	171	149	343	62	22	368	152	170	637	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	334	171	149	343	62	22	368	152	170	637	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.11	0.08	0.18	0.04	0.01	0.10	0.09	0.09	0.18	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.30	0.30	0.15	0.30	0.30	0.15	0.22	0.22	0.15	0.22	0.22
Volume/Cap:	0.81	0.59	0.35	0.55	0.60	0.13	0.08	0.46	0.42	0.63	0.79	0.30
Delay/Veh:	44.5	21.6	18.9	28.9	22.0	17.3	24.7	22.9	23.1	31.5	29.7	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	21.6	18.9	28.9	22.0	17.3	24.7	22.9	23.1	31.5	29.7	22.1
DesignQueue:	7	9	5	5	9	2	1	11	4	6	19	3

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	178	90	108	190	69	60	712	102	97	615	99
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	116	217	110	132	232	84	73	869	124	118	750	121
Added Vol:	103	174	158	0	175	0	0	0	118	160	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	391	268	132	407	84	73	869	242	278	750	121
User Adj:	1.00	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:	219	391	268	132	407	84	73	869	242	278	750	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	391	268	132	407	84	73	869	242	278	750	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	391	268	132	407	84	73	869	242	278	750	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.17	0.07	0.21	0.05	0.04	0.24	0.15	0.15	0.21	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.14	0.26	0.26	0.13	0.25	0.25	0.12	0.28	0.28	0.18	0.35	0.35
Volume/Cap:	0.85	0.78	0.63	0.56	0.85	0.21	0.34	0.85	0.53	0.85	0.60	0.22
Delay/Veh:	58.2	36.9	30.7	37.5	43.8	25.3	35.5	35.7	26.9	52.3	23.7	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	36.9	30.7	37.5	43.8	25.3	35.5	35.7	26.9	52.3	23.7	19.8
DesignQueue:	9	14	10	6	15	3	3	31	8	11	24	4

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	1.321
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	113.6
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 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	19	189	16	33	245	94	50	95	35	6	102	80
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	23	231	20	40	299	115	61	116	43	7	124	98
Added Vol:	33	306	30	0	280	10	7	16	17	40	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	537	50	40	579	125	68	132	60	47	153	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:	56	537	50	40	579	125	68	132	60	47	153	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	537	50	40	579	125	68	132	60	47	153	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	537	50	40	579	125	68	132	60	47	153	98
Saturation Flow Module:												
Lanes:	0.09	0.91	1.00	0.06	0.94	1.00	0.34	0.66	1.00	0.23	0.77	1.00
Final Sat.:	44	420	508	30	438	515	139	269	452	97	316	456
Capacity Analysis Module:												
Vol/Sat:	1.28	1.28	0.10	1.32	1.32	0.24	0.49	0.49	0.13	0.48	0.48	0.21
Crit Moves:		****			****			****			****	
Delay/Veh:	164.1	164	10.5	181.1	181	11.8	19.4	19.4	11.8	19.0	19.0	12.6
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:	164.1	164	10.5	181.1	181	11.8	19.4	19.4	11.8	19.0	19.0	12.6
LOS by Move:	F	F	B	F	F	B	C	C	B	C	C	B
ApproachDel:		152.1			152.6			17.7			16.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		152.1			152.6			17.7			16.9	
LOS by Appr:		F			F			C			C	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	1.758
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	241.4
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 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	222	8	70	191	107	84	123	19	16	108	30
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	37	271	10	85	233	131	102	150	23	20	132	37
Added Vol:	24	419	60	0	437	30	32	46	38	50	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	690	70	85	670	161	134	196	61	70	166	37
User Adj:	1.00	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	690	70	85	670	161	134	196	61	70	166	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	690	70	85	670	161	134	196	61	70	166	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	690	70	85	670	161	134	196	61	70	166	37
Saturation Flow Module:												
Lanes:	0.08	0.92	1.00	0.11	0.89	1.00	0.41	0.59	1.00	0.30	0.70	1.00
Final Sat.:	35	393	465	48	381	470	164	240	448	115	273	426
Capacity Analysis Module:												
Vol/Sat:	1.76	1.76	0.15	1.76	1.76	0.34	0.82	0.82	0.14	0.61	0.61	0.09
Crit Moves:		****			****			****			****	
Delay/Veh:	368.7	369	11.7	369.9	370	14.2	40.5	40.5	11.9	24.8	24.8	11.8
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:	368.7	369	11.7	369.9	370	14.2	40.5	40.5	11.9	24.8	24.8	11.8
LOS by Move:	F	F	B	F	F	B	E	E	B	C	C	B
ApproachDel:		338.2			307.4			36.0			23.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		338.2			307.4			36.0			23.1	
LOS by Appr:		F			F			E			C	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 60 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:	15		15		15		15		15		15		15		15		15		15		15		15	
Lanes:	0	1	0	0	1		0	1	0	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	19	189		16			33	245		94			50	95		35			6	102		80		
Growth Adj:	1.22	1.22		1.22			1.22	1.22		1.22			1.22	1.22		1.22			1.22	1.22		1.22		
Initial Bse:	23	231		20			40	299		115			61	116		43			7	124		98		
Added Vol:	33	306		30			0	280		10			7	16		17			40	29		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	56	537		50			40	579		125			68	132		60			47	153		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:	56	537		50			40	579		125			68	132		60			47	153		98		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	56	537		50			40	579		125			68	132		60			47	153		98		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	56	537		50			40	579		125			68	132		60			47	153		98		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.92	0.92		0.85			0.95	0.95		0.85			0.82	0.82		0.85			0.89	0.89		0.85		
Lanes:	0.09	0.91		1.00			0.06	0.94		1.00			0.34	0.66		1.00			0.23	0.77		1.00		
Final Sat.:	165	1581		1615			116	1681		1615			530	1030		1615			398	1295		1615		
Capacity Analysis Module:																								
Vol/Sat:	0.34	0.34		0.03			0.34	0.34		0.08			0.13	0.13		0.04			0.12	0.12		0.06		
Crit Moves:								****						****										
Green/Cycle:	0.65	0.65		0.65			0.65	0.65		0.65			0.25	0.25		0.25			0.25	0.25		0.25		
Volume/Cap:	0.52	0.52		0.05			0.53	0.53		0.12			0.51	0.51		0.15			0.47	0.47		0.24		
Delay/Veh:	6.0	6.0		3.8			6.1	6.1		4.0			20.5	20.5		17.7			20.0	20.0		18.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	6.0	6.0		3.8			6.1	6.1		4.0			20.5	20.5		17.7			20.0	20.0		18.3		
DesignQueue:	1	7		1			1	7		1			2	3		2			1	4		2		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 40.9
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	222	8	70	191	107	84	123	19	16	108	30
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	37	271	10	85	233	131	102	150	23	20	132	37
Added Vol:	24	419	60	0	437	30	32	46	38	50	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	690	70	85	670	161	134	196	61	70	166	37
User Adj:	1.00	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	690	70	85	670	161	134	196	61	70	166	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	690	70	85	670	161	134	196	61	70	166	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	690	70	85	670	161	134	196	61	70	166	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.85	0.64	0.64	0.85	0.57	0.57	0.85	0.57	0.57	0.85
Lanes:	0.08	0.92	1.00	0.11	0.89	1.00	0.41	0.59	1.00	0.30	0.70	1.00
Final Sat.:	113	1278	1615	136	1071	1615	438	641	1615	320	758	1615
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.04	0.63	0.63	0.10	0.31	0.31	0.04	0.22	0.22	0.02
Crit Moves:					****			****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.85	0.85	0.07	0.98	0.98	0.16	0.98	0.98	0.12	0.70	0.70	0.07
Delay/Veh:	24.7	24.7	8.2	48.5	48.5	8.8	84.6	84.6	29.6	42.9	42.9	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	8.2	48.5	48.5	8.8	84.6	84.6	29.6	42.9	42.9	29.1
DesignQueue:	2	19	2	2	18	4	6	9	3	3	8	2

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): 258.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	174	4	5	273	0	0	0	0	3	0	15
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	212	5	6	333	0	0	0	0	4	0	18
Added Vol:	4	215	13	96	122	53	118	9	9	24	4	180
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	427	18	102	455	53	118	9	9	28	4	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	427	18	102	455	53	118	9	9	28	4	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	427	18	102	455	53	118	9	9	28	4	198
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	508	xxxx	xxxxx	445	xxxx	xxxxx	1231	1139	482	1139	1156	436
Potent Cap.:	1067	xxxx	xxxxx	1126	xxxx	xxxxx	156	203	589	180	198	624
Move Cap.:	1067	xxxx	xxxxx	1126	xxxx	xxxxx	96	183	589	158	178	624
Level Of Service Module:												
Stopped Del:	8.4	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	106	xxxxx	xxxx	446	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	259	xxxxx	xxxxx	21.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			258.7			21.3		
ApproachLOS:	*			*			F			C		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): 577.2 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	225	3	3	171	0	0	0	0	2	0	7
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	275	4	4	209	0	0	0	0	2	0	9
Added Vol:	8	232	30	232	311	105	69	5	5	19	8	154
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	507	34	236	520	105	69	5	5	21	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	507	34	236	520	105	69	5	5	21	8	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	507	34	236	520	105	69	5	5	21	8	163
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	625	xxxx	xxxxx	540	xxxx	xxxxx	1668	1600	572	1588	1635	523
Potent Cap.:	966	xxxx	xxxxx	1039	xxxx	xxxxx	77	107	523	88	102	558
Move Cap.:	966	xxxx	xxxxx	1039	xxxx	xxxxx	40	79	523	66	75	558
Level Of Service Module:												
Stopped Del:	8.7	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	44	xxxxx	xxxx	266	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	577	xxxxx	xxxxx	47.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			577.2			47.3		
ApproachLOS:	*			*			F			E		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.512
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	174	4	5	273	0	0	0	0	3	0	15
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	212	5	6	333	0	0	0	0	4	0	18
Added Vol:	4	215	13	96	122	53	118	9	9	24	4	180
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	427	18	102	455	53	118	9	9	28	4	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	427	18	102	455	53	118	9	9	28	4	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	427	18	102	455	53	118	9	9	28	4	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	427	18	102	455	53	118	9	9	28	4	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.48	0.48	0.48	0.75	0.75	0.75
Lanes:	1.00	0.96	0.04	1.00	0.90	0.10	0.87	0.06	0.07	0.12	0.02	0.86
Final Sat.:	1805	1812	76	1805	1675	195	795	61	61	173	25	1226
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.06	0.27	0.27	0.15	0.15	0.15	0.16	0.16	0.16
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.36	0.36	0.24	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.01	0.66	0.66	0.24	0.63	0.63	0.58	0.58	0.58	0.63	0.63	0.63
Delay/Veh:	20.9	18.6	18.6	18.7	15.1	15.1	23.3	23.3	23.3	23.5	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	18.6	18.6	18.7	15.1	15.1	23.3	23.3	23.3	23.5	23.5	23.5
DesignQueue:	0	10	0	3	9	1	3	0	0	1	0	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	225	3	3	171	0	0	0	0	2	0	7
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	275	4	4	209	0	0	0	0	2	0	9
Added Vol:	8	232	30	232	311	105	69	5	5	19	8	154
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	507	34	236	520	105	69	5	5	21	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	507	34	236	520	105	69	5	5	21	8	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	507	34	236	520	105	69	5	5	21	8	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	507	34	236	520	105	69	5	5	21	8	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.62	0.62	0.62	0.76	0.76	0.76
Lanes:	1.00	0.94	0.06	1.00	0.83	0.17	0.88	0.06	0.06	0.11	0.04	0.85
Final Sat.:	1805	1765	118	1805	1541	311	1023	74	74	158	60	1226
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.13	0.34	0.34	0.07	0.07	0.07	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.43	0.43	0.17	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.03	0.66	0.66	0.78	0.78	0.78	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	21.0	15.6	15.6	36.6	19.4	19.4	18.6	18.6	18.6	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	15.6	15.6	36.6	19.4	19.4	18.6	18.6	18.6	21.0	21.0	21.0
DesignQueue:	0	10	1	7	11	2	2	0	0	1	0	4

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.784
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign Include			Stop Sign Include			Stop Sign Include			Stop Sign Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	124	15	126	125	6	1	4	1	21	8	65
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	151	18	154	153	7	1	5	1	26	10	79
Added Vol:	4	53	0	98	49	8	18	18	9	0	8	160
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	204	18	252	202	15	19	23	10	26	18	239
User Adj:	1.00	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:	5	204	18	252	202	15	19	23	10	26	18	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	204	18	252	202	15	19	23	10	26	18	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	204	18	252	202	15	19	23	10	26	18	239
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.54	0.43	0.03	1.00	0.70	0.30	1.00	0.07	0.93
Final Sat.:	520	561	629	321	258	19	436	332	145	487	40	536
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.03	0.78	0.78	0.78	0.04	0.07	0.07	0.05	0.45	0.45
Crit Moves:		****			****				****		****	
Delay/Veh:	9.4	12.0	8.3	26.2	26.2	26.2	10.4	9.9	9.9	10.1	12.7	12.7
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:	9.4	12.0	8.3	26.2	26.2	26.2	10.4	9.9	9.9	10.1	12.7	12.7
LOS by Move:	A	B	A	D	D	D	B	A	A	B	B	B
ApproachDel:		11.7			26.2			10.1			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			26.2			10.1			12.5	
LOS by Appr:		B			D			B			B	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.924
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	28.0
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	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	149	21	47	121	2	2	1	1	10	1	77
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	4	182	26	57	148	2	2	1	1	12	1	94
Added Vol:	8	87	0	229	90	16	11	11	5	0	16	172
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	269	26	286	238	18	13	12	6	12	17	266
User Adj:	1.00	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:	12	269	26	286	238	18	13	12	6	12	17	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	269	26	286	238	18	13	12	6	12	17	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	269	26	286	238	18	13	12	6	12	17	266
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.53	0.44	0.03	1.00	0.67	0.33	1.00	0.06	0.94
Final Sat.:	512	554	618	310	258	19	419	305	152	472	34	524
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.04	0.92	0.92	0.92	0.03	0.04	0.04	0.03	0.51	0.51
Crit Moves:		****			****				****		****	
Delay/Veh:	9.6	14.4	8.5	44.3	44.3	44.3	10.9	10.2	10.2	10.3	14.7	14.7
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:	9.6	14.4	8.5	44.3	44.3	44.3	10.9	10.2	10.2	10.3	14.7	14.7
LOS by Move:	A	B	A	E	E	E	B	B	B	B	B	B
ApproachDel:		13.7			44.3			10.5			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.7			44.3			10.5			14.5	
LOS by Appr:		B			E			B			B	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	124	15	126	125	6	1	4	1	21	8	65
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	151	18	154	153	7	1	5	1	26	10	79
Added Vol:	4	53	0	98	49	8	18	18	9	0	8	160
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	204	18	252	202	15	19	23	10	26	18	239
User Adj:	1.00	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:	5	204	18	252	202	15	19	23	10	26	18	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	204	18	252	202	15	19	23	10	26	18	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	204	18	252	202	15	19	23	10	26	18	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.85	0.66	0.66	0.66	0.43	0.96	0.96	0.74	0.86	0.86
Lanes:	1.00	1.00	1.00	0.54	0.43	0.03	1.00	0.70	0.30	1.00	0.07	0.93
Final Sat.:	1668	1900	1615	671	538	40	821	1265	550	1408	115	1521
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.01	0.38	0.38	0.38	0.02	0.02	0.02	0.02	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.00	0.17	0.02	0.59	0.59	0.59	0.09	0.07	0.07	0.07	0.59	0.59
Delay/Veh:	4.0	4.6	4.1	7.6	7.6	7.6	16.7	16.5	16.5	16.6	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.0	4.6	4.1	7.6	7.6	7.6	16.7	16.5	16.5	16.6	21.4	21.4
DesignQueue:	0	3	0	3	3	0	0	1	0	1	0	6

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.699
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	149	21	47	121	2	2	1	1	10	1	77
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	4	182	26	57	148	2	2	1	1	12	1	94
Added Vol:	8	87	0	229	90	16	11	11	5	0	16	172
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	269	26	286	238	18	13	12	6	12	17	266
User Adj:	1.00	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:	12	269	26	286	238	18	13	12	6	12	17	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	269	26	286	238	18	13	12	6	12	17	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	269	26	286	238	18	13	12	6	12	17	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.63	0.63	0.63	0.37	0.95	0.95	0.75	0.86	0.86
Lanes:	1.00	1.00	1.00	0.53	0.44	0.03	1.00	0.67	0.33	1.00	0.06	0.94
Final Sat.:	1550	1900	1615	628	523	40	707	1203	602	1433	98	1534
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.02	0.46	0.46	0.46	0.02	0.01	0.01	0.01	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.01	0.22	0.02	0.70	0.70	0.70	0.07	0.04	0.04	0.03	0.69	0.69
Delay/Veh:	3.7	4.4	3.7	9.6	9.6	9.6	17.4	17.1	17.1	17.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	4.4	3.7	9.6	9.6	9.6	17.4	17.1	17.1	17.1	25.5	25.5
DesignQueue:	0	3	0	4	3	0	0	0	0	0	0	7

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): 10.6 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	3	0	0	0	0	122	4	1	145	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	0	4	0	0	0	0	149	5	1	177	0
Added Vol:	24	0	24	0	0	0	0	34	13	13	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	28	0	0	0	0	183	18	14	222	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	28	0	0	0	0	183	18	14	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	0	28	0	0	0	0	183	18	14	222	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	442	xxxx	192	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	xxxx	xxxxx
Potent Cap.:	577	xxxx	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx
Move Cap.:	572	xxxx	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	692	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): 11.9 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	8	0	3	0	0	0	0	156	2	6	111	0
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	10	0	4	0	0	0	0	190	2	7	135	0
Added Vol:	19	0	19	0	0	0	0	76	30	30	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	23	0	0	0	0	266	32	37	200	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:	29	0	23	0	0	0	0	266	32	37	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	23	0	0	0	0	266	32	37	200	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	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:	558	xxxx	283	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	299	xxxx	xxxxx
Potent Cap.:	494	xxxx	761	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1274	xxxx	xxxxx
Move Cap.:	483	xxxx	761	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1274	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	576	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): 16.2 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	202	0	0	114	2
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	2	0	1	4	246	0	0	139	2
Added Vol:	24	48	72	0	25	0	0	91	13	38	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	48	72	2	25	1	4	337	13	38	259	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	48	72	2	25	1	4	337	13	38	259	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	24	48	72	2	25	1	4	337	13	38	259	2
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	701	689	344	748	694	260	262	xxxx	xxxxx	350	xxxx	xxxxx
Potent Cap.:	356	371	703	331	369	783	1315	xxxx	xxxxx	1220	xxxx	xxxxx
Move Cap.:	328	359	703	260	356	783	1315	xxxx	xxxxx	1220	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	465	xxxxx	xxxx	353	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	16.2	xxxxx	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		16.2			16.1			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): 24.2 Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	0	0	5	0	1	2	139	0	0	149	5
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	0	0	0	6	0	1	2	170	0	0	182	6
Added Vol:	19	37	56	0	59	0	0	181	30	89	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	37	56	6	59	1	2	351	30	89	333	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	37	56	6	59	1	2	351	30	89	333	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	37	56	6	59	1	2	351	30	89	333	6
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	914	887	366	931	899	336	339	xxxx	xxxxx	381	xxxx	xxxxx
Potent Cap.:	256	285	684	249	281	711	1232	xxxx	xxxxx	1189	xxxx	xxxxx
Move Cap.:	198	262	684	192	258	711	1232	xxxx	xxxxx	1189	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	351	xxxxx	xxxx	253	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	20.0	xxxxx	xxxxx	24.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		20.0			24.2			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.715
Loss Time (sec):	0 (Y+R = 4 sec)	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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	93	3	41	124	18	75	126	13	4	110	37
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	11	113	4	50	151	22	92	154	16	5	134	45
Added Vol:	36	24	0	0	13	53	55	88	21	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	137	4	50	164	75	147	242	37	5	203	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	137	4	50	164	75	147	242	37	5	203	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	137	4	50	164	75	147	242	37	5	203	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	137	4	50	164	75	147	242	37	5	203	45
Saturation Flow Module:												
Lanes:	0.25	0.73	0.02	0.17	0.57	0.26	0.34	0.57	0.09	0.02	0.80	0.18
Final Sat.:	124	361	11	95	310	142	206	339	52	11	442	98
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.53	0.53	0.53	0.71	0.71	0.71	0.46	0.46	0.46
Crit Moves:	****			****				****			****	
Delay/Veh:	12.7	12.7	12.7	14.7	14.7	14.7	20.7	20.7	20.7	13.4	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	14.7	14.7	14.7	20.7	20.7	20.7	13.4	13.4	13.4
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		12.7			14.7			20.7			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			14.7			20.7			13.4	
LOS by Appr:		B			B			C			B	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.782
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	20.6
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:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	17	123	2	68	92	40	39	97	17	4	101	33
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	21	150	2	83	112	49	48	118	21	5	123	40
Added Vol:	42	19	0	0	30	80	79	103	55	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	169	2	83	142	129	127	221	76	5	241	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	169	2	83	142	129	127	221	76	5	241	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	169	2	83	142	129	127	221	76	5	241	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	169	2	83	142	129	127	221	76	5	241	40
Saturation Flow Module:												
Lanes:	0.27	0.72	0.01	0.23	0.41	0.36	0.30	0.52	0.18	0.02	0.84	0.14
Final Sat.:	123	330	4	122	208	189	162	283	97	9	416	69
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.68	0.68	0.68	0.78	0.78	0.78	0.58	0.58	0.58
Crit Moves:		****			****			****			****	
Delay/Veh:	15.7	15.7	15.7	20.2	20.2	20.2	26.2	26.2	26.2	16.9	16.9	16.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	20.2	20.2	20.2	26.2	26.2	26.2	16.9	16.9	16.9
LOS by Move:	C	C	C	C	C	C	D	D	D	C	C	C
ApproachDel:		15.7			20.2			26.2			16.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.7			20.2			26.2			16.9	
LOS by Appr:		C			C			D			C	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.557
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	11.9
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	93	3	41	124	18	75	126	13	4	110	37
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	11	113	4	50	151	22	92	154	16	5	134	45
Added Vol:	36	24	0	0	13	53	55	88	21	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	137	4	50	164	75	147	242	37	5	203	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	137	4	50	164	75	147	242	37	5	203	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	137	4	50	164	75	147	242	37	5	203	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	137	4	50	164	75	147	242	37	5	203	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.80	0.80	0.80	0.72	0.72	0.72	0.87	0.87	0.87
Lanes:	0.25	0.73	0.02	0.17	0.57	0.26	0.34	0.57	0.09	0.02	0.80	0.18
Final Sat.:	378	1100	32	263	864	395	472	776	119	33	1327	294
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.19	0.19	0.19	0.31	0.31	0.31	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.37	0.37	0.37	0.56	0.56	0.56	0.56	0.56	0.56	0.27	0.27	0.27
Delay/Veh:	15.3	15.3	15.3	17.4	17.4	17.4	9.4	9.4	9.4	7.0	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	15.3	17.4	17.4	17.4	9.4	9.4	9.4	7.0	7.0	7.0
DesignQueue:	1	3	0	1	4	2	2	4	1	0	3	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.619
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	123	2	68	92	40	39	97	17	4	101	33
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	21	150	2	83	112	49	48	118	21	5	123	40
Added Vol:	42	19	0	0	30	80	79	103	55	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	169	2	83	142	129	127	221	76	5	241	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	169	2	83	142	129	127	221	76	5	241	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	169	2	83	142	129	127	221	76	5	241	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	169	2	83	142	129	127	221	76	5	241	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.75	0.75	0.75	0.72	0.72	0.72	0.88	0.88	0.88
Lanes:	0.27	0.72	0.01	0.23	0.41	0.36	0.30	0.52	0.18	0.02	0.84	0.14
Final Sat.:	395	1058	13	334	571	519	412	717	246	29	1402	233
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.25	0.25	0.25	0.31	0.31	0.31	0.17	0.17	0.17
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.40	0.40	0.40	0.62	0.62	0.62	0.62	0.62	0.62	0.35	0.35	0.35
Delay/Veh:	13.2	13.2	13.2	16.4	16.4	16.4	12.7	12.7	12.7	9.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	16.4	16.4	16.4	12.7	12.7	12.7	9.4	9.4	9.4
DesignQueue:	1	3	0	2	3	3	2	4	1	0	4	1

