

Appendix A

Description of Level-of-
Service Methods and
Criteria

Appendix A

Level-of-service Concept

Level-of-service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level-of-service from A to F.¹

Signalized Intersections

The six level-of-service grades are described qualitatively for signalized intersections in Table A1. Additionally, Table A2 identifies the relationship between level-of-service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, level-of-service D is generally considered to represent the minimum acceptable design standard.

**Table A1
Level-of-service Definitions (Signalized Intersections)**

Level-of-service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level-of-service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

¹ Most of the material in this appendix is adapted from the Transportation Research Board, *Highway Capacity Manual*, (2000).

**Table A2
Level-of-service Criteria for Signalized Intersections**

Level-of-service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80

Unsignalized Intersections

Unsignalized intersections include two way stop controlled (TWSC) and all way stop controlled (AWSC) intersections. The 2000 Highway Capacity Manual provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table A3. A quantitative definition of level-of-service for unsignalized intersections is presented in Table A4. Using this definition, level-of-service E is generally considered to represent the minimum acceptable design standard.

**Table A3
Level-of-service Criteria for Unsignalized Intersections**

Level-of-service	Average Delay per Vehicle to Minor Street
A	<ul style="list-style-type: none"> • Nearly all drivers find freedom of operation. • Very seldom is there more than one vehicle in queue.
B	<ul style="list-style-type: none"> • Some drivers begin to consider the delay an inconvenience. • Occasionally there is more than one vehicle in queue.
C	<ul style="list-style-type: none"> • Many times there is more than one vehicle in queue. • Most drivers feel restricted, but not objectionably so.
D	<ul style="list-style-type: none"> • Often there is more than one vehicle in queue. • Drivers feel quite restricted.
E	<ul style="list-style-type: none"> • Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. • There is almost always more than one vehicle in queue. • Drivers find the delays approaching intolerable levels.
F	<ul style="list-style-type: none"> • Forced flow. • Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table A4
Level-of-service Criteria for Unsignalized Intersections

Level-of-service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and <15.0
C	>15.0 and <25.0
D	>25.0 and <35.0
E	>35.0 and <50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level-of-service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level-of-service is calculated for AWSC intersections, level-of-service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level-of-service remains undefined: level-of-service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOE's) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

Appendix B

Traffic Count Summary
Sheets

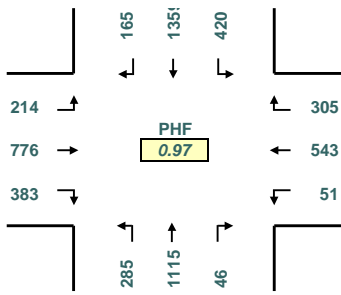
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 DATE: *4/20/2005*