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 12.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	1	114	1	4	149	1	2	16	1	1	7	4
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	139	1	5	182	1	2	20	1	1	9	5
Added Vol:	0	36	0	0	21	13	24	24	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	175	1	5	203	14	26	44	1	1	22	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	175	1	5	203	14	26	44	1	1	22	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	175	1	5	203	14	26	44	1	1	22	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	217	xxxx	xxxxx	176	xxxx	xxxxx	411	398	210	420	405	176
Potent Cap.:	1365	xxxx	xxxxx	1412	xxxx	xxxxx	555	543	835	547	538	873
Move Cap.:	1365	xxxx	xxxxx	1412	xxxx	xxxxx	533	540	835	511	536	873
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	541	xxxxx	xxxx	574	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	11.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.7			11.6		
ApproachLOS:	*			*			B			B		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): 12.6 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	124	1	3	115	1	1	2	1	2	5	4
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	2	151	1	4	140	1	1	2	1	2	6	5
Added Vol:	0	42	0	0	55	30	19	19	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	193	1	4	195	31	20	21	1	2	36	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	193	1	4	195	31	20	21	1	2	36	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	193	1	4	195	31	20	21	1	2	36	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	227	xxxx	xxxxx	195	xxxx	xxxxx	437	418	211	428	433	194
Potent Cap.:	1354	xxxx	xxxxx	1391	xxxx	xxxxx	533	529	834	540	519	853
Move Cap.:	1354	xxxx	xxxxx	1391	xxxx	xxxxx	500	527	834	521	517	853
Level Of Service Module:												
Stopped Del:	7.7	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	519	xxxxx	xxxx	541	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.6			12.2		
ApproachLOS:	*			*			B			B		

Country Club of the Desert
Opening Year With Project
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): 13.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	88	3	14	119	16	14	11	6	2	18	14
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	2	107	4	17	145	20	17	13	7	2	22	17
Added Vol:	53	36	0	0	21	0	0	55	55	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	143	4	17	166	20	17	68	62	2	75	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	143	4	17	166	20	17	68	62	2	75	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	55	143	4	17	166	20	17	68	62	2	75	17
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	186	xxxx	xxxxx	147	xxxx	xxxxx	512	468	176	532	476	145
Potent Cap.:	1401	xxxx	xxxxx	1447	xxxx	xxxxx	476	496	872	462	491	907
Move Cap.:	1401	xxxx	xxxxx	1447	xxxx	xxxxx	393	470	872	366	465	907
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	567	xxxxx	xxxx	506	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.6			13.7		
ApproachLOS:	*			*			B			B		

Country Club of the Desert
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): 16.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	1	88	3	26	87	7	10	15	5	3	14	8
Growth Adj:	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Initial Bse:	1	107	4	32	106	9	12	18	6	4	17	10
Added Vol:	80	42	0	0	55	0	0	79	79	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	149	4	32	161	9	12	97	85	4	97	10
User Adj:	1.00	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:	81	149	4	32	161	9	12	97	85	4	97	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	81	149	4	32	161	9	12	97	85	4	97	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	170	xxxx	xxxxx	153	xxxx	xxxxx	596	544	165	634	547	151
Potent Cap.:	1420	xxxx	xxxxx	1440	xxxx	xxxxx	418	449	884	395	447	900
Move Cap.:	1420	xxxx	xxxxx	1440	xxxx	xxxxx	318	413	884	275	411	900
Level Of Service Module:												
Stopped Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	525	xxxxx	xxxx	425	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.8	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.8			16.4		
ApproachLOS:	*			*			C			C		

APPENDIX G

CALCULATION OF INTERSECTION LEVEL OF SERVICE -
BUILD-OUT WITHOUT PROJECT

Country Club of the Desert
Build-Out Without Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.6
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	34	642	362	174	687	112	121	1084	26	310	1288	185
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:	34	642	362	174	687	112	121	1084	26	310	1288	185
Added Vol:	-9	16	13	0	60	0	0	0	19	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	658	375	174	747	112	121	1084	45	365	1288	185
User Adj:	1.00	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	658	375	174	747	112	121	1084	45	365	1288	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	658	375	174	747	112	121	1084	45	365	1288	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	658	375	174	747	112	121	1084	45	365	1288	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.23	0.05	0.14	0.07	0.03	0.21	0.03	0.10	0.25	0.11
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.35	0.35	0.08	0.31	0.31	0.08	0.31	0.31	0.15	0.38	0.38
Volume/Cap:	0.06	0.36	0.66	0.60	0.46	0.22	0.41	0.68	0.09	0.68	0.66	0.30
Delay/Veh:	46.3	28.8	35.3	56.4	33.3	30.7	53.2	37.5	29.6	51.4	31.6	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	28.8	35.3	56.4	33.3	30.7	53.2	37.5	29.6	51.4	31.6	26.4
DesignQueue:	1	29	17	11	35	5	7	53	2	21	57	8

Country Club of the Desert
Build-Out Without Project
PM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Jefferson St. (NS) / SR-111 (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.455
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 209.4
Optimal Cycle: 120 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Protected			Protected			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	10	20	20	10	20	20	10	15	15				10	15	15			
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1				1	0 2	0 1			
Volume Module:																		
Base Vol:	84	1056	213	142	1068	124	105	1538	138				314	1484	194			
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:	84	1056	213	142	1068	124	105	1538	138				314	1484	194			
Added Vol:	28	99	83	0	57	0	0	0	-1				42	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	112	1155	296	142	1125	124	105	1538	137				356	1484	194			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	112	1155	296	142	1125	124	105	1538	137				356	1484	194			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	112	1155	296	142	1125	124	105	1538	137				356	1484	194			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	112	1155	296	142	1125	124	105	1538	137				356	1484	194			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.61	0.18	0.08	0.59	0.08	0.06	0.43	0.08				0.20	0.41	0.12			
Crit Moves:		****		****				****					****					
Green/Cycle:	0.08	0.40	0.40	0.08	0.40	0.40	0.08	0.28	0.28				0.13	0.33	0.33			
Volume/Cap:	0.74	1.51	0.45	0.94	1.47	0.19	0.70	1.51	0.30				1.51	1.25	0.36			
Delay/Veh:	71.9	271	26.7	111.3	254	23.3	67.0	277	34.1				301.3	158	31.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	71.9	271	26.7	111.3	254	23.3	67.0	277	34.1				301.3	158	31.0			
DesignQueue:	7	55	12	9	53	5	7	82	7				22	74	9			

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Country Club of the Desert
Build-Out Without Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 78.1
Optimal Cycle: 120 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	34	642	362	174	687	112	121	1084	26	310	1288	185
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:	34	642	362	174	687	112	121	1084	26	310	1288	185
Added Vol:	-9	16	13	0	60	0	0	0	19	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	658	375	174	747	112	121	1084	45	365	1288	185
User Adj:	1.00	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	658	375	174	747	112	121	1084	45	365	1288	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	658	375	174	747	112	121	1084	45	365	1288	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	658	375	174	747	112	121	1084	45	365	1288	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.23	0.10	0.39	0.07	0.07	0.30	0.03	0.20	0.36	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.35	0.35	0.10	0.36	0.36	0.08	0.27	0.27	0.18	0.37	0.37
Volume/Cap:	0.17	1.00	0.67	1.00	1.10	0.19	0.80	1.10	0.10	1.10	0.95	0.31
Delay/Veh:	51.6	74.9	36.7	123.1	102	26.7	80.1	102	32.7	126.8	51.0	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	74.9	36.7	123.1	102	26.7	80.1	102	32.7	126.8	51.0	26.8
DesignQueue:	2	32	17	11	36	5	8	57	2	21	59	8

Country Club of the Desert
Build-Out Without Project
PM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.5
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	84	1056	213	142	1068	124	105	1538	138	314	1484	194
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:	84	1056	213	142	1068	124	105	1538	138	314	1484	194
Added Vol:	28	99	83	0	57	0	0	0	-1	42	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1155	296	142	1125	124	105	1538	137	356	1484	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1155	296	142	1125	124	105	1538	137	356	1484	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1155	296	142	1125	124	105	1538	137	356	1484	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	1155	296	142	1125	124	105	1538	137	356	1484	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.18	0.04	0.22	0.08	0.03	0.30	0.08	0.10	0.29	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.29	0.29	0.08	0.29	0.29	0.08	0.39	0.39	0.13	0.44	0.44
Volume/Cap:	0.38	0.76	0.63	0.49	0.74	0.26	0.36	0.76	0.22	0.76	0.65	0.27
Delay/Veh:	52.9	40.9	39.4	53.8	40.3	32.8	52.7	33.5	24.6	57.3	27.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	40.9	39.4	53.8	40.3	32.8	52.7	33.5	24.6	57.3	27.0	21.6
DesignQueue:	7	58	15	9	56	6	6	67	6	21	59	7

Country Club of the Desert
Build-Out Without Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	2.624
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	455.3
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 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	72	814	21	111	767	381	317	351	63	48	405	191
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:	72	814	21	111	767	381	317	351	63	48	405	191
Added Vol:	-15	17	30	0	130	10	7	-9	-8	40	-19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	831	51	111	897	391	324	342	55	88	386	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	831	51	111	897	391	324	342	55	88	386	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	831	51	111	897	391	324	342	55	88	386	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	831	51	111	897	391	324	342	55	88	386	191
Saturation Flow Module:												
Lanes:	0.06	0.94	1.00	0.11	0.89	1.00	0.49	0.51	1.00	0.19	0.81	1.00
Final Sat.:	24	353	407	42	342	418	180	190	408	71	310	416
Capacity Analysis Module:												
Vol/Sat:	2.35	2.35	0.13	2.62	2.62	0.94	1.80	1.80	0.13	1.25	1.25	0.46
Crit Moves:		****			****			****			****	
Delay/Veh:	637.3	637	12.8	757.9	758	58.9	394.3	394	12.9	158.6	159	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	637.3	637	12.8	757.9	758	58.9	394.3	394	12.9	158.6	159	18.5
LOS by Move:	F	F	B	F	F	F	F	F	B	F	F	C
ApproachDel:		603.4			562.6			365.2			118.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		603.4			562.6			365.2			118.3	
LOS by Appr:		F			F			F			F	

Country Club of the Desert
Build-Out Without Project
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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	3.491
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	823.6
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 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	76	1025	113	223	1021	427	452	626	105	72	618	144
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:	76	1025	113	223	1021	427	452	626	105	72	618	144
Added Vol:	-13	194	60	0	82	30	32	-13	-21	50	-4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1219	173	223	1103	457	484	613	84	122	614	144
User Adj:	1.00	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:	63	1219	173	223	1103	457	484	613	84	122	614	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1219	173	223	1103	457	484	613	84	122	614	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1219	173	223	1103	457	484	613	84	122	614	144
Saturation Flow Module:												
Lanes:	0.05	0.95	1.00	0.17	0.83	1.00	0.44	0.56	1.00	0.17	0.83	1.00
Final Sat.:	18	358	407	64	316	414	160	203	399	62	311	405
Capacity Analysis Module:												
Vol/Sat:	3.41	3.41	0.43	3.49	3.49	1.10	3.02	3.02	0.21	1.97	1.97	0.36
Crit Moves:		****			****			****			****	
Delay/Veh:	1107	1107	17.9	1146	1146	104.4	935.4	935	14.1	468.9	469	16.4
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:	1107	1107	17.9	1146	1146	104.4	935.4	935	14.1	468.9	469	16.4
LOS by Move:	F	F	C	F	F	F	F	F	B	F	F	C
ApproachDel:		977.1			879.1			869.9			394.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		977.1			879.1			869.9			394.9	
LOS by Appr:		F			F			F			F	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 120 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	25	25	10	25	25	25	25	25	25	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	72	814	21	111	767	381	317	351	63	48	405	191
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:	72	814	21	111	767	381	317	351	63	48	405	191
Added Vol:	-15	17	30	0	130	10	7	-9	-8	40	-19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	831	51	111	897	391	324	342	55	88	386	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	831	51	111	897	391	324	342	55	88	386	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	831	51	111	897	391	324	342	55	88	386	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	831	51	111	897	391	324	342	55	88	386	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.90	0.95	0.85	0.90	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.50	1.50	1.00	1.00	2.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	2569	2711	1615	1715	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.03	0.03	0.17	0.24	0.13	0.13	0.03	0.05	0.11	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.30	0.30	0.12	0.34	0.59	0.25	0.25	0.25	0.23	0.23	0.23
Volume/Cap:	0.20	0.53	0.10	0.26	0.51	0.41	0.51	0.51	0.14	0.22	0.46	0.51
Delay/Veh:	51.6	35.2	30.3	48.3	32.0	13.9	39.3	39.3	35.4	37.4	40.0	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	35.2	30.3	48.3	32.0	13.9	39.3	39.3	35.4	37.4	40.0	41.4
DesignQueue:	3	40	2	7	41	11	17	18	3	5	20	10

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.9
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			Ovl			Include			Include		
Min. Green:	10	25	25	10	25	25	25	25	25	25	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	76	1025	113	223	1021	427	452	626	105	72	618	144
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:	76	1025	113	223	1021	427	452	626	105	72	618	144
Added Vol:	-13	194	60	0	82	30	32	-13	-21	50	-4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1219	173	223	1103	457	484	613	84	122	614	144
User Adj:	1.00	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:	63	1219	173	223	1103	457	484	613	84	122	614	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1219	173	223	1103	457	484	613	84	122	614	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1219	173	223	1103	457	484	613	84	122	614	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.90	0.95	0.85	0.94	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.36	1.64	1.00	1.00	2.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	2335	2957	1615	1791	3581	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.11	0.06	0.21	0.28	0.21	0.21	0.05	0.07	0.17	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.31	0.31	0.08	0.31	0.59	0.28	0.28	0.28	0.23	0.23	0.23
Volume/Cap:	0.22	0.75	0.34	0.75	0.68	0.48	0.75	0.75	0.19	0.30	0.75	0.39
Delay/Veh:	51.7	39.1	32.2	64.1	37.1	14.5	42.0	42.0	33.4	38.5	46.5	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	39.1	32.2	64.1	37.1	14.5	42.0	42.0	33.4	38.5	46.5	40.0
DesignQueue:	4	59	8	14	53	13	25	31	4	6	33	8

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): 27622.8 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	1334	22	90	1472	0	0	0	0	41	0	189
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	1334	22	90	1472	0	0	0	0	41	0	189
Added Vol:	4	119	-13	-54	72	53	118	9	9	-24	4	-108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1453	9	36	1544	53	118	9	9	17	4	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1453	9	36	1544	53	118	9	9	17	4	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1453	9	36	1544	53	118	9	9	17	4	81
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1597	xxxx	xxxxx	1462	xxxx	xxxxx	3151	3113	1571	3117	3135	1458
Potent Cap.:	416	xxxx	xxxxx	468	xxxx	xxxxx	7	12	138	7	11	161
Move Cap.:	416	xxxx	xxxxx	468	xxxx	xxxxx	2	11	138	2	10	161
Level Of Service Module:												
Stopped Del:	13.7	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	2	xxxxx	xxxx	10	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5011	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			5011.4		
ApproachLOS:	*			*			F			F		

Country Club of the Desert
Build-Out Without Project
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	1766	54	189	1538	0	0	0	0	34	0	142
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	1766	54	189	1538	0	0	0	0	34	0	142
Added Vol:	8	157	-30	-122	193	105	69	5	5	-19	8	-70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1923	24	67	1731	105	69	5	5	15	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1923	24	67	1731	105	69	5	5	15	8	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	1923	24	67	1731	105	69	5	5	15	8	72
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1836	xxxx	xxxxx	1947	xxxx	xxxxx	3909	3881	1784	3874	3921	1935
Potent Cap.:	336	xxxx	xxxxx	305	xxxx	xxxxx	2	4	103	2	3	83
Move Cap.:	336	xxxx	xxxxx	305	xxxx	xxxxx	0	3	103	0	3	83
Level Of Service Module:												
Stopped Del:	15.7	xxxx	xxxxx	16.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.440
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	25	25	25	25	25	25
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	1334	22	90	1472	0	0	0	0	41	0	189
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	1334	22	90	1472	0	0	0	0	41	0	189
Added Vol:	4	119	-13	-54	72	53	118	9	9	-24	4	-108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1453	9	36	1544	53	118	9	9	17	4	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1453	9	36	1544	53	118	9	9	17	4	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1453	9	36	1544	53	118	9	9	17	4	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	1453	9	36	1544	53	118	9	9	17	4	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.65	0.93	0.93	0.75	0.86	0.86
Lanes:	1.00	2.98	0.02	1.00	2.90	0.10	1.00	0.50	0.50	1.00	0.05	0.95
Final Sat.:	1805	5150	32	1805	4990	171	1241	879	879	1433	77	1552
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.02	0.31	0.31	0.10	0.01	0.01	0.01	0.05	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.63	0.63	0.08	0.63	0.63	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.03	0.45	0.45	0.24	0.49	0.49	0.46	0.05	0.05	0.06	0.25	0.25
Delay/Veh:	50.6	11.3	11.3	52.3	11.8	11.8	42.8	38.0	38.0	38.1	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	11.3	11.3	52.3	11.8	11.8	42.8	38.0	38.0	38.1	40.1	40.1
DesignQueue:	0	38	0	2	41	1	6	0	0	1	0	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.506
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	14.9
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10		15	15	10		15	15	25		25	25	25		25	25
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	0		1766	54	189		1538	0	0		0	0	34		0	142
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		1766	54	189		1538	0	0		0	0	34		0	142
Added Vol:	8		157	-30	-122		193	105	69		5	5	-19		8	-70
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	8		1923	24	67		1731	105	69		5	5	15		8	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	8		1923	24	67		1731	105	69		5	5	15		8	72
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	8		1923	24	67		1731	105	69		5	5	15		8	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
Final Vol.:	8		1923	24	67		1731	105	69		5	5	15		8	72
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.91	0.91	0.95		0.90	0.90	0.66		0.93	0.93	0.76		0.87	0.87
Lanes:	1.00		2.96	0.04	1.00		2.83	0.17	1.00		0.50	0.50	1.00		0.10	0.90
Final Sat.:	1805		5113	64	1805		4846	294	1262		879	879	1444		164	1479
Capacity Analysis Module:																
Vol/Sat:	0.00		0.38	0.38	0.04		0.36	0.36	0.05		0.01	0.01	0.01		0.05	0.05
Crit Moves:			****		****				****							
Green/Cycle:	0.08		0.63	0.63	0.08		0.63	0.63	0.21		0.21	0.21	0.21		0.21	0.21
Volume/Cap:	0.05		0.59	0.59	0.45		0.56	0.56	0.26		0.03	0.03	0.05		0.23	0.23
Delay/Veh:	50.8		13.2	13.2	54.5		12.8	12.8	40.3		37.8	37.8	38.1		39.9	39.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	50.8		13.2	13.2	54.5		12.8	12.8	40.3		37.8	37.8	38.1		39.9	39.9
DesignQueue:	0		52	1	4		46	3	4		0	0	1		0	4