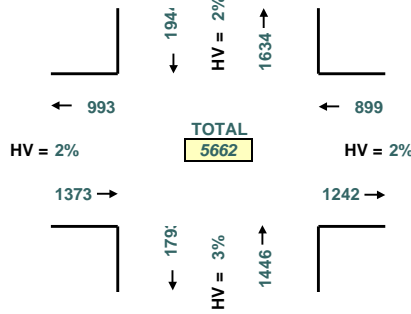


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PEAK HOUR TURNING MOVEMENTS



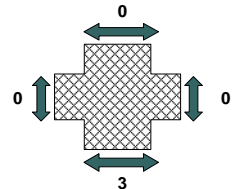
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:45 PM TO 5:45 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD	Washington St-- (Southbound)			Fred Waring Dr-- (Westbound)			Washington St-- (Northbound)			Fred Waring Dr-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	11	129	22	33	23	3	5	130	19	22	42	22	0	0	0	0	461	0
4:05 PM	16	104	29	35	34	6	6	95	20	46	60	26	0	0	0	0	477	0
4:10 PM	12	69	22	35	64	3	5	76	22	24	66	13	0	0	0	0	411	0
4:15 PM	19	105	21	17	41	1	3	120	32	30	54	17	0	0	0	0	460	0
4:20 PM	13	132	39	37	28	6	5	118	22	34	59	14	0	0	0	0	507	0
4:25 PM	7	103	20	25	49	4	5	78	21	21	70	15	0	0	0	0	418	0
4:30 PM	14	84	19	23	32	2	9	119	32	22	62	11	0	0	0	0	429	0
4:35 PM	12	147	33	27	33	4	5	99	16	22	42	17	0	0	0	0	457	0
4:40 PM	14	97	21	23	50	5	5	70	13	32	60	23	0	0	0	0	413	0
4:45 PM	11	94	39	18	41	3	2	84	30	30	54	11	0	0	0	0	417	0
4:50 PM	14	124	38	22	43	5	4	112	15	31	50	13	0	0	0	0	471	0
4:55 PM	13	111	30	29	56	2	2	79	18	19	48	20	0	0	0	0	427	0
5:00 PM	11	111	24	22	43	3	7	65	26	37	54	12	0	0	0	0	415	0
5:05 PM	21	131	33	37	32	3	3	130	23	23	63	17	0	0	0	0	516	0
5:10 PM	13	107	41	42	43	6	3	91	22	50	79	22	0	0	0	0	519	0
5:15 PM	7	92	29	17	69	7	1	97	27	44	109	20	0	0	2	0	519	2
5:20 PM	19	95	27	33	48	4	5	68	21	43	68	16	0	0	1	0	447	1
5:25 PM	13	118	38	20	47	4	3	103	24	27	64	27	0	0	0	0	488	0
5:30 PM	14	137	37	23	41	1	6	85	17	21	63	15	0	0	0	0	460	0
5:35 PM	13	111	39	18	34	2	5	83	35	38	69	21	0	0	0	0	468	0
5:40 PM	16	128	45	24	46	11	5	118	27	20	55	20	0	0	0	0	515	0
5:45 PM	10	98	16	20	60	6	1	73	25	34	74	27	0	0	0	0	444	0
5:50 PM	18	87	28	29	41	7	5	89	28	25	59	12	0	0	0	0	428	0
5:55 PM	12	116	28	20	27	0	2	82	14	22	27	10	0	0	0	0	360	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	156	1299	333	324	494	44	56	1180	260	333	667	202	0	0	0	0	5348	0
4:15 PM	162	1346	358	322	491	44	53	1165	270	351	695	192	0	0	0	0	5449	0
4:30 PM	162	1311	372	313	537	48	49	1117	267	380	753	209	0	0	3	0	5518	3
4:45 PM	165	1359	420	305	543	51	46	1115	285	383	776	214	0	0	3	0	5662	3
5:00 PM	167	1331	385	305	531	54	46	1084	289	384	784	219	0	0	3	0	5579	3

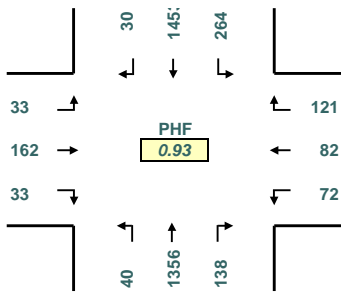
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 END TIME: *6:00 PM*
 DATE: *4/20/2005*

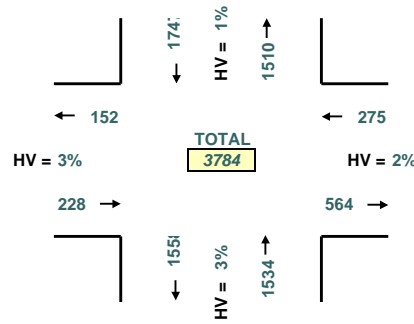


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PEAK HOUR TURNING MOVEMENTS



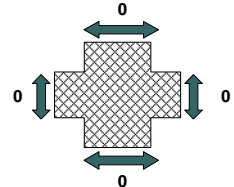
PEAK HOUR LINK VOLUMES



PEAK HOUR: **5:00 PM TO 6:00 PM**

PEAK 15 MINUTES: **5:30 PM TO 5:45 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD	Washington-- (Southbound)			Miles Ave-- (Westbound)			Washington-- (Northbound)			Miles Ave-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	4	112	16	9	8	4	16	115	0	0	13	2	0	0	0	0	299	0
4:05 PM	5	144	18	7	6	4	10	124	1	3	9	1	0	0	0	0	332	0
4:10 PM	1	110	16	15	8	2	9	108	0	1	5	0	0	0	0	0	275	0
4:15 PM	1	116	12	13	15	7	13	107	3	2	8	0	0	0	0	0	297	0
4:20 PM	2	144	31	15	2	1	11	101	1	7	13	2	0	0	0	0	330	0
4:25 PM	8	129	10	11	6	5	6	115	3	2	13	0	0	0	0	0	308	0
4:30 PM	2	104	16	11	8	10	8	106	4	4	9	6	0	0	0	0	288	0
4:35 PM	4	109	24	10	5	9	20	99	2	2	5	2	0	0	0	0	291	0
4:40 PM	7	146	17	10	5	2	10	87	2	4	17	1	0	0	0	0	308	0
4:45 PM	5	107	16	10	10	12	15	83	1	1	11	3	0	0	0	0	274	0
4:50 PM	0	100	31	8	10	1	13	80	1	3	15	5	0	0	0	0	267	0
4:55 PM	3	135	18	17	7	3	11	88	0	3	17	3	0	0	0	0	305	0
5:00 PM	5	115	20	12	4	6	17	91	4	3	11	1	0	0	0	0	289	0
5:05 PM	0	106	14	12	12	9	12	106	3	5	14	2	0	0	0	0	295	0
5:10 PM	1	139	27	13	7	9	13	121	2	4	14	1	0	0	0	0	351	0
5:15 PM	2	155	16	9	8	5	13	107	6	1	19	1	0	0	0	0	342	0
5:20 PM	2	109	20	11	5	7	12	69	2	4	16	5	0	0	0	0	262	0
5:25 PM	2	130	32	7	2	4	15	111	1	3	13	4	0	0	0	0	324	0
5:30 PM	4	144	22	7	9	7	12	142	4	1	7	3	0	0	0	0	362	0
5:35 PM	2	107	31	11	6	7	5	125	4	3	11	7	0	0	0	0	319	0
5:40 PM	4	116	26	10	12	4	3	143	1	1	13	1	0	0	0	0	334	0
5:45 PM	1	145	14	14	3	6	10	136	6	2	19	4	0	0	0	0	360	0
5:50 PM	1	95	15	5	8	5	9	113	5	4	12	2	0	0	0	0	274	0
5:55 PM	6	92	27	10	6	3	17	92	2	2	13	2	0	0	0	0	272	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
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4:30 PM	33	1455	251	130	83	77	159	1148	28	37	161	34	0	0	0	0	3596	0
4:45 PM	30	1463	273	127	92	74	141	1266	29	32	161	36	0	0	0	0	3724	0
5:00 PM	30	1453	264	121	82	72	138	1356	40	33	162	33	0	0	0	0	3784	0

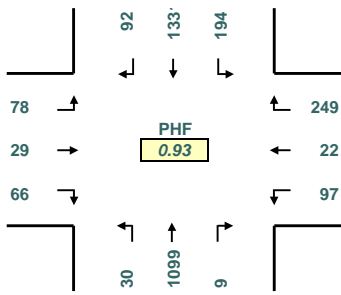
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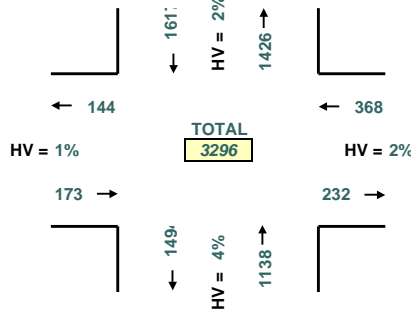


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PEAK HOUR TURNING MOVEMENTS



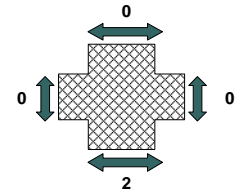
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:15 PM TO 5:15 PM**