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	3.912
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	794.4
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 1	0 1	0	0 0 1!	0 0		1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	639	60	1042	644	31	5	16	1	84	32	538
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	639	60	1042	644	31	5	16	1	84	32	538
Added Vol:	4	28	0	48	1	8	18	18	9	0	8	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	667	60	1090	645	39	23	34	10	84	40	602
User Adj:	1.00	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:	5	667	60	1090	645	39	23	34	10	84	40	602
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	667	60	1090	645	39	23	34	10	84	40	602
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	667	60	1090	645	39	23	34	10	84	40	602
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.62	0.36	0.02	1.00	0.77	0.23	1.00	0.06	0.94
Final Sat.:	435	463	509	279	165	10	368	305	90	436	32	475
Capacity Analysis Module:												
Vol/Sat:	0.01	1.44	0.12	3.91	3.91	3.91	0.06	0.11	0.11	0.19	1.27	1.27
Crit Moves:		****		****				****			****	
Delay/Veh:	11.1	231	10.7	1332	1332	1332	13.1	13.0	13.0	12.9	157	157.4
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:	11.1	231	10.7	1332	1332	1332	13.1	13.0	13.0	12.9	157	157.4
LOS by Move:	B	F	B	F	F	F	B	B	B	B	F	F
ApproachDel:	211.8			1331.9			13.0			140.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	211.8			1331.9			13.0			140.7		
LOS by Appr:	F			F			B			F		

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	3.324
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	703.9
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 1	0 1		0 0 1!	0 0		1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	1019	111	517	828	13	13	5	1	53	5	847
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1019	111	517	828	13	13	5	1	53	5	847
Added Vol:	8	28	0	111	52	16	11	11	5	0	16	97
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1047	111	628	880	29	24	16	6	53	21	944
User Adj:	1.00	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:	11	1047	111	628	880	29	24	16	6	53	21	944
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1047	111	628	880	29	24	16	6	53	21	944
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1047	111	628	880	29	24	16	6	53	21	944
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.41	0.57	0.02	1.00	0.73	0.27	1.00	0.02	0.98
Final Sat.:	441	469	516	189	265	9	368	288	108	439	11	502
Capacity Analysis Module:												
Vol/Sat:	0.02	2.23	0.21	3.32	3.32	3.32	0.07	0.06	0.06	0.12	1.88	1.88
Crit Moves:		****			****		****					****
Delay/Veh:	11.1	578	11.6	1068	1068	1068	13.2	12.3	12.3	12.0	420	419.7
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:	11.1	578	11.6	1068	1068	1068	13.2	12.3	12.3	12.0	420	419.7
LOS by Move:	B	F	B	F	F	F	B	B	B	B	F	F
ApproachDel:		518.8			1067.7			12.8			398.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		518.8			1067.7			12.8			398.5	
LOS by Appr:		F			F			B			F	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.555
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	28.7
Optimal Cycle:	120	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			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	20	20	10	20	20	25	25	25	25	25	25
Lanes:	1 0	2	1 0	2 0	2	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	1	639	60	1042	644	31	5	16	1	84	32	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	1	639	60	1042	644	31	5	16	1	84	32	0
Added Vol:	4	28	0	48	1	8	18	18	9	0	8	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	667	60	1090	645	39	23	34	10	84	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	667	60	1090	645	39	23	34	10	84	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	667	60	1090	645	39	23	34	10	84	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	5	667	60	1090	645	39	23	34	10	84	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	0.90	0.90	0.73	0.92	0.92	0.73	0.95	1.00
Lanes:	1.00	2.75	0.25	2.00	2.83	0.17	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1805	4702	423	3502	4847	293	1395	2695	793	1387	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.31	0.13	0.13	0.02	0.01	0.01	0.06	0.01	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.22	0.22	0.49	0.48	0.48	0.21	0.21	0.21	0.21	0.21	0.00
Volume/Cap:	0.01	0.63	0.63	0.63	0.28	0.28	0.08	0.06	0.06	0.29	0.05	0.00
Delay/Veh:	34.9	43.2	43.2	23.2	18.9	18.9	38.4	38.1	38.1	40.6	38.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	43.2	43.2	23.2	18.9	18.9	38.4	38.1	38.1	40.6	38.1	0.0
DesignQueue:	0	36	3	40	23	1	1	2	1	4	2	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	64	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	40.5
Optimal Cycle:	64	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			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	20	20	10	20	20	25	25	25	25	25	25
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	3	1019	111	517	828	13	13	5	1	53	5	847
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	3	1019	111	517	828	13	13	5	1	53	5	0
Added Vol:	8	28	0	111	52	16	11	11	5	0	16	97
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1047	111	628	880	29	24	16	6	53	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1047	111	628	880	29	24	16	6	53	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1047	111	628	880	29	24	16	6	53	21	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	11	1047	111	628	880	29	24	16	6	53	21	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	0.91	0.91	0.75	0.91	0.91	0.75	0.95	1.00
Lanes:	1.00	2.71	0.29	2.00	2.90	0.10	1.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1805	4624	490	3502	4996	165	1425	2518	944	1423	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.18	0.18	0.18	0.02	0.01	0.01	0.04	0.01	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.16	0.31	0.31	0.16	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.00
Volume/Cap:	0.04	0.72	0.72	1.15	0.56	0.56	0.04	0.02	0.02	0.10	0.01	0.00
Delay/Veh:	23.0	21.2	21.2	113.2	18.8	18.8	12.1	12.0	12.0	12.4	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	21.2	21.2	113.2	18.8	18.8	12.1	12.0	12.0	12.4	12.0	0.0
DesignQueue:	0	27	3	20	22	1	1	0	0	1	0	0

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	44	656	101		413	529	49		48	391	23		86	498	387	
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:	44	656	101		413	529	49		48	391	23		86	498	387	
Added Vol:	-24	0	-24		0	0	0		0	34	-13		-13	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	20	656	77		413	529	49		48	425	10		73	543	387	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	656	77		413	529	49		48	425	10		73	543	387	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	20	656	77		413	529	49		48	425	10		73	543	387	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1698	1602	430		1775	1414	737		930	xxxx	xxxxx		435	xxxx	xxxxx	
Potent Cap.:	74	107	629		65	139	422		744	xxxx	xxxxx		1135	xxxx	xxxxx	
Move Cap.:	0	93	629		0	121	422		744	xxxx	xxxxx		1135	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx		8.2	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	52	705	91	274	808	130	196	595	68	67	581	347
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:	52	705	91	274	808	130	196	595	68	67	581	347
Added Vol:	-19	0	-19	0	0	0	0	76	-30	-30	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	705	72	274	808	130	196	671	38	37	646	347
User Adj:	1.00	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	705	72	274	808	130	196	671	38	37	646	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	33	705	72	274	808	130	196	671	38	37	646	347
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2445	2149	690	2364	1995	820	993	xxxx	xxxxx	709	xxxx	xxxxx
Potent Cap.:	22	49	449	25	61	378	704	xxxx	xxxxx	899	xxxx	xxxxx
Move Cap.:	0	32	449	0	40	378	704	xxxx	xxxxx	899	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Cycle (sec):	86	Critical Vol./Cap. (X):	0.856
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	44.8
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	44	656	101	413	529	49	48	391	23	86	498	387
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:	44	656	101	413	529	49	48	391	23	86	498	387
Added Vol:	-24	0	-24	0	0	0	0	34	-13	-13	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	656	77	413	529	49	48	425	10	73	543	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	656	77	413	529	49	48	425	10	73	543	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	656	77	413	529	49	48	425	10	73	543	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	656	77	413	529	49	48	425	10	73	543	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.89	0.89
Lanes:	1.00	1.79	0.21	1.00	1.83	0.17	1.00	1.95	0.05	1.00	1.17	0.83
Final Sat.:	1805	3179	373	1805	3261	302	1805	3516	83	1805	1977	1409
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.23	0.16	0.16	0.03	0.12	0.12	0.04	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.23	0.23	0.23	0.31	0.31	0.12	0.26	0.26	0.13	0.28	0.28
Volume/Cap:	0.07	0.89	0.89	0.98	0.52	0.52	0.23	0.46	0.46	0.31	0.98	0.98
Delay/Veh:	31.2	43.4	43.4	72.4	24.9	24.9	35.1	26.9	26.9	34.5	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	43.4	43.4	72.4	24.9	24.9	35.1	26.9	26.9	34.5	56.1	56.1
DesignQueue:	1	25	3	16	18	2	2	15	0	3	20	14

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Cycle (sec): 99 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.4
Optimal Cycle: 99 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		20		20		10		20		20		10		20		20		10		20		20	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	52	705		91			274	808		130			196	595		68			67	581		347		
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:	52	705		91			274	808		130			196	595		68			67	581		347		
Added Vol:	-19	0		-19			0	0		0			0	76		-30			-30	65		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	33	705		72			274	808		130			196	671		38			37	646		347		
User Adj:	1.00	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	705		72			274	808		130			196	671		38			37	646		347		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	33	705		72			274	808		130			196	671		38			37	646		347		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	33	705		72			274	808		130			196	671		38			37	646		347		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.94		0.94			0.95	0.93		0.93			0.95	0.94		0.94			0.95	0.90		0.90		
Lanes:	1.00	1.81		0.19			1.00	1.72		0.28			1.00	1.89		0.11			1.00	1.30		0.70		
Final Sat.:	1805	3230		330			1805	3044		490			1805	3389		192			1805	2226		1196		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.22		0.22			0.15	0.27		0.27			0.11	0.20		0.20			0.02	0.29		0.29		
Crit Moves:		****					****						****							****				
Green/Cycle:	0.10	0.25		0.25			0.17	0.32		0.32			0.12	0.30		0.30			0.15	0.33		0.33		
Volume/Cap:	0.18	0.87		0.87			0.87	0.82		0.82			0.87	0.65		0.65			0.13	0.87		0.87		
Delay/Veh:	41.2	45.3		45.3			62.7	36.0		36.0			72.1	31.3		31.3			36.6	38.9		38.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	41.2	45.3		45.3			62.7	36.0		36.0			72.1	31.3		31.3			36.6	38.9		38.9		
DesignQueue:	2	31		3			13	32		5			10	27		2			2	26		14		

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	182	622	97	6	491	106	99	503	166	70	615	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	622	97	6	491	106	99	503	166	70	615	14
Added Vol:	-24	-48	-72	0	-25	0	0	91	-13	-38	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	574	25	6	466	106	99	594	153	32	735	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	574	25	6	466	106	99	594	153	32	735	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	158	574	25	6	466	106	99	594	153	32	735	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1961	1682	671	1974	1751	742	749	xxxx	xxxxx	747	xxxx	xxxxx
Potent Cap.:	48	95	460	47	87	419	869	xxxx	xxxxx	870	xxxx	xxxxx
Move Cap.:	0	81	460	0	73	419	869	xxxx	xxxxx	870	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	229	569	94	195	591	107	87	697	192	140	783	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	569	94	195	591	107	87	697	192	140	783	156
Added Vol:	-19	-37	-56	0	-59	0	0	181	-30	-89	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	532	38	195	532	107	87	878	162	51	934	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	532	38	195	532	107	87	878	162	51	934	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	210	532	38	195	532	107	87	878	162	51	934	156
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2567	2325	959	2532	2328	1012	1090	xxxx	xxxxx	1040	xxxx	xxxxx
Potent Cap.:	18	38	314	19	38	293	648	xxxx	xxxxx	676	xxxx	xxxxx
Move Cap.:	0	30	314	0	30	293	648	xxxx	xxxxx	676	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.571
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	34.0
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	182	622	97	6	491	106	99	503	166	70	615	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	622	97	6	491	106	99	503	166	70	615	14
Added Vol:	-24	-48	-72	0	-25	0	0	91	-13	-38	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	574	25	6	466	106	99	594	153	32	735	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	574	25	6	466	106	99	594	153	32	735	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	574	25	6	466	106	99	594	153	32	735	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
Final Vol.:	158	574	25	6	466	106	99	594	153	32	735	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	1.92	0.08	1.00	1.63	0.37	1.00	1.59	0.41	1.00	1.96	0.04
Final Sat.:	1805	3439	150	1805	2859	650	1805	2782	716	1805	3532	67
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.00	0.16	0.16	0.05	0.21	0.21	0.02	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.36	0.36	0.08	0.29	0.29	0.10	0.38	0.38	0.08	0.36	0.36
Volume/Cap:	0.57	0.47	0.47	0.04	0.57	0.57	0.57	0.57	0.57	0.21	0.57	0.57
Delay/Veh:	50.0	30.2	30.2	50.7	37.4	37.4	56.3	30.1	30.1	52.0	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	30.2	30.2	50.7	37.4	37.4	56.3	30.1	30.1	52.0	31.2	31.2
DesignQueue:	9	26	1	0	23	5	6	26	7	2	33	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Cycle (sec): 115 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	229	569	94	195	591	107	87	697	192	140	783	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	569	94	195	591	107	87	697	192	140	783	156
Added Vol:	-19	-37	-56	0	-59	0	0	181	-30	-89	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	532	38	195	532	107	87	878	162	51	934	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	532	38	195	532	107	87	878	162	51	934	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	532	38	195	532	107	87	878	162	51	934	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	532	38	195	532	107	87	878	162	51	934	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.69	0.31	1.00	1.71	0.29
Final Sat.:	1805	3336	238	1805	2930	589	1805	2978	549	1805	3028	506
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.11	0.18	0.18	0.05	0.29	0.29	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.17	0.17	0.22	0.24	0.24	0.09	0.41	0.41	0.09	0.41	0.41
Volume/Cap:	0.75	0.92	0.92	0.48	0.75	0.75	0.55	0.72	0.72	0.32	0.75	0.75
Delay/Veh:	57.2	65.2	65.2	39.8	44.1	44.1	54.6	30.0	30.0	50.5	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	65.2	65.2	39.8	44.1	44.1	54.6	30.0	30.0	50.5	31.0	31.0
DesignQueue:	12	29	2	10	27	5	5	36	7	3	38	6

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 2.861
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 660.4
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 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	55	578	20	248	770	99	113	758	80	27	661	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	578	20	248	770	99	113	758	80	27	661	224
Added Vol:	36	-24	0	0	-13	28	6	-9	21	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	554	20	248	757	127	119	749	101	27	680	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	554	20	248	757	127	119	749	101	27	680	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	554	20	248	757	127	119	749	101	27	680	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	554	20	248	757	127	119	749	101	27	680	224
Saturation Flow Module:												
Lanes:	0.14	0.83	0.03	0.22	0.67	0.11	0.12	0.78	0.10	0.03	0.73	0.24
Final Sat.:	54	328	12	87	265	44	49	306	41	12	293	96
Capacity Analysis Module:												
Vol/Sat:	1.69	1.69	1.69	2.86	2.86	2.86	2.45	2.45	2.45	2.32	2.32	2.32
Crit Moves:		****			****			****				****
Delay/Veh:	342.3	342	342.3	863.4	863	863.4	677.5	678	677.5	622.9	623	622.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	342.3	342	342.3	863.4	863	863.4	677.5	678	677.5	622.9	623	622.9
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	342.3			863.4			677.5			622.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	342.3			863.4			677.5			622.9		
LOS by Appr:	F			F			F			F		

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 3.622
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 942.5
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 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	126	918	15	495	687	264	258	700	126	32	729	240
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:	126	918	15	495	687	264	258	700	126	32	729	240
Added Vol:	42	-19	0	0	-30	21	42	28	55	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	899	15	495	657	285	300	728	181	32	728	240
User Adj:	1.00	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:	168	899	15	495	657	285	300	728	181	32	728	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	899	15	495	657	285	300	728	181	32	728	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	899	15	495	657	285	300	728	181	32	728	240
Saturation Flow Module:												
Lanes:	0.16	0.83	0.01	0.34	0.46	0.20	0.25	0.60	0.15	0.03	0.73	0.24
Final Sat.:	61	327	5	137	181	79	98	239	59	13	291	96
Capacity Analysis Module:												
Vol/Sat:	2.75	2.75	2.75	3.62	3.62	3.62	3.05	3.05	3.05	2.50	2.50	2.50
Crit Moves:	****				****			****			****	
Delay/Veh:	813.2	813	813.2	1204	1204	1204	948.0	948	948.0	699.8	700	699.8
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:	813.2	813	813.2	1204	1204	1204	948.0	948	948.0	699.8	700	699.8
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	813.2			1204.2			948.0			699.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	813.2			1204.2			948.0			699.8		
LOS by Appr:	F			F			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	72	Critical Vol./Cap. (X):	0.666
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	55	578	20	248	770	99	113	758	80	27	661	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	578	20	248	770	99	113	758	80	27	661	224
Added Vol:	36	-24	0	0	-13	28	6	-9	21	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	554	20	248	757	127	119	749	101	27	680	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	554	20	248	757	127	119	749	101	27	680	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	554	20	248	757	127	119	749	101	27	680	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	554	20	248	757	127	119	749	101	27	680	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.93	0.93	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.93	0.07	2.00	1.71	0.29	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1805	3467	125	3502	3023	507	1805	3124	421	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.07	0.25	0.25	0.07	0.24	0.24	0.01	0.19	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.28	0.28	0.14	0.28	0.28	0.14	0.28	0.28	0.14	0.28	0.28
Volume/Cap:	0.36	0.58	0.58	0.51	0.90	0.90	0.47	0.86	0.86	0.11	0.68	0.50
Delay/Veh:	29.0	23.2	23.2	29.6	36.3	36.3	30.0	32.7	32.7	27.3	25.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	23.2	23.2	29.6	36.3	36.3	30.0	32.7	32.7	27.3	25.0	22.7
DesignQueue:	3	17	1	9	23	4	4	23	3	1	21	7

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	96	Critical Vol./Cap. (X):	0.872
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	42.1
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	126	918	15	495	687	264	258	700	126	32	729	240
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:	126	918	15	495	687	264	258	700	126	32	729	240
Added Vol:	42	-19	0	0	-30	21	42	28	55	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	899	15	495	657	285	300	728	181	32	728	240
User Adj:	1.00	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:	168	899	15	495	657	285	300	728	181	32	728	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	899	15	495	657	285	300	728	181	32	728	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	899	15	495	657	285	300	728	181	32	728	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.91	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.97	0.03	2.00	1.39	0.61	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1805	3544	59	3502	2405	1043	1805	2804	697	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.14	0.27	0.27	0.17	0.26	0.26	0.02	0.20	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.29	0.29	0.16	0.35	0.35	0.19	0.32	0.32	0.10	0.23	0.23
Volume/Cap:	0.89	0.87	0.87	0.87	0.78	0.78	0.87	0.82	0.82	0.17	0.87	0.64
Delay/Veh:	79.9	40.5	40.5	53.1	31.4	31.4	58.5	35.0	35.0	39.6	45.5	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	40.5	40.5	53.1	31.4	31.4	58.5	35.0	35.0	39.6	45.5	37.1
DesignQueue:	8	36	1	23	24	11	14	28	7	2	31	10