PEAK 15 MINUTES: **5:00 PM TO 5:15 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Washington-- (Southbound)			Channel Dr-- (Westbound)			Washington-- (Northbound)			Channel Dr-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	4	109	17	28	2	7	0	99	3	9	5	8	0	0	0	0	291	0
4:05 PM	4	119	20	16	4	3	1	117	1	2	1	6	0	0	0	0	294	0
4:10 PM	13	81	12	27	4	7	0	67	2	5	4	6	0	0	0	0	228	0
4:15 PM	6	135	16	25	0	7	0	117	1	4	3	11	0	0	0	0	325	0
4:20 PM	6	97	17	21	2	7	0	93	1	4	2	3	0	0	0	0	253	0
4:25 PM	4	111	17	29	0	7	0	83	3	7	3	6	0	0	0	0	270	0
4:30 PM	6	112	12	16	2	10	2	106	5	4	3	6	0	0	0	0	284	0
4:35 PM	10	106	20	23	2	7	1	96	3	6	5	7	0	0	0	0	286	0
4:40 PM	14	127	24	20	3	6	0	70	1	1	2	3	0	0	0	0	271	0
4:45 PM	3	92	12	22	3	6	2	74	1	9	1	12	0	0	1	0	237	1
4:50 PM	4	100	18	12	2	8	2	67	2	4	1	6	0	0	0	0	226	0
4:55 PM	6	105	15	13	0	7	1	98	1	5	3	5	0	0	1	0	259	1
5:00 PM	16	102	16	27	3	14	1	70	2	9	1	10	0	0	0	0	271	0
5:05 PM	9	129	15	22	3	8	0	102	7	9	3	3	0	0	0	0	310	0
5:10 PM	8	115	12	19	2	10	0	123	3	4	2	6	0	0	0	0	304	0
5:15 PM	9	151	15	26	4	7	2	81	4	8	5	6	0	0	0	0	318	0
5:20 PM	2	131	14	18	0	7	0	72	3	3	1	6	0	0	0	0	257	0
5:25 PM	6	85	14	19	2	6	1	104	0	10	3	4	0	0	0	0	254	0
5:30 PM	8	129	23	18	4	9	0	74	1	10	4	6	0	0	0	0	286	0
5:35 PM	4	113	10	23	2	10	1	86	3	3	2	7	0	0	0	0	264	0
5:40 PM	5	122	6	21	4	4	2	94	1	4	4	5	0	0	0	0	272	0
5:45 PM	11	126	20	28	0	11	0	65	4	4	1	5	0	0	0	0	275	0
5:50 PM	7	95	13	0	0	0	1	89	6	4	6	11	0	0	0	0	232	0
5:55 PM	6	91	6	0	0	0	0	81	1	5	3	6	0	0	0	0	199	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	80	1294	200	252	24	82	9	1087	24	60	33	79	0	0	2	0	3224	2
4:15 PM	92	1331	194	249	22	97	9	1099	30	66	29	78	0	0	2	0	3296	2
4:30 PM	93	1355	187	237	26	96	12	1063	32	72	30	74	0	0	2	0	3277	2
4:45 PM	80	1374	170	240	29	96	12	1045	28	78	30	76	0	0	2	0	3258	2
5:00 PM	91	1389	164	221	24	86	8	1041	35	73	35	75	0	0	0	0	3242	0

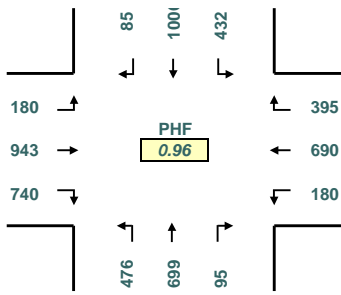
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START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/20/2005*



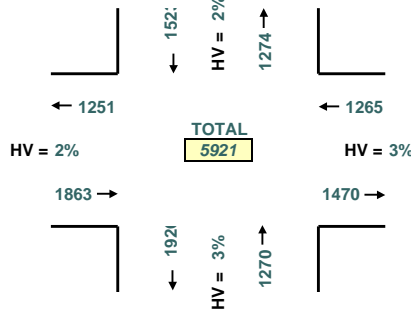
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PEAK HOUR TURNING MOVEMENTS



PHF
0.96

PEAK HOUR LINK VOLUMES

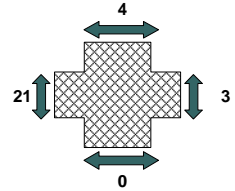


TOTAL
5921

PEAK HOUR: **4:45 PM TO 5:45 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Washington St-- (Southbound)			Highway 111-- (Westbound)			Washington St-- (Northbound)			Highway 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	73	42	41	75	15	9	73	52	55	75	14	0	0	0	1	526	1
4:05 PM	5	87	55	46	50	19	11	66	29	40	71	14	0	0	0	1	493	1
4:10 PM	3	54	27	34	51	15	8	51	29	30	84	11	0	0	0	0	397	0
4:15 PM	9	58	27	42	66	10	15	70	41	54	101	16	0	0	0	1	509	1
4:20 PM	10	101	52	30	64	9	7	61	36	39	79	8	0	0	0	0	496	0
4:25 PM	4	81	29	44	58	18	6	50	29	44	94	23	0	0	0	0	480	0
4:30 PM	8	69	35	46	70	20	5	64	33	52	85	16	0	0	0	0	503	0
4:35 PM	7	80	31	30	54	13	16	64	53	53	77	18	0	2	0	0	496	2
4:40 PM	6	91	41	26	47	20	4	44	32	41	67	16	0	0	0	0	435	0
4:45 PM	3	55	34	37	80	15	6	53	39	58	104	13	1	0	0	0	497	1
4:50 PM	12	75	29	25	49	14	11	69	56	59	68	13	0	0	0	0	480	0
4:55 PM	3	89	36	41	58	13	5	44	38	58	58	17	0	0	0	11	460	11
5:00 PM	5	75	33	33	69	15	4	46	25	49	92	21	1	1	0	4	467	6
5:05 PM	7	78	35	37	61	5	10	78	47	62	59	15	0	0	0	1	494	1
5:10 PM	5	115	47	42	45	15	9	63	36	56	73	13	1	1	0	1	519	3
5:15 PM	10	87	45	28	67	15	13	52	35	71	109	23	0	0	0	0	555	0
5:20 PM	6	80	34	26	43	17	6	54	39	81	100	15	0	0	0	0	501	0
5:25 PM	6	94	36	34	58	21	7	63	38	57	51	14	0	0	0	0	479	0
5:30 PM	8	84	30	35	57	23	4	47	33	61	69	17	1	1	0	4	468	6
5:35 PM	12	77	38	34	58	15	12	52	33	63	80	9	0	0	0	0	483	0
5:40 PM	8	97	35	23	45	12	8	78	57	65	80	10	0	0	0	0	518	0
5:45 PM	6	92	45	27	41	10	7	38	37	56	78	21	0	0	0	0	458	0
5:50 PM	10	63	37	35	62	17	7	53	32	55	68	8	1	0	0	0	447	1
5:55 PM	5	65	28	21	40	14	6	63	35	42	74	16	0	2	0	0	409	2
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	72	913	438	442	722	181	103	709	467	583	963	179	1	2	0	14	5772	17
4:15 PM	79	967	429	433	721	167	98	706	465	625	957	189	3	4	0	18	5836	25
4:30 PM	78	988	436	405	701	183	96	694	471	697	943	194	3	4	0	17	5886	24
4:45 PM	85	1006	432	395	690	180	95	699	476	740	943	180	4	3	0	21	5921	28
5:00 PM	88	1007	443	375	646	179	93	687	447	718	933	182	4	5	0	10	5798	19

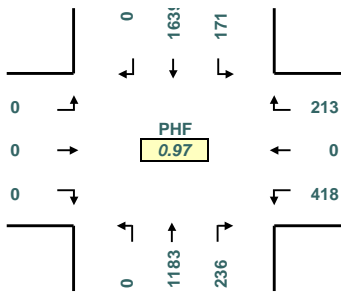
INTERSECTION: *Washington St--/Ave 48--*
 PROJECT ID#: **7118**
 QC JOB #: *10088410*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

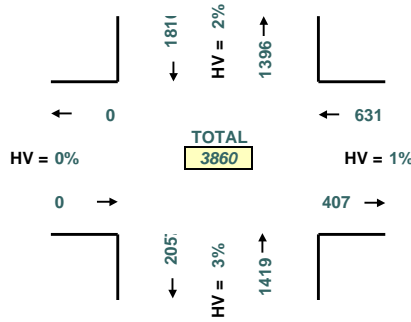


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PEAK HOUR TURNING MOVEMENTS



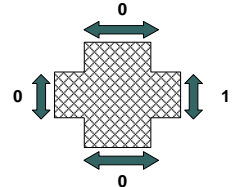
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:30 PM TO 5:30 PM**