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): 125.4 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	820	4	16	1072	17	32	42	4	4	21	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	820	4	16	1072	17	32	42	4	4	21	16
Added Vol:	0	36	0	0	21	-13	-24	-24	0	0	-13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	856	4	16	1093	4	8	18	4	4	8	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	856	4	16	1093	4	8	18	4	4	8	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	856	4	16	1093	4	8	18	4	4	8	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1097	xxxx	xxxxx	860	xxxx	xxxxx	2005	1995	1095	2004	1995	858
Potent Cap.:	644	xxxx	xxxxx	790	xxxx	xxxxx	45	61	262	45	61	359
Move Cap.:	644	xxxx	xxxxx	790	xxxx	xxxxx	38	59	262	33	59	359
Level Of Service Module:												
Stopped Del:	10.6	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	57	xxxxx	xxxx	93	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	125	xxxxx	xxxxx	59.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			125.4			59.2		
ApproachLOS:	*			*			F			F		

Country Club of the Desert
Build-Out Without Project
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): 130.0 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	10	1081	4	14	1003	34	23	21	4	10	37	19
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:	10	1081	4	14	1003	34	23	21	4	10	37	19
Added Vol:	0	42	0	0	55	-30	-19	-19	0	0	-30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1123	4	14	1058	4	4	2	4	10	7	19
User Adj:	1.00	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:	10	1123	4	14	1058	4	4	2	4	10	7	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	1123	4	14	1058	4	4	2	4	10	7	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1062	xxxx	xxxxx	1127	xxxx	xxxxx	2246	2235	1060	2236	2235	1125
Potent Cap.:	664	xxxx	xxxxx	627	xxxx	xxxxx	30	43	275	31	43	252
Move Cap.:	664	xxxx	xxxxx	627	xxxx	xxxxx	24	42	275	28	42	252
Level Of Service Module:												
Stopped Del:	10.4	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	43	xxxxx	xxxx	60	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	112	xxxxx	xxxxx	130	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			112.2			130.0		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 60 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:	15	15	15	15	15	15	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	4	820	4	16	1072	17	32	42	4	4	21	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	820	4	16	1072	17	32	42	4	4	21	16
Added Vol:	0	36	0	0	21	-13	-24	-24	0	0	-13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	856	4	16	1093	4	8	18	4	4	8	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	856	4	16	1093	4	8	18	4	4	8	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	856	4	16	1093	4	8	18	4	4	8	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	856	4	16	1093	4	8	18	4	4	8	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.95	0.95	0.27	0.95	0.95	0.75	0.97	0.97	0.75	0.90	0.90
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	1.00	0.82	0.18	1.00	0.33	0.67
Final Sat.:	359	3590	17	517	3593	13	1423	1513	336	1425	570	1140
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.03	0.30	0.30	0.01	0.01	0.01	0.00	0.01	0.01
Crit Moves:					****						****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.02	0.42	0.42	0.05	0.54	0.54	0.02	0.04	0.04	0.01	0.04	0.04
Delay/Veh:	5.7	7.5	7.5	5.9	8.4	8.4	13.4	13.5	13.5	13.4	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	7.5	7.5	5.9	8.4	8.4	13.4	13.5	13.5	13.4	13.6	13.6
DesignQueue:	0	13	0	0	17	0	0	0	0	0	0	0

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.364
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	60	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:	15	15	15	15	15	15	20	20	20	20	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	1081	4	14	1003	34	23	21	4	10	37	19
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:	10	1081	4	14	1003	34	23	21	4	10	37	19
Added Vol:	0	42	0	0	55	-30	-19	-19	0	0	-30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1123	4	14	1058	4	4	2	4	10	7	19
User Adj:	1.00	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:	10	1123	4	14	1058	4	4	2	4	10	7	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1123	4	14	1058	4	4	2	4	10	7	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	1123	4	14	1058	4	4	2	4	10	7	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.95	0.95	0.18	0.95	0.95	0.75	0.90	0.90	0.76	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	1.00	0.33	0.67	1.00	0.27	0.73
Final Sat.:	380	3594	13	342	3593	14	1419	570	1140	1452	455	1236
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.04	0.29	0.29	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:		****									****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.05	0.55	0.55	0.07	0.52	0.52	0.01	0.01	0.01	0.02	0.05	0.05
Delay/Veh:	5.9	8.5	8.5	6.0	8.2	8.2	13.4	13.4	13.4	13.4	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	8.5	8.5	6.0	8.2	8.2	13.4	13.4	13.4	13.4	13.6	13.6
DesignQueue:	0	18	0	0	17	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	13	757	18	67	1023	88	77	30	40	12	50	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	757	18	67	1023	88	77	30	40	12	50	67
Added Vol:	28	36	0	0	21	0	0	6	6	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	793	18	67	1044	88	77	36	46	12	78	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	793	18	67	1044	88	77	36	46	12	78	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	41	793	18	67	1044	88	77	36	46	12	78	67
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1132	xxxx	xxxxx	811	xxxx	xxxxx	2179	2115	1088	2147	2150	802
Potent Cap.:	625	xxxx	xxxxx	824	xxxx	xxxxx	34	51	265	36	49	387
Move Cap.:	625	xxxx	xxxxx	824	xxxx	xxxxx	0	44	265	8	42	387
Level Of Service Module:												
Stopped Del:	10.8	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	45	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1303	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1302.7		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	8	924	21	151	913	47	67	50	40	21	47	46
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:	8	924	21	151	913	47	67	50	40	21	47	46
Added Vol:	21	42	0	0	55	0	0	42	42	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	966	21	151	968	47	67	92	82	21	68	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	966	21	151	968	47	67	92	82	21	68	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	966	21	151	968	47	67	92	82	21	68	46
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1015	xxxx	xxxxx	987	xxxx	xxxxx	2385	2338	991	2415	2352	977
Potent Cap.:	691	xxxx	xxxxx	708	xxxx	xxxxx	24	37	301	23	36	307
Move Cap.:	691	xxxx	xxxxx	708	xxxx	xxxxx	0	27	301	0	27	307
Level Of Service Module:												
Stopped Del:	10.2	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 120 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	20	20		10	20	20		20	20	20		20	20	20	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	13	757	18		67	1023	88		77	30	40		12	50	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	757	18		67	1023	88		77	30	40		12	50	67	
Added Vol:	28	36	0		0	21	0		0	6	6		0	28	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	793	18		67	1044	88		77	36	46		12	78	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	793	18		67	1044	88		77	36	46		12	78	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	793	18		67	1044	88		77	36	46		12	78	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	41	793	18		67	1044	88		77	36	46		12	78	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.94	0.94		0.61	0.95	0.81		0.74	0.88	0.88	
Lanes:	1.00	1.96	0.04		1.00	1.84	0.16		1.00	1.00	1.00		1.00	1.08	0.92	
Final Sat.:	1805	3519	80		1805	3289	277		1153	1805	1534		1400	1808	1553	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.23		0.04	0.32	0.32		0.07	0.02	0.03		0.01	0.04	0.04	
Crit Moves:	****					****			****							
Green/Cycle:	0.08	0.68	0.68		0.08	0.68	0.68		0.17	0.17	0.17		0.17	0.17	0.17	
Volume/Cap:	0.27	0.33	0.33		0.45	0.47	0.47		0.40	0.12	0.18		0.05	0.26	0.26	
Delay/Veh:	52.6	8.3	8.3		54.5	9.4	9.4		46.0	42.6	43.1		42.1	43.8	43.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.6	8.3	8.3		54.5	9.4	9.4		46.0	42.6	43.1		42.1	43.8	43.8	
DesignQueue:	3	18	0		4	25	2		4	2	3		1	4	4	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.380
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	19.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	8	924	21	151	913	47	67	50	40	21	47	46
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:	8	924	21	151	913	47	67	50	40	21	47	46
Added Vol:	21	42	0	0	55	0	0	42	42	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	966	21	151	968	47	67	92	82	21	68	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	966	21	151	968	47	67	92	82	21	68	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	966	21	151	968	47	67	92	82	21	68	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	966	21	151	968	47	67	92	82	21	68	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.66	0.88	0.88	0.56	0.89	0.89
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	1.00	1.06	0.94	1.00	1.19	0.81
Final Sat.:	1805	3523	77	1805	3419	166	1254	1773	1580	1064	2022	1368
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.08	0.28	0.28	0.05	0.05	0.05	0.02	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.08	0.58	0.58	0.18	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.19	0.47	0.47	0.47	0.42	0.42	0.32	0.31	0.31	0.12	0.20	0.20
Delay/Veh:	51.9	14.7	14.7	45.4	9.0	9.0	44.9	44.3	44.3	42.8	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	14.7	14.7	45.4	9.0	9.0	44.9	44.3	44.3	42.8	43.3	43.3
DesignQueue:	2	29	1	8	23	1	4	5	5	1	4	3

APPENDIX H

CALCULATION OF INTERSECTION LEVEL OF SERVICE -
BUILD-OUT WITH PROJECT

Country Club of the Desert
Build-Out With Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 85.6
Optimal Cycle: 120 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	34	642	362	174	687	112	121	1084	26	310	1288	185
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:	34	642	362	174	687	112	121	1084	26	310	1288	185
Added Vol:	40	64	61	0	85	0	0	0	44	80	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	706	423	174	772	112	121	1084	70	390	1288	185
User Adj:	1.00	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:	74	706	423	174	772	112	121	1084	70	390	1288	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	706	423	174	772	112	121	1084	70	390	1288	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	706	423	174	772	112	121	1084	70	390	1288	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.26	0.10	0.41	0.07	0.07	0.30	0.04	0.22	0.36	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.35	0.35	0.09	0.36	0.36	0.08	0.27	0.27	0.19	0.37	0.37
Volume/Cap:	0.49	1.06	0.74	1.06	1.13	0.19	0.80	1.13	0.16	1.13	0.95	0.31
Delay/Veh:	55.1	89.6	39.5	140.4	114	26.6	80.1	116	34.0	136.9	51.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	89.6	39.5	140.4	114	26.6	80.1	116	34.0	136.9	51.6	26.9
DesignQueue:	5	34	19	11	37	5	8	57	3	22	59	8

Country Club of the Desert
Build-Out With Project
PM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.514
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 227.3
Optimal Cycle: 120 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		20		20		10		20		20		10		15		15		10		15		15	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	84		1056		213		142		1068		124		105		1538		138		314		1484		194	
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:	84		1056		213		142		1068		124		105		1538		138		314		1484		194	
Added Vol:	66		137		121		0		116		0		0		0		58		101		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	150		1193		334		142		1184		124		105		1538		196		415		1484		194	
User Adj:	1.00		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:	150		1193		334		142		1184		124		105		1538		196		415		1484		194	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	150		1193		334		142		1184		124		105		1538		196		415		1484		194	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	150		1193		334		142		1184		124		105		1538		196		415		1484		194	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		1.00		0.85		0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		1900		1615		1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.63		0.21		0.08		0.62		0.08		0.06		0.43		0.12		0.23		0.41		0.12	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.08		0.40		0.40		0.08		0.40		0.40		0.08		0.27		0.27		0.15		0.33		0.33	
Volume/Cap:	1.00		1.57		0.52		0.94		1.56		0.19		0.70		1.57		0.45		1.57		1.23		0.36	
Delay/Veh:	127.5		300		28.0		111.3		295		23.6		67.0		306		37.0		326.2		151		30.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	127.5		300		28.0		111.3		295		23.6		67.0		306		37.0		326.2		151		30.7	
DesignQueue:	9		57		14		9		57		5		7		84		10		25		73		9	

Country Club of the Desert
Build-Out With Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.6
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	34	642	362	174	687	112	121	1084	26	310	1288	185
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:	34	642	362	174	687	112	121	1084	26	310	1288	185
Added Vol:	40	64	61	0	85	0	0	0	44	80	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	706	423	174	772	112	121	1084	70	390	1288	185
User Adj:	1.00	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:	74	706	423	174	772	112	121	1084	70	390	1288	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	706	423	174	772	112	121	1084	70	390	1288	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	706	423	174	772	112	121	1084	70	390	1288	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.26	0.05	0.15	0.07	0.03	0.21	0.04	0.11	0.25	0.11
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.38	0.38	0.08	0.33	0.33	0.08	0.29	0.29	0.15	0.36	0.36
Volume/Cap:	0.16	0.36	0.70	0.60	0.45	0.21	0.41	0.73	0.15	0.73	0.70	0.32
Delay/Veh:	46.4	27.1	35.1	56.4	32.0	29.3	53.2	40.4	32.0	53.4	34.2	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	27.1	35.1	56.4	32.0	29.3	53.2	40.4	32.0	53.4	34.2	28.4
DesignQueue:	4	30	19	11	36	5	7	54	3	23	59	8

Country Club of the Desert
Build-Out With Project
PM Peak Hour

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Jefferson St. (NS) / SR-111 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.8
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	84	1056	213	142	1068	124	105	1538	138	314	1484	194
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:	84	1056	213	142	1068	124	105	1538	138	314	1484	194
Added Vol:	66	137	121	0	116	0	0	0	58	101	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1193	334	142	1184	124	105	1538	196	415	1484	194
User Adj:	1.00	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:	150	1193	334	142	1184	124	105	1538	196	415	1484	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1193	334	142	1184	124	105	1538	196	415	1484	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	1193	334	142	1184	124	105	1538	196	415	1484	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.21	0.04	0.23	0.08	0.03	0.30	0.12	0.12	0.29	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.29	0.29	0.08	0.29	0.29	0.08	0.38	0.38	0.15	0.44	0.44
Volume/Cap:	0.51	0.79	0.71	0.49	0.79	0.26	0.36	0.79	0.32	0.79	0.65	0.27
Delay/Veh:	54.2	42.3	43.3	53.8	42.1	33.1	52.7	35.4	26.9	56.9	26.7	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	42.3	43.3	53.8	42.1	33.1	52.7	35.4	26.9	56.9	26.7	21.3
DesignQueue:	9	60	17	9	59	6	6	69	8	24	59	7

Country Club of the Desert
Build-Out With Project
AM Peak Hour

Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 2.821
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 547.8
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 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	72	814	21	111	767	381	317	351	63	48	405	191
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:	72	814	21	111	767	381	317	351	63	48	405	191
Added Vol:	9	161	30	0	205	10	7	3	4	40	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	975	51	111	972	391	324	354	67	88	410	191
User Adj:	1.00	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:	81	975	51	111	972	391	324	354	67	88	410	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	975	51	111	972	391	324	354	67	88	410	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	975	51	111	972	391	324	354	67	88	410	191
Saturation Flow Module:												
Lanes:	0.08	0.92	1.00	0.10	0.90	1.00	0.48	0.52	1.00	0.18	0.82	1.00
Final Sat.:	29	347	406	39	345	417	177	193	408	67	313	415
Capacity Analysis Module:												
Vol/Sat:	2.81	2.81	0.13	2.82	2.82	0.94	1.83	1.83	0.16	1.31	1.31	0.46
Crit Moves:		****			****			****			****	
Delay/Veh:	840.1	840	12.8	845.7	846	59.1	408.2	408	13.2	183.7	184	18.6
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:	840.1	840	12.8	845.7	846	59.1	408.2	408	13.2	183.7	184	18.6
LOS by Move:	F	F	B	F	F	F	F	F	B	F	F	C
ApproachDel:		802.0			637.0			372.7			138.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		802.0			637.0			372.7			138.0	
LOS by Appr:		F			F			F			F	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	3.967
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	944.2
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 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	76	1025	113	223	1021	427	452	626	105	72	618	144
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:	76	1025	113	223	1021	427	452	626	105	72	618	144
Added Vol:	5	307	60	0	260	30	32	16	8	50	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1332	173	223	1281	457	484	642	113	122	633	144
User Adj:	1.00	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:	81	1332	173	223	1281	457	484	642	113	122	633	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1332	173	223	1281	457	484	642	113	122	633	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	1332	173	223	1281	457	484	642	113	122	633	144
Saturation Flow Module:												
Lanes:	0.06	0.94	1.00	0.15	0.85	1.00	0.43	0.57	1.00	0.16	0.84	1.00
Final Sat.:	21	353	404	56	323	413	156	207	399	60	311	402
Capacity Analysis Module:												
Vol/Sat:	3.78	3.78	0.43	3.97	3.97	1.11	3.10	3.10	0.28	2.04	2.04	0.36
Crit Moves:		****		****				****			****	
Delay/Veh:	1273	1273	18.0	1360	1360	105.7	970.9	971	15.2	497.0	497	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1273	1273	18.0	1360	1360	105.7	970.9	971	15.2	497.0	497	16.5
LOS by Move:	F	F	C	F	F	F	F	F	C	F	F	C
ApproachDel:	1136.0			1067.6			883.7			420.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1136.0			1067.6			883.7			420.0		
LOS by Appr:	F			F			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.513
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	35.0
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	25	25	10	25	25	25	25	25	25	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	72	814	21	111	767	381	317	351	63	48	405	191
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:	72	814	21	111	767	381	317	351	63	48	405	191
Added Vol:	9	161	30	0	205	10	7	3	4	40	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	975	51	111	972	391	324	354	67	88	410	191
User Adj:	1.00	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:	81	975	51	111	972	391	324	354	67	88	410	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	975	51	111	972	391	324	354	67	88	410	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	975	51	111	972	391	324	354	67	88	410	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.90	0.95	0.85	0.90	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.47	1.53	1.00	1.00	2.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	2524	2758	1615	1715	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.03	0.03	0.19	0.24	0.13	0.13	0.04	0.05	0.11	0.12
Crit Moves:		****		****				****			****	
Green/Cycle:	0.12	0.35	0.35	0.08	0.31	0.55	0.24	0.24	0.24	0.22	0.22	0.22
Volume/Cap:	0.19	0.53	0.09	0.38	0.60	0.44	0.53	0.53	0.17	0.23	0.51	0.53
Delay/Veh:	47.3	31.2	26.0	52.9	35.6	16.2	40.1	40.1	36.3	38.3	41.4	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	31.2	26.0	52.9	35.6	16.2	40.1	40.1	36.3	38.3	41.4	42.7
DesignQueue:	5	44	2	7	47	12	17	19	3	5	22	10

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Jefferson St. (NS) / Ave. 50 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.9
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			Ovl			Include			Include		
Min. Green:	10	25	25	10	25	25	25	25	25	25	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	76	1025	113	223	1021	427	452	626	105	72	618	144
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:	76	1025	113	223	1021	427	452	626	105	72	618	144
Added Vol:	5	307	60	0	260	30	32	16	8	50	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1332	173	223	1281	457	484	642	113	122	633	144
User Adj:	1.00	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:	81	1332	173	223	1281	457	484	642	113	122	633	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1332	173	223	1281	457	484	642	113	122	633	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	1332	173	223	1281	457	484	642	113	122	633	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.90	0.95	0.85	0.94	0.94	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.33	1.67	1.00	1.00	2.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	2276	3019	1615	1791	3581	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.11	0.06	0.25	0.28	0.21	0.21	0.07	0.07	0.18	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.32	0.32	0.08	0.32	0.59	0.27	0.27	0.27	0.22	0.22	0.22
Volume/Cap:	0.28	0.79	0.33	0.76	0.76	0.48	0.79	0.79	0.26	0.31	0.79	0.40
Delay/Veh:	52.1	39.5	31.0	65.2	38.4	14.2	43.8	43.8	34.8	38.9	48.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	39.5	31.0	65.2	38.4	14.2	43.8	43.8	34.8	38.9	48.5	40.5
DesignQueue:	5	64	8	14	61	13	25	33	6	6	34	8

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1334	22	90	1472	0	0	0	0	41	0	189
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	1334	22	90	1472	0	0	0	0	41	0	189
Added Vol:	4	167	0	21	97	53	118	9	9	0	4	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1501	22	111	1569	53	118	9	9	41	4	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1501	22	111	1569	53	118	9	9	41	4	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1501	22	111	1569	53	118	9	9	41	4	225
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1622	xxxx	xxxxx	1523	xxxx	xxxxx	3452	3349	1596	3347	3364	1512
Potent Cap.:	407	xxxx	xxxxx	444	xxxx	xxxxx	4	8	133	5	8	149
Move Cap.:	407	xxxx	xxxxx	444	xxxx	xxxxx	-1	6	133	0	6	149
Level Of Service Module:												
Stopped Del:	13.9	xxxx	xxxxx	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	-1	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			-244.3			xxxxxx		
ApproachLOS:	*			*			A			F		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1766	54	189	1538	0	0	0	0	34	0	142
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	1766	54	189	1538	0	0	0	0	34	0	142
Added Vol:	8	194	0	55	252	105	69	5	5	0	8	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1960	54	244	1790	105	69	5	5	34	8	184
User Adj:	1.00	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:	8	1960	54	244	1790	105	69	5	5	34	8	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	1960	54	244	1790	105	69	5	5	34	8	184
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1895	xxxx	xxxxx	2014	xxxx	xxxxx	4430	4361	1843	4339	4386	1987
Potent Cap.:	319	xxxx	xxxxx	287	xxxx	xxxxx	1	2	95	1	2	77
Move Cap.:	319	xxxx	xxxxx	287	xxxx	xxxxx	-0	0	95	0	0	77
Level Of Service Module:												
Stopped Del:	16.3	xxxx	xxxxx	17.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	120	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	25	25	25	25	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	1334	22	90	1472	0	0	0	0	41	0	189
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	1334	22	90	1472	0	0	0	0	41	0	189
Added Vol:	4	167	0	21	97	53	118	9	9	0	4	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1501	22	111	1569	53	118	9	9	41	4	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1501	22	111	1569	53	118	9	9	41	4	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1501	22	111	1569	53	118	9	9	41	4	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	1501	22	111	1569	53	118	9	9	41	4	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.42	0.93	0.93	0.75	0.85	0.85
Lanes:	1.00	2.96	0.04	1.00	2.90	0.10	1.00	0.50	0.50	1.00	0.02	0.98
Final Sat.:	1805	5102	75	1805	4992	169	804	879	879	1433	28	1592
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.06	0.31	0.31	0.15	0.01	0.01	0.03	0.14	0.14
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.57	0.57	0.08	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.03	0.51	0.51	0.74	0.55	0.55	0.55	0.04	0.04	0.11	0.53	0.53
Delay/Veh:	50.6	15.6	15.6	71.1	16.1	16.1	40.6	32.5	32.5	33.2	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	15.6	15.6	71.1	16.1	16.1	40.6	32.5	32.5	33.2	38.7	38.7
DesignQueue:	0	46	1	7	48	2	6	0	0	2	0	11

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 Jefferson St. (NS) / Ave. 53 (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 120 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	25	25	25	25	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	1766	54	189	1538	0	0	0	0	34	0	142
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	1766	54	189	1538	0	0	0	0	34	0	142
Added Vol:	8	194	0	55	252	105	69	5	5	0	8	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1960	54	244	1790	105	69	5	5	34	8	184
User Adj:	1.00	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:	8	1960	54	244	1790	105	69	5	5	34	8	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1960	54	244	1790	105	69	5	5	34	8	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	1960	54	244	1790	105	69	5	5	34	8	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.42	0.93	0.93	0.76	0.86	0.86
Lanes:	1.00	2.92	0.08	1.00	2.83	0.17	1.00	0.50	0.50	1.00	0.04	0.96
Final Sat.:	1805	5028	139	1805	4860	285	798	879	879	1444	68	1559
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.14	0.37	0.37	0.09	0.01	0.01	0.02	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.53	0.53	0.18	0.63	0.63	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.05	0.73	0.73	0.73	0.58	0.58	0.42	0.03	0.03	0.11	0.57	0.57
Delay/Veh:	50.8	22.6	22.6	54.3	13.0	13.0	42.8	37.8	37.8	38.7	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	22.6	22.6	54.3	13.0	13.0	42.8	37.8	37.8	38.7	44.9	44.9
DesignQueue:	0	67	2	14	48	3	4	0	0	2	0	10

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	4.020
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	827.1
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 1	0 1		0 0 1!	0 0		1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	639	60	1042	644	31	5	16	1	84	32	538
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	639	60	1042	644	31	5	16	1	84	32	538
Added Vol:	4	41	0	73	25	8	18	18	9	0	8	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	680	60	1115	669	39	23	34	10	84	40	650
User Adj:	1.00	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:	5	680	60	1115	669	39	23	34	10	84	40	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	680	60	1115	669	39	23	34	10	84	40	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	680	60	1115	669	39	23	34	10	84	40	650
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.61	0.37	0.02	1.00	0.77	0.23	1.00	0.06	0.94
Final Sat.:	435	463	509	277	166	10	368	305	90	436	29	478
Capacity Analysis Module:												
Vol/Sat:	0.01	1.47	0.12	4.02	4.02	4.02	0.06	0.11	0.11	0.19	1.36	1.36
Crit Moves:		****		****				****				****
Delay/Veh:	11.1	243	10.7	1380	1380	1380	13.1	13.0	13.0	12.9	196	195.8
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:	11.1	243	10.7	1380	1380	1380	13.1	13.0	13.0	12.9	196	195.8
LOS by Move:	B	F	B	F	F	F	B	B	B	B	F	F
ApproachDel:		223.0			1380.4			13.0			175.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		223.0			1380.4			13.0			175.9	
LOS by Appr:		F			F			B			F	

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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	3.495
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	754.9
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	1 0	1	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	1019	111	517	828	13	13	5	1	53	5	847
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1019	111	517	828	13	13	5	1	53	5	847
Added Vol:	8	57	0	170	71	16	11	11	5	0	16	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1076	111	687	899	29	24	16	6	53	21	982
User Adj:	1.00	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:	11	1076	111	687	899	29	24	16	6	53	21	982
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1076	111	687	899	29	24	16	6	53	21	982
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1076	111	687	899	29	24	16	6	53	21	982
Saturation Flow Module:												
Lanes:	1.00	1.00	1.00	0.42	0.56	0.02	1.00	0.73	0.27	1.00	0.02	0.98
Final Sat.:	441	469	516	197	257	8	368	288	108	439	11	502
Capacity Analysis Module:												
Vol/Sat:	0.02	2.29	0.21	3.49	3.49	3.49	0.07	0.06	0.06	0.12	1.95	1.95
Crit Moves:		****				****	****					****
Delay/Veh:	11.1	605	11.6	1144	1144	1144	13.2	12.3	12.3	12.0	452	452.4
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:	11.1	605	11.6	1144	1144	1144	13.2	12.3	12.3	12.0	452	452.4
LOS by Move:	B	F	B	F	F	F	B	B	B	B	F	F
ApproachDel:		545.0			1144.1			12.8			430.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		545.0			1144.1			12.8			430.3	
LOS by Appr:		F			F			B			F	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.566
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	120	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			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	20	20	10	20	20	25	25	25	25	25	25
Lanes:	1 0	2	1 0	2 0	2	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	1	639	60	1042	644	31	5	16	1	84	32	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	1	639	60	1042	644	31	5	16	1	84	32	0
Added Vol:	4	41	0	73	25	8	18	18	9	0	8	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	680	60	1115	669	39	23	34	10	84	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	680	60	1115	669	39	23	34	10	84	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	680	60	1115	669	39	23	34	10	84	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	5	680	60	1115	669	39	23	34	10	84	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	0.90	0.90	0.73	0.92	0.92	0.73	0.95	1.00
Lanes:	1.00	2.76	0.24	2.00	2.83	0.17	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1805	4709	416	3502	4862	283	1395	2695	793	1387	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.32	0.14	0.14	0.02	0.01	0.01	0.06	0.01	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.22	0.22	0.49	0.48	0.48	0.21	0.21	0.21	0.21	0.21	0.00
Volume/Cap:	0.01	0.65	0.65	0.65	0.29	0.29	0.08	0.06	0.06	0.29	0.05	0.00
Delay/Veh:	34.9	43.6	43.6	23.5	19.0	19.0	38.4	38.1	38.1	40.6	38.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	43.6	43.6	23.5	19.0	19.0	38.4	38.1	38.1	40.6	38.1	0.0
DesignQueue:	0	36	3	41	24	1	1	2	1	4	2	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Jefferson St. (NS) / Ave. 54 (EW)

Cycle (sec):	64	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	52.0
Optimal Cycle:	64	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			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	20	20	10	20	20	25	25	25	25	25	25
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	3	1019	111	517	828	13	13	5	1	53	5	847
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	3	1019	111	517	828	13	13	5	1	53	5	0
Added Vol:	8	57	0	170	71	16	11	11	5	0	16	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1076	111	687	899	29	24	16	6	53	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1076	111	687	899	29	24	16	6	53	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1076	111	687	899	29	24	16	6	53	21	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	11	1076	111	687	899	29	24	16	6	53	21	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	0.91	0.91	0.75	0.91	0.91	0.75	0.95	1.00
Lanes:	1.00	2.72	0.28	2.00	2.91	0.09	1.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1805	4636	478	3502	5000	161	1425	2518	944	1423	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.20	0.18	0.18	0.02	0.01	0.01	0.04	0.01	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.16	0.31	0.31	0.16	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.00
Volume/Cap:	0.04	0.74	0.74	1.26	0.58	0.58	0.04	0.02	0.02	0.10	0.01	0.00
Delay/Veh:	23.0	21.6	21.6	156.4	19.0	19.0	12.1	12.0	12.0	12.4	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	21.6	21.6	156.4	19.0	19.0	12.1	12.0	12.0	12.4	12.0	0.0
DesignQueue:	0	28	3	22	23	1	1	0	0	1	0	0

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	44	656	101	413	529	49	48	391	23	86	498	387
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:	44	656	101	413	529	49	48	391	23	86	498	387
Added Vol:	0	0	0	0	0	0	0	34	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	656	101	413	529	49	48	425	23	86	543	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	656	101	413	529	49	48	425	23	86	543	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	44	656	101	413	529	49	48	425	23	86	543	387
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1730	1635	437	1820	1453	737	930	xxxx	xxxxx	448	xxxx	xxxxx
Potent Cap.:	70	102	624	61	132	422	744	xxxx	xxxxx	1123	xxxx	xxxxx
Move Cap.:	0	88	624	0	113	422	744	xxxx	xxxxx	1123	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	52	705	91	274	808	130	196	595	68	67	581	347
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:	52	705	91	274	808	130	196	595	68	67	581	347
Added Vol:	0	0	0	0	0	0	0	76	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	705	91	274	808	130	196	671	68	67	646	347
User Adj:	1.00	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:	52	705	91	274	808	130	196	671	68	67	646	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	52	705	91	274	808	130	196	671	68	67	646	347
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2520	2224	705	2449	2084	820	993	xxxx	xxxxx	739	xxxx	xxxxx
Potent Cap.:	19	44	440	22	54	378	704	xxxx	xxxxx	876	xxxx	xxxxx
Move Cap.:	0	28	440	0	34	378	704	xxxx	xxxxx	876	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Country Club of the Desert
Build-Out With Project
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Cycle (sec): 89 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 44.9
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	44	656	101	413	529	49	48	391	23	86	498	387
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:	44	656	101	413	529	49	48	391	23	86	498	387
Added Vol:	0	0	0	0	0	0	0	34	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	656	101	413	529	49	48	425	23	86	543	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	656	101	413	529	49	48	425	23	86	543	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	656	101	413	529	49	48	425	23	86	543	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	656	101	413	529	49	48	425	23	86	543	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	1.73	0.27	1.00	1.83	0.17	1.00	1.90	0.10	1.00	1.17	0.83
Final Sat.:	1805	3066	472	1805	3261	302	1805	3397	184	1805	1977	1409
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.23	0.16	0.16	0.03	0.13	0.13	0.05	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.22	0.22	0.24	0.31	0.31	0.11	0.27	0.27	0.13	0.29	0.29
Volume/Cap:	0.16	0.95	0.95	0.95	0.52	0.52	0.24	0.47	0.47	0.36	0.95	0.95
Delay/Veh:	32.8	55.1	55.1	64.8	25.8	25.8	36.6	27.7	27.7	36.0	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	55.1	55.1	64.8	25.8	25.8	36.6	27.7	27.7	36.0	49.6	49.6
DesignQueue:	2	27	4	16	19	2	2	16	1	4	20	15

Country Club of the Desert
Build-Out With Project
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Madison St. (NS) / Ave. 50 (EW)

Cycle (sec): 103 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	52	705	91	274	808	130	196	595	68	67	581	347
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:	52	705	91	274	808	130	196	595	68	67	581	347
Added Vol:	0	0	0	0	0	0	0	76	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	705	91	274	808	130	196	671	68	67	646	347
User Adj:	1.00	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:	52	705	91	274	808	130	196	671	68	67	646	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	705	91	274	808	130	196	671	68	67	646	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	705	91	274	808	130	196	671	68	67	646	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.90	0.90
Lanes:	1.00	1.77	0.23	1.00	1.72	0.28	1.00	1.82	0.18	1.00	1.30	0.70
Final Sat.:	1805	3143	406	1805	3044	490	1805	3232	328	1805	2226	1196
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.15	0.27	0.27	0.11	0.21	0.21	0.04	0.29	0.29
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.26	0.26	0.17	0.33	0.33	0.12	0.36	0.36	0.10	0.33	0.33
Volume/Cap:	0.30	0.88	0.88	0.88	0.80	0.80	0.88	0.58	0.58	0.38	0.88	0.88
Delay/Veh:	44.2	46.4	46.4	64.8	35.3	35.3	74.3	27.5	27.5	45.0	40.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	46.4	46.4	64.8	35.3	35.3	74.3	27.5	27.5	45.0	40.4	40.4
DesignQueue:	3	32	4	13	33	5	10	26	3	3	27	14

Country Club of the Desert
Build-Out With Project
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	182	622	97	6	491	106	99	503	166	70	615	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	622	97	6	491	106	99	503	166	70	615	14
Added Vol:	0	0	0	0	0	0	0	91	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	622	97	6	491	106	99	594	166	70	735	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	622	97	6	491	106	99	594	166	70	735	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	182	622	97	6	491	106	99	594	166	70	735	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2056	1764	677	2116	1840	742	749	xxxx	xxxxx	760	xxxx	xxxxx
Potent Cap.:	41	85	456	37	76	419	869	xxxx	xxxxx	861	xxxx	xxxxx
Move Cap.:	0	68	456	0	61	419	869	xxxx	xxxxx	861	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Build-Out With Project
PM Peak Hour

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Madison St. (NS) / Ave. 52 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	229	569		94			195	591		107			87	697		192			140	783		156		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	229	569		94			195	591		107			87	697		192			140	783		156		
Added Vol:	0	0		0			0	0		0			0	181		0			0	151		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	229	569		94			195	591		107			87	878		192			140	934		156		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	229	569		94			195	591		107			87	878		192			140	934		156		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	229	569		94			195	591		107			87	878		192			140	934		156		
Critical Gap Module:																								
Critical Gp:	7.1	6.5		6.2			7.1	6.5		6.2			4.1	xxxx		xxxxx			4.1	xxxx		xxxxx		
FollowUpTim:	3.5	4.0		3.3			3.5	4.0		3.3			2.2	xxxx		xxxxx			2.2	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	2789	2518		974			2772	2536		1012			1090	xxxx		xxxxx			1070	xxxx		xxxxx		
Potent Cap.:	12	28		308			13	28		293			648	xxxx		xxxxx			659	xxxx		xxxxx		
Move Cap.:	0	19		308			0	18		293			648	xxxx		xxxxx			659	xxxx		xxxxx		
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			10.6	xxxx		xxxxx			10.5	xxxx		xxxxx		
LOS by Move:	*	*		*			*	*		*			B	*		*			B	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		0	xxxxx			xxxx		0	xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Shrd StpDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	F						F						*						*					

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Madison St. (NS) / Ave. 52 (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 120 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	182	622	97	6	491	106	99	503	166	70	615	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	622	97	6	491	106	99	503	166	70	615	14
Added Vol:	0	0	0	0	0	0	0	91	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	622	97	6	491	106	99	594	166	70	735	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	622	97	6	491	106	99	594	166	70	735	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	622	97	6	491	106	99	594	166	70	735	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
Final Vol.:	182	622	97	6	491	106	99	594	166	70	735	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	1.73	0.27	1.00	1.64	0.36	1.00	1.56	0.44	1.00	1.96	0.04
Final Sat.:	1805	3061	477	1805	2889	624	1805	2728	762	1805	3532	67
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.00	0.17	0.17	0.05	0.22	0.22	0.04	0.21	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.35	0.35	0.08	0.27	0.27	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.62	0.57	0.57	0.04	0.62	0.62	0.66	0.57	0.57	0.47	0.55	0.55
Delay/Veh:	50.8	32.1	32.1	50.7	39.3	39.3	63.6	30.2	30.2	54.7	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	32.1	32.1	50.7	39.3	39.3	63.6	30.2	30.2	54.7	29.7	29.7
DesignQueue:	10	28	4	0	25	5	6	26	7	4	32	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Madison St. (NS) / Ave. 52 (EW)

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.8
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	229	569	94	195	591	107	87	697	192	140	783	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	569	94	195	591	107	87	697	192	140	783	156
Added Vol:	0	0	0	0	0	0	0	181	0	0	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	569	94	195	591	107	87	878	192	140	934	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	569	94	195	591	107	87	878	192	140	934	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	569	94	195	591	107	87	878	192	140	934	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	569	94	195	591	107	87	878	192	140	934	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.72	0.28	1.00	1.69	0.31	1.00	1.64	0.36	1.00	1.71	0.29
Final Sat.:	1805	3033	501	1805	2986	541	1805	2882	630	1805	3028	506
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.11	0.20	0.20	0.05	0.30	0.30	0.08	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.27	0.27	0.15	0.26	0.26	0.08	0.40	0.40	0.08	0.40	0.40
Volume/Cap:	0.78	0.71	0.71	0.71	0.78	0.78	0.58	0.77	0.77	0.93	0.78	0.78
Delay/Veh:	60.2	42.3	42.3	56.3	45.8	45.8	58.5	33.9	33.9	107.6	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	42.3	42.3	56.3	45.8	45.8	58.5	33.9	33.9	107.6	34.2	34.2
DesignQueue:	13	29	5	11	31	6	5	38	8	9	41	7

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Country Club of the Desert
Build-Out With Project
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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 2.923
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 702.4
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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	55	578	20	248	770	99	113	758	80	27	661	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	578	20	248	770	99	113	758	80	27	661	224
Added Vol:	36	0	0	0	0	40	30	40	21	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	578	20	248	770	139	143	798	101	27	705	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	578	20	248	770	139	143	798	101	27	705	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	578	20	248	770	139	143	798	101	27	705	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	578	20	248	770	139	143	798	101	27	705	224
Saturation Flow Module:												
Lanes:	0.13	0.84	0.03	0.21	0.67	0.12	0.14	0.76	0.10	0.03	0.74	0.23
Final Sat.:	52	331	11	85	263	48	54	303	38	11	295	94
Capacity Analysis Module:												
Vol/Sat:	1.75	1.75	1.75	2.92	2.92	2.92	2.63	2.63	2.63	2.39	2.39	2.39
Crit Moves:	****				****			****			****	
Delay/Veh:	368.8	369	368.8	890.9	891	890.9	760.7	761	760.7	651.2	651	651.2
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:	368.8	369	368.8	890.9	891	890.9	760.7	761	760.7	651.2	651	651.2
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	368.8			890.9			760.7			651.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	368.8			890.9			760.7			651.2		
LOS by Appr:	F			F			F			F		

Country Club of the Desert
Build-Out With Project
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Level Of Service Computation Report
1997 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	3.766
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	997.7
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 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	126	918	15	495	687	264	258	700	126	32	729	240
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:	126	918	15	495	687	264	258	700	126	32	729	240
Added Vol:	42	0	0	0	0	50	60	66	55	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	918	15	495	687	314	318	766	181	32	787	240
User Adj:	1.00	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:	168	918	15	495	687	314	318	766	181	32	787	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	918	15	495	687	314	318	766	181	32	787	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	918	15	495	687	314	318	766	181	32	787	240
Saturation Flow Module:												
Lanes:	0.15	0.84	0.01	0.33	0.46	0.21	0.25	0.61	0.14	0.03	0.74	0.23
Final Sat.:	60	328	5	131	182	83	100	240	57	12	297	91
Capacity Analysis Module:												
Vol/Sat:	2.80	2.80	2.80	3.77	3.77	3.77	3.19	3.19	3.19	2.65	2.65	2.65
Crit Moves:		****		****			****				****	
Delay/Veh:	834.8	835	834.8	1269	1269	1269	1012	1012	1012	766.6	767	766.6
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:	834.8	835	834.8	1269	1269	1269	1012	1012	1012	766.6	767	766.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	834.8			1269.1			1012.1			766.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	834.8			1269.1			1012.1			766.6		
LOS by Appr:	F			F			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec):	72	Critical Vol./Cap. (X):	0.699
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	55	578	20	248	770	99	113	758	80	27	661	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	578	20	248	770	99	113	758	80	27	661	224
Added Vol:	36	0	0	0	0	40	30	40	21	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	578	20	248	770	139	143	798	101	27	705	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	578	20	248	770	139	143	798	101	27	705	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	578	20	248	770	139	143	798	101	27	705	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	578	20	248	770	139	143	798	101	27	705	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.93	0.93	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.93	0.07	2.00	1.69	0.31	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1805	3472	120	3502	2988	539	1805	3150	399	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.07	0.26	0.26	0.08	0.25	0.25	0.01	0.20	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.28	0.28	0.14	0.28	0.28	0.14	0.28	0.28	0.14	0.28	0.28
Volume/Cap:	0.36	0.60	0.60	0.51	0.93	0.93	0.57	0.91	0.91	0.11	0.70	0.50
Delay/Veh:	29.0	23.5	23.5	29.6	39.8	39.8	32.1	37.5	37.5	27.3	25.6	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	23.5	23.5	29.6	39.8	39.8	32.1	37.5	37.5	27.3	25.6	22.7
DesignQueue:	3	17	1	9	24	4	5	25	3	1	21	7

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Monroe St. (NS) / Ave. 52 (EW)

Cycle (sec): 103 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	126	918	15	495	687	264	258	700	126	32	729	240
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:	126	918	15	495	687	264	258	700	126	32	729	240
Added Vol:	42	0	0	0	0	50	60	66	55	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	918	15	495	687	314	318	766	181	32	787	240
User Adj:	1.00	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:	168	918	15	495	687	314	318	766	181	32	787	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	918	15	495	687	314	318	766	181	32	787	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	918	15	495	687	314	318	766	181	32	787	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.91	0.91	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.97	0.03	2.00	1.37	0.63	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1805	3545	58	3502	2361	1079	1805	2835	670	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.14	0.29	0.29	0.18	0.27	0.27	0.02	0.22	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.29	0.29	0.16	0.35	0.35	0.20	0.34	0.34	0.10	0.24	0.24
Volume/Cap:	0.96	0.90	0.90	0.90	0.84	0.84	0.90	0.79	0.79	0.18	0.90	0.61
Delay/Veh:	102.0	45.8	45.8	60.2	36.1	36.1	65.1	34.3	34.3	43.2	49.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.0	45.8	45.8	60.2	36.1	36.1	65.1	34.3	34.3	43.2	49.9	37.6
DesignQueue:	9	40	1	25	28	13	15	31	7	2	36	11

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

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Average Delay (sec/veh): 588.5 Worst Case Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	820	4	16	1072	17	32	42	4	4	21	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	820	4	16	1072	17	32	42	4	4	21	16
Added Vol:	0	36	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	856	4	16	1093	17	32	42	4	4	21	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	856	4	16	1093	17	32	42	4	4	21	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	856	4	16	1093	17	32	42	4	4	21	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1110	xxxx	xxxxx	860	xxxx	xxxxx	2018	2002	1102	2023	2008	858
Potent Cap.:	637	xxxx	xxxxx	790	xxxx	xxxxx	44	60	260	44	60	359
Move Cap.:	637	xxxx	xxxxx	790	xxxx	xxxxx	30	59	260	18	58	359
Level Of Service Module:												
Stopped Del:	10.7	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	43	xxxxx	xxxx	65	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	589	xxxxx	xxxxx	128	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			588.5			127.6		
ApproachLOS:	*			*			F			F		

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Build-Out With Project
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

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Average Delay (sec/veh): 2852.7 Worst Case Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	10	1081	4	14	1003	34	23	21	4	10	37	19
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:	10	1081	4	14	1003	34	23	21	4	10	37	19
Added Vol:	0	42	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1123	4	14	1058	34	23	21	4	10	37	19
User Adj:	1.00	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:	10	1123	4	14	1058	34	23	21	4	10	37	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	1123	4	14	1058	34	23	21	4	10	37	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1092	xxxx	xxxxx	1127	xxxx	xxxxx	2276	2250	1075	2261	2265	1125
Potent Cap.:	647	xxxx	xxxxx	627	xxxx	xxxxx	29	42	269	29	41	252
Move Cap.:	647	xxxx	xxxxx	627	xxxx	xxxxx	5	41	269	17	40	252
Level Of Service Module:												
Stopped Del:	10.6	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	9	xxxxx	xxxx	41	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2853	xxxxx	xxxxx	515	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			2852.7			514.5		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 60 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:	15	15	15	15	15	15	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	4	820	4	16	1072	17	32	42	4	4	21	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	820	4	16	1072	17	32	42	4	4	21	16
Added Vol:	0	36	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	856	4	16	1093	17	32	42	4	4	21	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	856	4	16	1093	17	32	42	4	4	21	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	856	4	16	1093	17	32	42	4	4	21	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	856	4	16	1093	17	32	42	4	4	21	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.95	0.95	0.27	0.95	0.95	0.74	0.99	0.99	0.73	0.94	0.94
Lanes:	1.00	1.99	0.01	1.00	1.97	0.03	1.00	0.91	0.09	1.00	0.57	0.43
Final Sat.:	352	3590	17	517	3548	55	1402	1712	163	1387	1008	768
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.03	0.31	0.31	0.02	0.02	0.02	0.00	0.02	0.02
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.02	0.42	0.42	0.05	0.54	0.54	0.07	0.07	0.07	0.01	0.06	0.06
Delay/Veh:	5.7	7.5	7.5	5.9	8.4	8.4	13.7	13.7	13.7	13.4	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	7.5	7.5	5.9	8.4	8.4	13.7	13.7	13.7	13.4	13.7	13.7
DesignQueue:	0	13	0	0	17	0	1	1	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Monroe St. (NS) / Ave. 53 (EW)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.382
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	60	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:	15	15	15	15	15	15	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	10	1081	4	14	1003	34	23	21	4	10	37	19
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:	10	1081	4	14	1003	34	23	21	4	10	37	19
Added Vol:	0	42	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1123	4	14	1058	34	23	21	4	10	37	19
User Adj:	1.00	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:	10	1123	4	14	1058	34	23	21	4	10	37	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1123	4	14	1058	34	23	21	4	10	37	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	1123	4	14	1058	34	23	21	4	10	37	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.95	0.95	0.18	0.95	0.95	0.72	0.98	0.98	0.75	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	1.00	0.84	0.16	1.00	0.66	0.34
Final Sat.:	363	3594	13	342	3480	112	1374	1558	297	1421	1191	612
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.04	0.30	0.30	0.02	0.01	0.01	0.01	0.03	0.03
Crit Moves:		****									****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.05	0.55	0.55	0.07	0.54	0.54	0.05	0.04	0.04	0.02	0.09	0.09
Delay/Veh:	5.9	8.5	8.5	6.0	8.4	8.4	13.6	13.5	13.5	13.4	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	8.5	8.5	6.0	8.4	8.4	13.6	13.5	13.5	13.4	13.8	13.8
DesignQueue:	0	18	0	0	17	1	1	0	0	0	1	0

Country Club of the Desert
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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	13	757	18	67	1023	88	77	30	40	12	50	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	757	18	67	1023	88	77	30	40	12	50	67
Added Vol:	40	36	0	0	21	0	0	30	30	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	793	18	67	1044	88	77	60	70	12	90	67
User Adj:	1.00	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:	53	793	18	67	1044	88	77	60	70	12	90	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	53	793	18	67	1044	88	77	60	70	12	90	67
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1132	xxxx	xxxxx	811	xxxx	xxxxx	2209	2139	1088	2195	2174	802
Potent Cap.:	625	xxxx	xxxxx	824	xxxx	xxxxx	32	50	265	33	47	387
Move Cap.:	625	xxxx	xxxxx	824	xxxx	xxxxx	0	41	265	0	39	387
Level Of Service Module:												
Stopped Del:	10.8	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Average Delay (sec/veh): OVERFLOW Worst Case 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	8	924		21			151	913		47			67	50		40			21	47		46		
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:	8	924		21			151	913		47			67	50		40			21	47		46		
Added Vol:	50	42		0			0	55		0			0	60		60			0	50		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	58	966		21			151	968		47			67	110		100			21	97		46		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	58	966		21			151	968		47			67	110		100			21	97		46		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Final Vol.:	58	966		21			151	968		47			67	110		100			21	97		46		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	1015	xxxx	xxxxx				987	xxxx	xxxxx				2458	2397		991			2491	2410		977		
Potent Cap.:	691	xxxx	xxxxx				708	xxxx	xxxxx				21	34		301			20	33		307		
Move Cap.:	691	xxxx	xxxxx				708	xxxx	xxxxx				0	24		301			0	23		307		
Level Of Service Module:																								
Stopped Del:	10.2	xxxx	xxxxx				10.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*				B	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	0	xxxxx				xxxx	0	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						F						F					

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	0.449
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	757	18	67	1023	88	77	30	40	12	50	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	757	18	67	1023	88	77	30	40	12	50	67
Added Vol:	40	36	0	0	21	0	0	30	30	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	793	18	67	1044	88	77	60	70	12	90	67
User Adj:	1.00	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:	53	793	18	67	1044	88	77	60	70	12	90	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	793	18	67	1044	88	77	60	70	12	90	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	793	18	67	1044	88	77	60	70	12	90	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.59	0.95	0.81	0.69	0.89	0.89
Lanes:	1.00	1.96	0.04	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.15	0.85
Final Sat.:	1805	3519	80	1805	3289	277	1117	1805	1534	1319	1937	1442
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.04	0.32	0.32	0.07	0.03	0.05	0.01	0.05	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.68	0.68	0.08	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.35	0.33	0.33	0.45	0.47	0.47	0.41	0.20	0.27	0.05	0.28	0.28
Delay/Veh:	53.4	8.3	8.3	54.5	9.4	9.4	46.2	43.3	44.0	42.2	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	8.3	8.3	54.5	9.4	9.4	46.2	43.3	44.0	42.2	44.0	44.0
DesignQueue:	3	18	0	4	25	2	4	3	4	1	5	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #14 Monroe St. (NS) / Ave. 54 (EW)

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 120 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10		20	20	10		20	20	20		20	20	20		20	20
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	8	924		21	151	913		47	67		50	40	21		47	46
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:	8	924		21	151	913		47	67		50	40	21		47	46
Added Vol:	50	42		0	0	55		0	0		60	60	0		50	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	58	966		21	151	968		47	67		110	100	21		97	46
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	58	966		21	151	968		47	67		110	100	21		97	46
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	58	966		21	151	968		47	67		110	100	21		97	46
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	58	966		21	151	968		47	67		110	100	21		97	46
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	0.95		0.95	0.95	0.94		0.94	0.61		0.88	0.88	0.50		0.90	0.90
Lanes:	1.00	1.96		0.04	1.00	1.91		0.09	1.00		1.05	0.95	1.00		1.36	0.64
Final Sat.:	1805	3523		77	1805	3419		166	1161		1757	1597	958		2331	1106
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27		0.27	0.08	0.28		0.28	0.06		0.06	0.06	0.02		0.04	0.04
Crit Moves:	****					****					****					
Green/Cycle:	0.08	0.58		0.58	0.18	0.68		0.68	0.17		0.17	0.17	0.17		0.17	0.17
Volume/Cap:	0.39	0.47		0.47	0.47	0.42		0.42	0.35		0.38	0.38	0.13		0.25	0.25
Delay/Veh:	53.7	14.7		14.7	45.4	9.0		9.0	45.3		44.9	44.9	43.0		43.7	43.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	53.7	14.7		14.7	45.4	9.0		9.0	45.3		44.9	44.9	43.0		43.7	43.7
DesignQueue:	4	29		1	8	23		1	4		6	6	1		5	3

****

APPENDIX 4.7

Air Quality Data

Table: 1
SUMMARY OF ESTIMATED DAILY OPERATION-RELATED EMISSIONS

Project Name: Country Club of the Desert

Land Use		Emissions in Pounds per Day				
		CO	VOC	NO_x	SO_x	PM_{10}
Custom Homes	Vehicular Sources	101.4	19.1	28.1	1.9	124.5
	Stationary Area Sources	2.7	5.0	4.7	0.0	0.0
	Subtotals	104.1	24.1	32.8	1.9	124.5
Single Family Det	Vehicular Sources	145.0	27.3	40.1	2.8	178.2
	Stationary Area Sources	3.9	7.2	6.8	0.0	0.0
	Subtotals	148.9	34.5	46.9	2.8	178.2
Villas	Vehicular Sources	56.6	10.7	15.7	1.1	69.5
	Stationary Area Sources	1.5	2.8	2.6	0.0	0.0
	Subtotals	58.1	13.5	18.3	1.1	69.5
Casitas	Vehicular Sources	4.9	1.1	1.4	0.1	6.0
	Stationary Area Sources	0.2	0.4	0.2	0.0	0.0
	Subtotals	5.1	1.5	1.6	0.1	6.0
Golf Course	Vehicular Sources	68.3	9.7	17.4	1.2	79.3
	Stationary Area Sources	0.3	0.3	0.2	0.0	0.0
	Subtotals	68.6	10.0	17.5	1.2	79.4
Project Totals	Vehicular Sources	376.2	67.9	102.6	7.1	457.6
	Stationary Area Sources	8.6	15.7	14.5	0.0	0.0
TOTALS		384.7	83.6	117.1	7.1	457.6
SCAQMD Thresholds (lbs/day)		550.0	55.0	55.0	150.0	150.0
Project's Significance (Yes or No)		NO	YES	YES	NO	YES

Table: 2
EMISSIONS FROM ON-ROAD VEHICLE TRAVEL

Project Name: Country Club of the Desert

Analysis Year: 2005
EMFAC7 Model: EMFAC7G
Project County Location:
- Los Angeles: X
- Orange:
- Riverside X
- San Bernardino

Temperature:
- Winter (CO): 60
- Summer (VOC): 85
- Summer (NO_x): 100

URBEMIS Analysis Methodology:
- Updated: X

Entrained Roadway Dust:
- Calculate: X

Ref No.	Land Use	Res/ Non-Res	Units/ 1000 SF	ADT Rates	NOV Rates	Trips per	ADT	% Pass-By	% Diverted	% Internal	New Trips	Res. NOV	% Work Trips	% Truck Trips
34	Custom Homes	R	267	9.57	1.52	Unit	2,555	0%	0%	0%	2,555	407	0.0%	0.4%
34	Single Family Detached	R	382	9.57	1.52	Unit	3,656	0%	0%	0%	3,656	582	0.0%	0.4%
34	Villas	R	149	9.57	1.52	Unit	1,426	0%	0%	0%	1,426	227	0.0%	0.4%
46	Casitas	R	21	5.86	1.71	Unit	123	0%	0%	0%	123	36	0.0%	0.9%
91	Golf Course	N	54	35.74	0.00	Holes	1,930	0%	0%	0%	1,930	0	3.0%	0.4%
0														
0														
0														
0														
0														
0														
0														

Trip Types	Residential			Non-Residential			
	Home to Work	Home to Shop	Home to Other	Work	Non-Work	Pass-By	Diverted
Trip Length (miles)	11.50	4.87	6.02	10.30	5.50	0.01	0.50
Trip Speeds	35.0	40.0	40.0	35.0	35.0	10.0	35.0
Percent Trip	20.0%	37.0%	43.0%				

Vehicle Fleetmix	% Type	Catalyst	Non-Cat	Diesel
Passenger Vehicles				
Automobiles	83.3%	98.7%	1.0%	0.3%
Light-Duty Trucks	11.1%	99.7%	0.0%	0.4%
Urban Buses	2.2%	-	-	100.0%
Motorcycles	3.3%	-	100.0%	-
Trucks				
Medium-Duty Trucks	30.0%	100.0%	0.1%	-
Light Heavy-Duty Trucks	10.0%	44.3%	5.8%	50.0%
Medium Heavy-Duty Trucks	10.0%	40.9%	9.2%	50.0%
Heavy Heavy-Duty Trucks	50.0%	-	-	100.0%

Project Vehicular Emissions in Pounds per Day		Motor Vehicle Emissions					Entrained Roadway
	Vehicle Miles	CO	VOC	NO_x	SO_x	PM_{10}	PM_{10}
Custom Homes	17,095	101.4	19.1	28.1	1.9	0.8	123.7
Single Family Detached	24,459	145.0	27.3	40.1	2.8	1.1	177.0
Villas	9,540	56.6	10.7	15.7	1.1	0.4	69.1
Casitas	823	4.9	1.1	1.4	0.1	0.0	6.0
Golf Course	10,893	68.3	9.7	17.4	1.2	0.5	78.8
TOTALS	62,810	376.2	67.9	102.6	7.1	2.9	454.6

Table: 3

EMISSIONS FROM STATIONARY AREA SOURCES

(SCAQMD CEQA Air Quality Handbook Tables A9-11 and A9-12)

Project Name: Country Club of the Desert

Ref No.		Code	Units/ SF	Units/ Bldgs.	cf/Month	Water/Space Heating Emissions in Pounds/Day					Landscape Maint. Emissions in Pounds/Day					Consumer Prod
						CO	VOC	NO_x	SO_x	PM_{10}	CO	VOC	NO_x	SO_x	PM_{10}	VOC
34	Custom Homes	1	267	267	1,779,555	1.2	0.3	4.7	0.0	0.0	1.5	0.1	0.0	0.0	0.0	4.6
34	Single Family Detached	1	382	382	2,546,030	1.7	0.4	6.7	0.0	0.0	2.2	0.2	0.1	0.0	0.0	6.5
34	Villas	1	149	149	993,085	0.7	0.2	2.6	0.0	0.0	0.9	0.1	0.0	0.0	0.0	2.5
46	Casitas	3	21	21	82,278	0.1	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.4
91	Golf Course	5	10,000	10	29,000	0.0	0.0	0.1	0.0	0.0	0.3	0.3	0.1	0.0	0.0	0.0
0																
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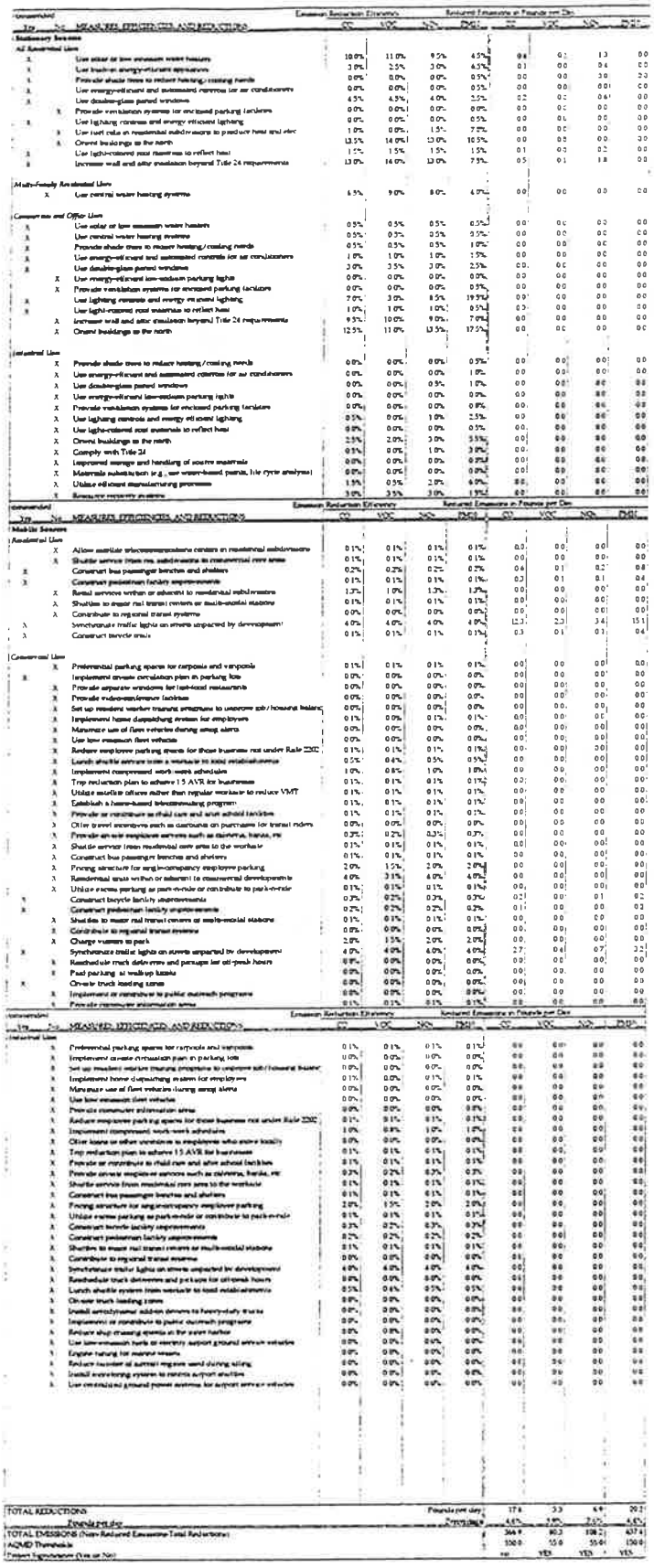
TOTALS					5,429,948	3.6	0.9	14.3	0.0	0.0	5.0	0.8	0.2	0.0	0.0	14.0

Conversion Factors

Land Use Type	Code	Natural Gas Consumption Conversion Factors	
			Useage Factor
Residential			
Single Family	1	Cubic Feet/Unit/Month	6,665.0
Multi-Family (<5)	2	Cubic Feet/Unit/Month	4,105.0
Multi-Family (5+)	3	Cubic Feet/Unit/Month	3,918.0
Food Store	4	Cubic Feet/Square Foot/Month	2.9
Restaurant	5	Cubic Feet/Square Foot/Month	2.9
Hospitals	6	Cubic Feet/Square Foot/Month	4.8
Retail	7	Cubic Feet/Square Foot/Month	2.9
College/University	8	Cubic Feet/Square Foot/Month	2.0
High School	9	Cubic Feet/Square Foot/Month	2.0
Elementary School	10	Cubic Feet/Square Foot/Month	2.0
Office	11	Cubic Feet/Square Foot/Month	2.0
Hotel/Motel	12	Cubic Feet/Square Foot/Month	4.8
Warehouse	13	Cubic Feet/Square Foot/Month	2.0
Miscellaneous	14	Cubic Feet/Customer/Month	241,611.0

Emission Factors for Each Criteria Pollutant from Space and Water Heating, Landscape Maintenance, and Consumer Products

Emission Factors	Water/Space Heating Emission Factors					Landscape Maint. Emission Factors					Consumer Prod.
	CO	VOC	NO_x	SO_x	PM_{10}	CO	VOC	NO_x	SO_x	PM_{10}	VOC
Residential Uses	20.0	5.3	80.0	0.0	0.2	0.00576	0.00054	0.00014	0.0	0.00001	0.0171
Nonresidential Uses	20.0	5.3	120.0	0.0	0.2	0.0276	0.0315	0.005	0.0	0.00037	0.0



BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS

Project Title:	City of La Quinta Project
Intersection:	4. Jefferson St. (NS)/50th Avenue (EW)
Analysis Condition:	Existing Traffic Volumes
Nearest Air Monitoring Station measuring CO:	Indio
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	1.8
Persistence Factor:	0.6
Analysis Year:	2000

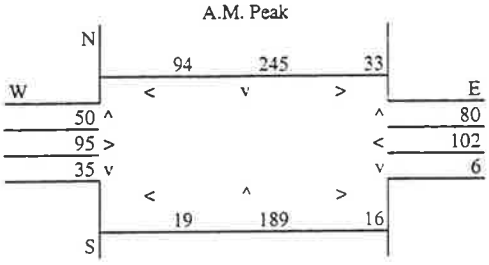
		Roadway Type	No. of Lanes	Average Cruise Speed A.M.	Average Cruise Speed P.M.
North-South Roadway:	Jefferson Street	At Grade	4	45	45
East-West Roadway:	50th Avenue	At Grade	4	45	45

EMFAC7G COMPOSITE EMISSION FACTORS FOR CO

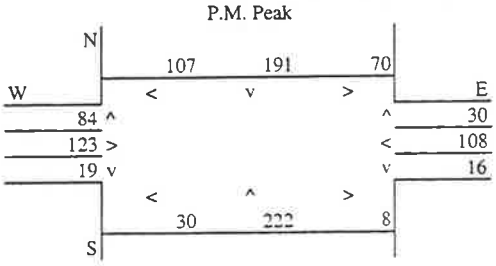
	Average Speed (miles per hour)									
Year	10	15	20	25	30	35	40	45	50	55
1998	24.84	16.74	12.71	10.30	8.67	7.50	6.65	6.07	5.78	5.88
1999	22.93	15.46	11.73	9.50	8.00	6.93	6.14	5.61	5.35	5.46
2000	21.02	14.17	10.75	8.70	7.33	6.35	5.63	5.15	4.92	5.03
2001	19.63	13.24	10.04	8.13	6.85	5.93	5.27	4.82	4.62	4.73
2002	18.24	12.31	9.33	7.55	6.36	5.52	4.90	4.50	4.32	4.43
2003	16.86	11.37	8.63	6.98	5.88	5.10	4.54	4.17	4.01	4.14
2004	15.47	10.44	7.92	6.40	5.39	4.69	4.17	3.85	3.71	3.84
2005	14.08	9.51	7.21	5.83	4.91	4.27	3.81	3.52	3.41	3.54
2010	10.78	7.30	5.52	4.46	3.77	3.28	2.95	2.75	2.69	2.83

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	691	N-S Road	704
E-W Road	395	E-W Road	471

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 50 Feet	100 Feet	300 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	691	*	5.15	÷	100,000
E-W Road	2.2	1.7	1.1	*	395	*	5.15	÷	100,000
P.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	704	*	5.15	÷	100,000
E-W Road	2.2	1.7	1.1	*	471	*	5.15	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	3.2	3.2	1.9
100 Feet from Roadway Edge	3.2	3.2	1.9
300 Feet from Roadway Edge	3.1	3.1	1.9

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS

Project Title:	City of La Quinta Project
Intersection:	7. Jefferson St. (NS)/54th Avenue (EW)
Analysis Condition:	Existing Traffic Volumes
Nearest Air Monitoring Station measuring CO:	Indio
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	1.8
Persistence Factor:	0.6
Analysis Year:	2000

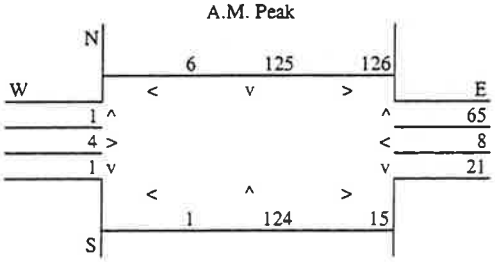
		Roadway Type	No. of Lanes	Average Cruise Speed A.M.	Average Cruise Speed P.M.
North-South Roadway:	Jefferson Street	At Grade	4	45	45
East-West Roadway:	54th Avenue	At Grade	4	45	45

EMFAC7G COMPOSITE EMISSION FACTORS FOR CO

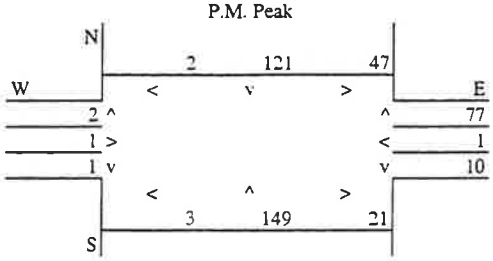
	Average Speed (miles per hour)									
Year	10	15	20	25	30	35	40	45	50	55
1998	24.84	16.74	12.71	10.30	8.67	7.50	6.65	6.07	5.78	5.88
1999	22.93	15.46	11.73	9.50	8.00	6.93	6.14	5.61	5.35	5.46
2000	21.02	14.17	10.75	8.70	7.33	6.35	5.63	5.15	4.92	5.03
2001	19.63	13.24	10.04	8.13	6.85	5.93	5.27	4.82	4.62	4.73
2002	18.24	12.31	9.33	7.55	6.36	5.52	4.90	4.50	4.32	4.43
2003	16.86	11.37	8.63	6.98	5.88	5.10	4.54	4.17	4.01	4.14
2004	15.47	10.44	7.92	6.40	5.39	4.69	4.17	3.85	3.71	3.84
2005	14.08	9.51	7.21	5.83	4.91	4.27	3.81	3.52	3.41	3.54
2010	10.78	7.30	5.52	4.46	3.77	3.28	2.95	2.75	2.69	2.83

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	447	N-S Road	398
E-W Road	239	E-W Road	157

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 50 Feet	100 Feet	300 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	447	*	5.15	÷	100,000
E-W Road	2.2	1.7	1.1	*	239	*	5.15	÷	100,000
P.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	398	*	5.15	÷	100,000
E-W Road	2.2	1.7	1.1	*	157	*	5.15	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	3.2	3.1	1.9
100 Feet from Roadway Edge	3.1	3.1	1.9
300 Feet from Roadway Edge	3.1	3.0	1.8

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS

Project Title:	City of La Quinta Project
Intersection:	8. Madison St. (NS)/50th Avenue (EW)
Analysis Condition:	Existing Traffic Volumes
Nearest Air Monitoring Station measuring CO:	Indio
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	1.8
Persistence Factor:	0.6
Analysis Year:	2000

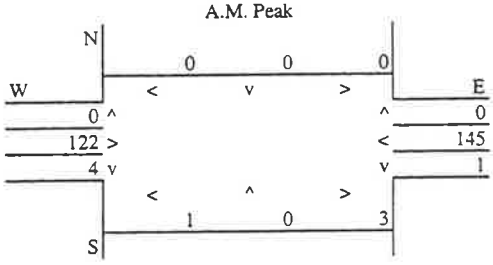
		Roadway Type	No. of Lanes	Average Cruise Speed A.M	Average Cruise Speed P.M
North-South Roadway:	Madison Street	At Grade	2	45	45
East-West Roadway:	50th Avenue	At Grade	2	45	45

EMFAC7G COMPOSITE EMISSION FACTORS FOR CO

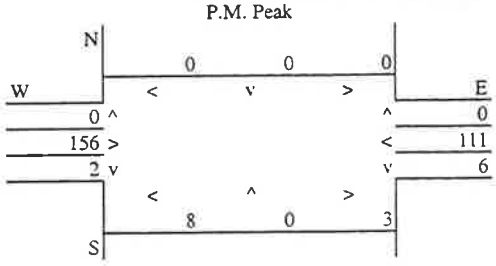
	Average Speed (miles per hour)									
Year	10	15	20	25	30	35	40	45	50	55
1998	24.84	16.74	12.71	10.30	8.67	7.50	6.65	6.07	5.78	5.88
1999	22.93	15.46	11.73	9.50	8.00	6.93	6.14	5.61	5.35	5.46
2000	21.02	14.17	10.75	8.70	7.33	6.35	5.63	5.15	4.92	5.03
2001	19.63	13.24	10.04	8.13	6.85	5.93	5.27	4.82	4.62	4.73
2002	18.24	12.31	9.33	7.55	6.36	5.52	4.90	4.50	4.32	4.43
2003	16.86	11.37	8.63	6.98	5.88	5.10	4.54	4.17	4.01	4.14
2004	15.47	10.44	7.92	6.40	5.39	4.69	4.17	3.85	3.71	3.84
2005	14.08	9.51	7.21	5.83	4.91	4.27	3.81	3.52	3.41	3.54
2010	10.78	7.30	5.52	4.46	3.77	3.28	2.95	2.75	2.69	2.83

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	9	N-S Road	19
E-W Road	272	E-W Road	277

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 50 Feet	100 Feet	300 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	2.2	1.7	1.0	*	9	*	5.15	÷	100,000
E-W Road	5.7	4.0	1.7	*	272	*	5.15	÷	100,000
P.M. Peak Hour									
N-S Road	2.2	1.7	1.0	*	19	*	5.15	÷	100,000
E-W Road	5.7	4.0	1.7	*	277	*	5.15	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	3.1	3.1	1.9
100 Feet from Roadway Edge	3.1	3.1	1.8
300 Feet from Roadway Edge	3.0	3.0	1.8

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS

Project Title:	City of La Quinta Project
Intersection:	4. Jefferson St. (NS)/50th Avenue (EW)
Analysis Condition:	Year 2005 Traffic Volumes With Project
Nearest Air Monitoring Station measuring CO:	Indio
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	1.8
Persistence Factor:	0.6
Analysis Year:	2005

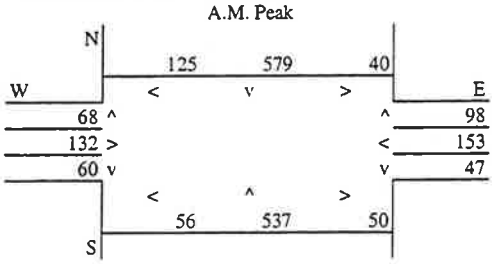
		Roadway Type	No. of Lanes	Average Cruise Speed A.M.	P.M.
North-South Roadway:	Jefferson Street	At Grade	4	45	45
East-West Roadway:	50th Avenue	At Grade	4	45	45

EMFAC7G COMPOSITE EMISSION FACTORS FOR CO

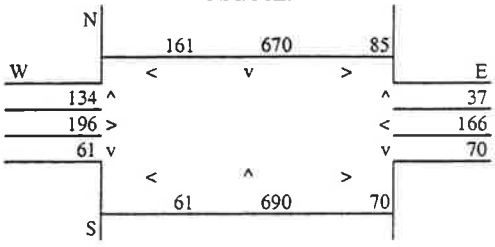
	Average Speed (miles per hour)									
Year	10	15	20	25	30	35	40	45	50	55
1998	24.84	16.74	12.71	10.30	8.67	7.50	6.65	6.07	5.78	5.88
1999	22.93	15.46	11.73	9.50	8.00	6.93	6.14	5.61	5.35	5.46
2000	21.02	14.17	10.75	8.70	7.33	6.35	5.63	5.15	4.92	5.03
2001	19.63	13.24	10.04	8.13	6.85	5.93	5.27	4.82	4.62	4.73
2002	18.24	12.31	9.33	7.55	6.36	5.52	4.90	4.50	4.32	4.43
2003	16.86	11.37	8.63	6.98	5.88	5.10	4.54	4.17	4.01	4.14
2004	15.47	10.44	7.92	6.40	5.39	4.69	4.17	3.85	3.71	3.84
2005	14.08	9.51	7.21	5.83	4.91	4.27	3.81	3.52	3.41	3.54
2010	10.78	7.30	5.52	4.46	3.77	3.28	2.95	2.75	2.69	2.83

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,447	N-S Road	1,777
E-W Road	594	E-W Road	779

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 50 Feet	100 Feet	300 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	1,447	*	3.52	÷	100,000
E-W Road	2.2	1.7	1.1	*	594	*	3.52	÷	100,000
P.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	1,777	*	3.52	÷	100,000
E-W Road	2.2	1.7	1.1	*	779	*	3.52	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	3.3	3.4	2.0
100 Feet from Roadway Edge	3.2	3.3	2.0
300 Feet from Roadway Edge	3.1	3.1	1.9

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS

Project Title:	City of La Quinta Project
Intersection:	7. Jefferson St. (NS)/54th Avenue (EW)
Analysis Condition:	Year 2005 Traffic Volumes With Project
Nearest Air Monitoring Station measuring CO:	Indio
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	1.8
Persistence Factor:	0.6
Analysis Year:	2005

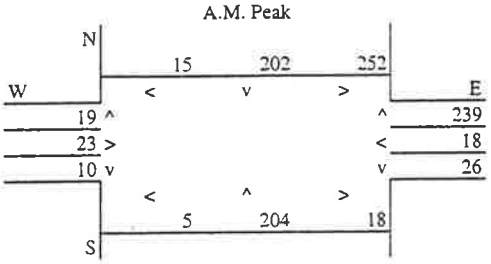
		Roadway Type	No. of Lanes	Average Cruise Speed A.M.	Average Cruise Speed P.M.
North-South Roadway:	Jefferson Street	At Grade	4	45	45
East-West Roadway:	54th Avenue	At Grade	4	45	45

EMFAC7G COMPOSITE EMISSION FACTORS FOR CO

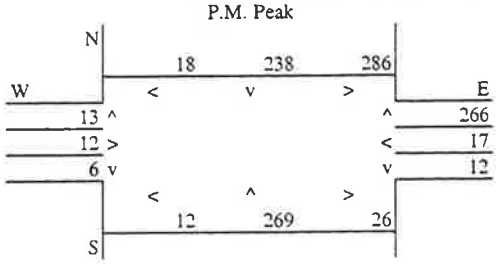
	Average Speed (miles per hour)									
Year	10	15	20	25	30	35	40	45	50	55
1998	24.84	16.74	12.71	10.30	8.67	7.50	6.65	6.07	5.78	5.88
1999	22.93	15.46	11.73	9.50	8.00	6.93	6.14	5.61	5.35	5.46
2000	21.02	14.17	10.75	8.70	7.33	6.35	5.63	5.15	4.92	5.03
2001	19.63	13.24	10.04	8.13	6.85	5.93	5.27	4.82	4.62	4.73
2002	18.24	12.31	9.33	7.55	6.36	5.52	4.90	4.50	4.32	4.43
2003	16.86	11.37	8.63	6.98	5.88	5.10	4.54	4.17	4.01	4.14
2004	15.47	10.44	7.92	6.40	5.39	4.69	4.17	3.85	3.71	3.84
2005	14.08	9.51	7.21	5.83	4.91	4.27	3.81	3.52	3.41	3.54
2010	10.78	7.30	5.52	4.46	3.77	3.28	2.95	2.75	2.69	2.83

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	931	N-S Road	1,090
E-W Road	576	E-W Road	619

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 50 Feet	100 Feet	300 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	931	*	3.52	÷	100,000
E-W Road	2.2	1.7	1.1	*	576	*	3.52	÷	100,000
P.M. Peak Hour									
N-S Road	5.4	3.8	1.6	*	1,090	*	3.52	÷	100,000
E-W Road	2.2	1.7	1.1	*	619	*	3.52	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	3.2	3.3	2.0
100 Feet from Roadway Edge	3.2	3.2	1.9
300 Feet from Roadway Edge	3.1	3.1	1.9

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS

Project Title:	City of La Quinta Project
Intersection:	8. Madison St. (NS)/50th Avenue (EW)
Analysis Condition:	Year 2005 Traffic Volumes With Project
Nearest Air Monitoring Station measuring CO:	Indio
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	1.8
Persistence Factor:	0.6
Analysis Year:	2005

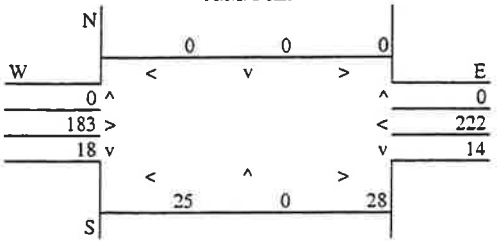
		Roadway Type	No. of Lanes	Average Cruise Speed A.M.	Average Cruise Speed P.M
North-South Roadway:	Madison Street	At Grade	2	45	45
East-West Roadway:	50th Avenue	At Grade	2	45	45

EMFAC7G COMPOSITE EMISSION FACTORS FOR CO

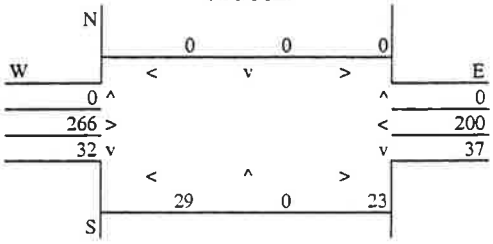
	Average Speed (miles per hour)									
Year	10	15	20	25	30	35	40	45	50	55
1998	24.84	16.74	12.71	10.30	8.67	7.50	6.65	6.07	5.78	5.88
1999	22.93	15.46	11.73	9.50	8.00	6.93	6.14	5.61	5.35	5.46
2000	21.02	14.17	10.75	8.70	7.33	6.35	5.63	5.15	4.92	5.03
2001	19.63	13.24	10.04	8.13	6.85	5.93	5.27	4.82	4.62	4.73
2002	18.24	12.31	9.33	7.55	6.36	5.52	4.90	4.50	4.32	4.43
2003	16.86	11.37	8.63	6.98	5.88	5.10	4.54	4.17	4.01	4.14
2004	15.47	10.44	7.92	6.40	5.39	4.69	4.17	3.85	3.71	3.84
2005	14.08	9.51	7.21	5.83	4.91	4.27	3.81	3.52	3.41	3.54
2010	10.78	7.30	5.52	4.46	3.77	3.28	2.95	2.75	2.69	2.83

PEAK HOUR TURNING VOLUMES

A.M. Peak



P.M. Peak



Representative Traffic Volumes (Vehicles per Hour)

N-S Road	85	N-S Road	121
E-W Road	448	E-W Road	527

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 50 Feet	100 Feet	300 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	2.2	1.7	1.0	*	85	*	3.52	÷	100,000
E-W Road	5.7	4.0	1.7	*	448	*	3.52	÷	100,000
P.M. Peak Hour									
N-S Road	2.2	1.7	1.0	*	121	*	3.52	÷	100,000
E-W Road	5.7	4.0	1.7	*	527	*	3.52	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	3.1	3.1	1.9
100 Feet from Roadway Edge	3.1	3.1	1.8
300 Feet from Roadway Edge	3.0	3.0	1.8

APPENDIX 4.8

Noise Data

COUNTRY CLUB OF THE DESERT
ON-SITE NOISE CONTOURS - Existing ADT Volumes

ROADWAY NAME / Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 75 Feet	Distance from Center of Roadway: DISTANCE TO CONTOUR 75 CNEL	70 CNEL	65 CNEL	60 CNEL
JEFFERSON STREET												
south of 52nd Avenue	2	0	9,200	45	0	1.8%	0.7%	63.7	-	-	-	172
south of 53rd Avenue	2	0	4,800	45	0	1.8%	0.7%	60.8	-	-	-	91
MONROE STREET												
south of 53rd Avenue	2	0	2,900	45	0.5	1.8%	0.7%	57.7	-	-	-	-
52ND AVENUE									-	-	-	-
east of Jefferson Street	2	0	4,800	45	0.5	1.8%	0.7%	59.9	-	-	-	-
east of Madison Street	2	0	3,700	45	0.5	1.8%	0.7%	58.8	-	-	-	-
west of Jefferson Street	2	0	8,500	45	0.5	1.8%	0.7%	62.4	-	-	-	109
east of Washington	2	0	6,800	45	0.5	1.8%	0.7%	61.4	-	-	-	94
53RD AVENUE									-	-	-	-
east of Jefferson Street	2	0	200	45	0.5	1.8%	0.7%	46.1	-	-	-	-
west of Monroe Street	2	0	100	45	0.5	1.8%	0.7%	43.1	-	-	-	-
54TH AVENUE									-	-	-	-
west of Jefferson Street	2	0	100	50	0	1.8%	0.7%	45.1	-	-	-	-
east of Jefferson Street	3	12	2,800	50	0	1.8%	0.7%	59.7	-	-	-	-
west of Monroe Street	2	0	600	45	0.5	1.8%	0.7%	50.9	-	-	-	-

(1) Distance to centerline of roadway.

"-" = contour is located within the roadway lanes or within 75 feet of the roadway centerline.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

EXISTING OFF-SITE NOISE LEVELS

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	dB(A) CNEL
50th AVENUE											
west of Washington Street	Residential	4	12	3,900	50	100	0.5	-5	1.8%	0.7%	53.4
east of Washington Street	Vacant	2	0	7,800	45	100	0.5	0	1.8%	0.7%	60.2
west of Jefferson Street	Vacant	2	0	5,700	45	100	0.5	0	1.8%	0.7%	58.8
east of Jefferson Street	Residential	2	0	5,900	45	150	0.5	0	1.8%	0.7%	56.3
east of Madison Street	Agriculture	2	0	3,300	45	100	0.5	0	1.8%	0.7%	56.4
52nd AVENUE											
west of Washington Street	Residential	4	12	11,100	50	450	0.5	-5	1.8%	0.7%	48.0
east of Washington Street	Residential	3	12	6,800	50	450	0.5	-5	1.8%	0.7%	45.9
west of Jefferson Street	Agriculture	3	12	8,500	50	100	0.5	0	1.8%	0.7%	61.7
east of Jefferson Street	Vacant	2	0	4,800	45	100	0.5	0	1.8%	0.7%	58.0
east of Madison Street	Agriculture	2	0	3,700	45	100	0.5	0	1.8%	0.7%	56.9
east of Monroe Street	Agriculture	2	0	3,700	45	100	0.5	0	1.8%	0.7%	56.9
53RD AVENUE											
east of Jefferson Street	Vacant	2	0	200	45	94	0.5	0	1.8%	0.7%	44.6
west of Monroe Street	Agriculture	2	0	100	45	94	0.5	0	1.8%	0.7%	41.6
east of Monroe Street	Agriculture	2	0	200	45	94	0.5	0	1.8%	0.7%	44.6
54TH AVENUE											
west of Jefferson Street	Residential	2	0	100	50	150	0.5	-5	1.8%	0.7%	34.7
east of Jefferson Street	Residential	3	12	2,800	50	250	0.5	-5	1.8%	0.7%	45.9
west of Monroe Street	Agriculture	2	0	600	45	100	0.5	0	1.8%	0.7%	49.0
east of Monroe Street	Vacant	2	0	800	45	100	0.5	0	1.8%	0.7%	50.3
WASHINGTON STREET											
north of 50th Avenue	Residential	4	18	21,700	50	136	0.5	-5	1.8%	0.7%	58.8
south of 50th Avenue	Residential	2	18	17,200	50	136	0.5	-5	1.8%	0.7%	57.7
north of 52nd Avenue	Residential	4	18	9,400	50	136	0.5	-5	1.8%	0.7%	55.2
south of 52nd Avnue	Residential	6	18	300	50	486	0.5	-5	1.8%	0.7%	31.8
JEFFERSON STREET											
north of SR-111	Commercial	3	18	9,600	50	136	0.5	0	1.8%	0.7%	60.2
south of SR-111	Agriculture	2	18	11,700	50	136	0.5	0	1.8%	0.7%	61.1
north of 50th Avenue	Vacant	2	0	8,400	50	136	0.5	0	1.8%	0.7%	59.6
south of 50th Avenue	Residential	4	18	8,100	50	186	0.5	0	1.8%	0.7%	57.5
south of 52nd Avnue	Agriculture	2	0	9,200	50	136	0.5	0	1.8%	0.7%	60.0
south of 53rd Avnue	Vacant	2	0	4,800	50	136	0.5	0	1.8%	0.7%	57.2
south of 54th Avnue	Residential	4	18	3,600	50	286	0.5	-5	1.8%	0.7%	46.1
MADISON STREET											
south of 50th Avenue	Agriculture	2	0	500	45	94	0.5	0	1.8%	0.7%	48.6
south of 54th Avnue	Residential	2	0	–	45	144	0.5	0	1.8%	0.7%	########
MONROE STREET											
south of 50th Avenue	Residential	2	0	4,700	45	94	0.5	0	1.8%	0.7%	58.4
south of 52nd Avnue	Agriculture	2	0	3,100	45	94	0.5	0	1.8%	0.7%	56.5
south of 53rd Avnue	Agriculture	2	0	2,900	45	94	0.5	0	1.8%	0.7%	56.3
south of 54th Avnue	Agriculture	2	0	2,200	45	94	0.5	0	1.8%	0.7%	55.1

(1) Distance to centerline of roadway.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

COUNTRY CLUB OF THE DESERT NOISE
YEAR 2005 WITHOUT PROJECT

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	dB(A) CNEL
50th AVENUE											
west of Jefferson Street	Vacant	2	0	8,100	45	100	0.5	0	1.8%	0.7%	60.3
east of Jefferson Street	Residential	2	0	8,800	45	150	0.5	0	1.8%	0.7%	58.0
east of Madison Street	Agriculture	2	0	5,600	45	100	0.5	0	1.8%	0.7%	58.7
52nd AVENUE											
west of Jefferson Street	Planned Residential R	3	12	17,000	50	100	0.5	0	1.8%	0.7%	64.8
east of Jefferson Street	CC Detached Villas	2	0	9,700	45	100	0.5	0	1.8%	0.7%	61.1
east of Madison Street	CC Detached Villas	2	0	8,300	45	100	0.5	0	1.8%	0.7%	60.4
east of Monroe Street	Agriculture	2	0	5,900	45	100	0.5	0	1.8%	0.7%	58.9
53RD AVENUE											
west of Monroe Street	CC SF Detached	2	0	100	45	94	0.5	0	1.8%	0.7%	41.6
east of Monroe Street	Agriculture	2	0	200	45	94	0.5	0	1.8%	0.7%	44.6
54TH AVENUE											
west of Jefferson Street	Residential	2	0	800	50	250	0.5	-5	1.8%	0.7%	40.4
west of Jefferson Street	Planned Residential R	2	0	800	50	100	0.5	0	1.8%	0.7%	51.4
east of Jefferson Street	Residential	3	12	7,200	50	150	0.5	-5	1.8%	0.7%	53.3
east of Jefferson Street	CC Custom/SF Detached	3	12	7,200	50	100	0.5	0	1.8%	0.7%	61.0
west of Monroe Street	Vacant/Agricultural	2	0	3,300	45	100	0.5	0	1.8%	0.7%	56.4
west of Monroe Street	CC Custom/SF Detached	2	0	3,300	45	100	0.5	0	1.8%	0.7%	56.4
east of Monroe Street	Vacant	2	0	2,300	45	100	0.5	0	1.8%	0.7%	54.8
JEFFERSON STREET											
south of SR-111	Agriculture	2	18	21,200	50	110	0.5	0	1.8%	0.7%	65.0
north of 50th Avenue	Vacant	2	0	17,400	50	110	0.5	0	1.8%	0.7%	64.1
south of 50th Avenue	Residential	4	18	17,900	50	160	0.5	0	1.8%	0.7%	61.9
south of 52nd Avnue	CC Detached Villas	2	0	22,800	50	110	0.5	0	1.8%	0.7%	65.3
south of 52nd Avnue	Planned Residential-R	2	0	22,800	50	110	0.5	0	1.8%	0.7%	65.3
south of 53rd Avnue	CC Custom Homes	2	0	11,200	50	110	0.5	0	1.8%	0.7%	62.2
south of 53rd Avnue	Planned ResidentialR	2	0	11,200	50	110	0.5	0	1.8%	0.7%	62.2
south of 54th Avnue	Residential	4	18	6,000	50	286	0.5	-5	1.8%	0.7%	48.3
MADISON STREET											
south of 50th Avenue	Agriculture	2	0	600	45	94	0.5	0	1.8%	0.7%	49.4
south of 52nd Avenue	CC Custom/SF Det/Det	2	0	600	45	94	0.5	0	1.8%	0.7%	49.4
MONROE STREET											
south of 50th Avenue	Residential	2	0	7,000	45	94	0.5	0	1.8%	0.7%	60.1
south of 52nd Avnue	Agriculture	2	0	4,900	45	94	0.5	0	1.8%	0.7%	58.5
south of 53rd Avnue	CC SF Detached	2	0	4,600	45	94	0.5	0	1.8%	0.7%	58.3
south of 54th Avnue	Agriculture	2	0	5,100	45	94	0.5	0	1.8%	0.7%	58.7

(1) Distance to centerline of roadway.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

COUNTRY CLUB OF THE DESERT NOISE
YEAR 2005 WITH PROJECT

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Heavy Trucks	dB(A) CNEL
50th AVENUE											
west of Jefferson Street	Vacant	2	0	9,100	45	100	0.5	0	1.8%	0.7%	60.8
east of Jefferson Street	Residential	2	0	9,300	45	150	0.5	0	1.8%	0.7%	58.3
east of Madison Street	Agriculture	2	0	6,100	45	100	0.5	0	1.8%	0.7%	59.1
52nd AVENUE											
west of Jefferson Street	Planned Residential R	3	12	18,000	50	79	0.5	-10	1.8%	0.7%	56.6
east of Jefferson Street	CC Detached Villas	2	0	10,200	45	240	0.5	-10	1.8%	0.7%	45.6
east of Madison Street	CC Detached Villas	2	0	9,800	45	240	0.5	-10	1.8%	0.7%	45.4
east of Monroe Street	Agriculture	2	0	6,900	45	100	0.5	0	1.8%	0.7%	59.6
53RD AVENUE											
west of Monroe Street	CC SF Detached	2	0	11,000	45	200	0.5	-10	1.8%	0.7%	47.1
east of Monroe Street	Agriculture	2	0	700	45	94	0.5	0	1.8%	0.7%	50.1
54TH AVENUE											
west of Jefferson Street	Residential	2	0	800	50	250	0.5	-5	1.8%	0.7%	40.4
west of Jefferson Street	Planned Residential R	2	0	800	50	79	0.5	-10	1.8%	0.7%	42.9
east of Jefferson Street	Residential	3	12	8,200	50	150	0.5	-5	1.8%	0.7%	53.9
east of Jefferson Street	CC Custom/SF Detached	3	12	8,200	50	310	0.5	-4	1.8%	0.7%	50.1
west of Monroe Street	Vacant/Agricultural	2	0	4,300	45	100	0.5	0	1.8%	0.7%	57.6
west of Monroe Street	CC Custom/SF Detached	2	0	4,300	45	300	0.5	-4	1.8%	0.7%	46.4
east of Monroe Street	Vacant	2	0	2,800	45	100	0.5	0	1.8%	0.7%	55.7
JEFFERSON STREET											
south of SR-111	Agriculture	2	18	24,100	50	120	0.5	0	1.8%	0.7%	65.0
north of 50th Avenue	Vacant	2	0	20,300	50	120	0.5	0	1.8%	0.7%	64.2
south of 50th Avenue	Residential	4	18	21,300	50	160	0.5	0	1.8%	0.7%	62.7
south of 52nd Avnue	CC Detached Villas	2	0	26,700	50	390	0.5	-7	1.8%	0.7%	50.7
south of 52nd Avnue	Planned Residential-R	2	0	26,700	50	89	0.5	-10	1.8%	0.7%	57.4
south of 53rd Avnue	CC Custom Homes	2	0	12,700	50	200	0.5	-7	1.8%	0.7%	51.9
south of 53rd Avnue	Planned ResidentialR	2	0	12,700	50	89	0.5	-10	1.8%	0.7%	54.2
south of 54th Avnue	Residential	4	18	6,500	50	286	0.5	-5	1.8%	0.7%	48.7
MADISON STREET											
south of 50th Avenue	Agriculture	2	0	1,600	45	94	0.5	0	1.8%	0.7%	53.7
south of 52nd Avenue	CC Custom/SF Det/Det	2	0	600	45	240	0.5	-10	1.8%	0.7%	33.3
MONROE STREET											
south of 50th Avenue	Residential	2	0	8,000	45	94	0.5	0	1.8%	0.7%	60.7
south of 52nd Avnue	Agriculture	2	0	5,400	45	94	0.5	0	1.8%	0.7%	59.0
south of 53rd Avnue	CC SF Detached	2	0	4,600	45	250	0.5	-10	1.8%	0.7%	41.9
south of 54th Avnue	Agriculture	2	0	5,600	45	94	0.5	0	1.8%	0.7%	59.1

(1) Distance to centerline of roadway.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

COUNTRY CLUB OF THE DESERT NOISE
GENERAL PLAN BUILDOUT WITHOUT PROJECT

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	dB(A) CNEL
50th AVENUE											
west of Jefferson Street	Vacant	2	0	28,100	45	100	0.5	0	1.8%	0.7%	65.7
east of Jefferson Street	Residential	2	0	22,100	45	150	0.5	0	1.8%	0.7%	62.0
east of Madison Street	Agriculture	2	0	27,400	45	100	0.5	0	1.8%	0.7%	65.6
52nd AVENUE											
west of Jefferson Street	Planned Residential R	3	12	36,600	50	79	0.5	-10	1.8%	0.7%	59.7
east of Jefferson Street	CC Detached Villas	2	0	29,100	45	100	0.5	0	1.8%	0.7%	65.9
east of Madison Street	CC Detached Villas	2	0	24,000	45	100	0.5	0	1.8%	0.7%	65.0
east of Monroe Street	Agriculture	2	0	25,700	45	100	0.5	0	1.8%	0.7%	65.3
53RD AVENUE											
west of Monroe Street	CC SF Detached	2	0	100	45	94	0.5	0	1.8%	0.7%	41.6
east of Monroe Street	Agriculture	2	0	200	45	94	0.5	0	1.8%	0.7%	44.6
54TH AVENUE											
west of Jefferson Street	Residential	2	0	800	50	250	0.5	-5	1.8%	0.7%	40.4
west of Jefferson Street	Planned Residential R	2	0	800	50	79	0.5	-10	1.8%	0.7%	42.9
east of Jefferson Street	Residential	3	12	23,700	50	150	0.5	-5	1.8%	0.7%	58.5
east of Jefferson Street	CC Custom/SF Detached	3	12	23,700	50	100	0.5	0	1.8%	0.7%	66.2
west of Monroe Street	Vacant/Agricultural	2	0	4,700	45	100	0.5	0	1.8%	0.7%	58.0
west of Monroe Street	CC Custom/SF Detached	2	0	4,700	45	100	0.5	0	1.8%	0.7%	58.0
east of Monroe Street	Vacant	2	0	2,900	45	100	0.5	0	1.8%	0.7%	55.9
JEFFERSON STREET											
north of SR-111	Agriculture	3	18	35,500	50	110	0.5	0	1.8%	0.7%	67.3
north of 50th Avenue	Vacant	2	0	50,800	50	110	0.5	0	1.8%	0.7%	68.8
south of 50th Avenue	Residential	4	18	36,300	50	160	0.5	0	1.8%	0.7%	65.0
south of 52nd Avnue	CC Detached Villas	2	0	44,500	50	110	0.5	0	1.8%	0.7%	68.2
south of 52nd Avnue	Planned Residential-R	2	0	44,500	50	89	0.5	-10	1.8%	0.7%	59.6
south of 53rd Avnue	CC Custom Homes	2	0	30,000	50	110	0.5	0	1.8%	0.7%	66.5
south of 53rd Avnue	Planned ResidentialR	2	0	30,000	50	89	0.5	-10	1.8%	0.7%	57.9
south of 54th Avnue	Residential	4	18	4,700	50	286	0.5	-5	1.8%	0.7%	47.2
MADISON STREET											
south of 50th Avenue	Agriculture	2	0	24,100	45	94	0.5	0	1.8%	0.7%	65.5
south of 52nd Avenue	CC Custom/SF Det/Det	2	0	22,400	45	94	0.5	0	1.8%	0.7%	65.1
MONROE STREET											
south of 50th Avenue	Residential	2	0	27,400	45	94	0.5	0	1.8%	0.7%	66.0
south of 52nd Avnue	Agriculture	2	0	22,400	45	94	0.5	0	1.8%	0.7%	65.1
south of 53rd Avnue	CC SF Detached	2	0	22,900	45	94	0.5	0	1.8%	0.7%	65.2
south of 54th Avnue	Agriculture	2	0	23,700	45	94	0.5	0	1.8%	0.7%	65.4

(1) Distance to centerline of roadway.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

COUNTRY CLUB OF THE DESERT NOISE
GENERAL PLAN BUILDOUT WITH PROJECT

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	dB(A) CNEL
50th AVENUE											
west of Jefferson Street	Vacant	2	0	28,100	45	100	0.5	0	1.8%	0.7%	65.7
east of Jefferson Street	Residential	2	0	22,600	45	150	0.5	0	1.8%	0.7%	62.1
east of Madison Street	Agriculture	2	0	27,900	45	100	0.5	0	1.8%	0.7%	65.7
52nd AVENUE											
west of Jefferson Street	Planned Residential R	3	12	37,600	50	79	0.5	-10	1.8%	0.7%	59.8
east of Jefferson Street	CC Detached Villas	2	0	29,600	45	240	0.5	-10	1.8%	0.7%	50.2
east of Madison Street	CC Detached Villas	2	0	25,500	45	240	0.5	-10	1.8%	0.7%	49.6
east of Monroe Street	Agriculture	2	0	26,700	45	100	0.5	0	1.8%	0.7%	65.5
53RD AVENUE											
west of Monroe Street	CC SF Detached	2	0	11,000	45	200	0.5	-10	1.8%	0.7%	47.1
east of Monroe Street	Agriculture	2	0	700	45	94	0.5	0	1.8%	0.7%	50.1
54TH AVENUE											
west of Jefferson Street	Residential	2	0	800	50	250	0.5	-5	1.8%	0.7%	40.4
west of Jefferson Street	Planned Residential R	2	0	800	50	79	0.5	-10	1.8%	0.7%	42.9
east of Jefferson Street	Residential	3	12	24,700	50	150	0.5	-5	1.8%	0.7%	58.7
east of Jefferson Street	CC Custom/SF Detached	3	12	24,700	50	310	0.5	-4	1.8%	0.7%	54.9
west of Monroe Street	Vacant/Agricultural	2	0	5,700	45	100	0.5	0	1.8%	0.7%	58.8
west of Monroe Street	CC Custom/SF Detached	2	0	5,700	45	300	0.5	-4	1.8%	0.7%	47.6
east of Monroe Street	Vacant	2	0	3,400	45	100	0.5	0	1.8%	0.7%	56.5
JEFFERSON STREET											
south of SR-111	Agriculture	2	18	43,100	50	110	0.5	0	1.8%	0.7%	68.1
north of 50th Avenue	Vacant	2	0	53,700	50	110	0.5	0	1.8%	0.7%	69.0
south of 50th Avenue	Residential	4	18	39,700	50	160	0.5	0	1.8%	0.7%	65.4
south of 52nd Avnue	CC Detached Villas	2	0	48,400	50	390	0.5	-7	1.8%	0.7%	53.3
south of 52nd Avnue	Planned Residential-R	2	0	48,400	50	89	0.5	-10	1.8%	0.7%	60.0
south of 53rd Avnue	CC Custom Homes	2	0	32,100	50	200	0.5	-7	1.8%	0.7%	55.9
south of 53rd Avnue	Planned ResidentialR	2	0	32,100	50	89	0.5	-10	1.8%	0.7%	58.2
south of 54th Avnue	Residential	4	18	5,200	50	286	0.5	-5	1.8%	0.7%	47.7
MADISON STREET											
south of 50th Avenue	Agriculture	2	0	25,000	45	94	0.5	0	1.8%	0.7%	65.6
south of 52nd Avenue	CC Custom/SF Det/Det	2	0	25,300	45	240	0.5	-10	1.8%	0.7%	49.5
MONROE STREET											
south of 50th Avenue	Residential	2	0	28,400	45	94	0.5	0	1.8%	0.7%	66.2
south of 52nd Avnue	Agriculture	2	0	22,900	45	94	0.5	0	1.8%	0.7%	65.2
south of 53rd Avnue	CC SF Detached	2	0	22,900	45	250	0.5	-10	1.8%	0.7%	48.8
south of 54th Avnue	Agriculture	2	0	24,200	45	94	0.5	0	1.8%	0.7%	65.5

(1) Distance to centerline of roadway.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%