PEAK 15 MINUTES: **5:00 PM TO 5:15 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Washington St-- (Southbound)			Ave 48-- (Westbound)			Washington St-- (Northbound)			n/a-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	140	14	17	0	25	22	121	0	0	0	0	0	0	0	0	339	0
4:05 PM	0	125	12	9	0	21	20	82	0	0	0	0	0	0	0	0	269	0
4:10 PM	0	133	17	29	0	51	17	80	0	0	0	0	0	0	0	0	327	0
4:15 PM	0	131	11	26	0	21	19	119	0	0	0	0	0	0	0	0	327	0
4:20 PM	0	133	11	25	0	29	24	85	0	0	0	0	0	0	0	0	307	0
4:25 PM	0	136	18	22	0	39	15	69	0	0	0	0	0	0	0	0	299	0
4:30 PM	0	152	12	27	0	40	14	70	0	0	0	0	0	0	0	0	315	0
4:35 PM	0	143	16	22	0	34	20	118	0	0	0	0	0	0	0	0	353	0
4:40 PM	0	90	7	16	0	51	16	89	0	0	0	0	0	0	0	0	269	0
4:45 PM	0	150	17	20	0	38	23	98	0	0	0	0	0	0	0	0	346	0
4:50 PM	0	139	11	19	0	34	14	86	0	0	0	0	0	0	0	0	303	0
4:55 PM	0	117	13	15	0	44	12	84	0	0	0	0	0	0	0	0	285	0
5:00 PM	0	113	13	17	0	22	19	91	0	0	0	0	0	0	0	0	275	0
5:05 PM	0	155	11	12	0	32	28	134	0	0	0	0	0	0	0	0	372	0
5:10 PM	0	144	19	23	0	29	29	109	0	0	0	0	0	0	0	0	353	0
5:15 PM	0	123	18	16	0	28	24	101	0	0	0	0	0	0	0	0	310	0
5:20 PM	0	166	17	10	0	32	21	121	0	0	0	0	1	0	0	0	367	1
5:25 PM	0	147	17	16	0	34	16	82	0	0	0	0	0	0	0	0	312	0
5:30 PM	0	143	16	13	0	49	12	51	0	0	0	0	0	0	0	0	284	0
5:35 PM	0	147	11	11	0	33	22	131	0	0	0	0	0	0	0	0	355	0
5:40 PM	0	129	15	17	0	24	18	84	0	0	0	0	0	0	0	0	287	0
5:45 PM	0	99	18	17	0	49	20	78	0	0	0	0	0	0	0	0	281	0
5:50 PM	0	141	8	18	0	28	29	78	0	0	0	0	0	0	0	0	302	0
5:55 PM	0	125	11	13	0	28	18	104	0	0	0	0	0	0	0	0	299	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	0	1589	159	247	0	427	216	1101	0	0	0	0	0	0	0	0	3739	0
4:15 PM	0	1603	159	244	0	413	233	1152	0	0	0	0	0	0	0	0	3804	0
4:30 PM	0	1639	171	213	0	418	236	1183	0	0	0	0	1	0	0	0	3860	1
4:45 PM	0	1673	178	189	0	399	238	1172	0	0	0	0	1	0	0	0	3849	1
5:00 PM	0	1632	174	183	0	388	256	1164	0	0	0	0	1	0	0	0	3797	1

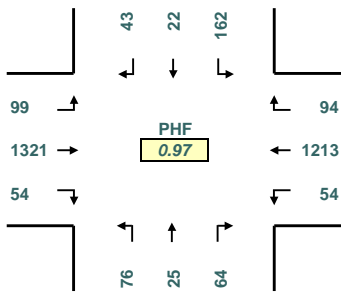
INTERSECTION: *Simon St--/Hwy 111--*
 PROJECT ID#: **7118**
 QC JOB #: *10088408*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

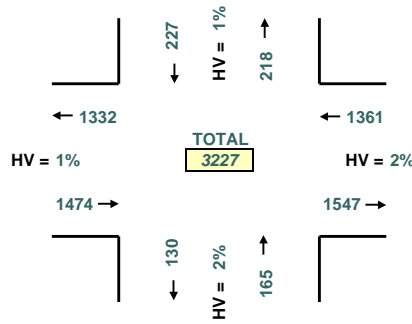


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PEAK HOUR TURNING MOVEMENTS



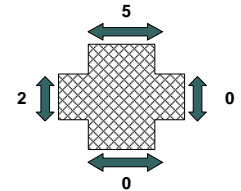
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:30 PM TO 5:30 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	<i>Simon St--</i> (Southbound)			<i>Hwy 111--</i> (Westbound)			<i>Simon St--</i> (Northbound)			<i>Hwy 111--</i> (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	2	13	2	94	2	2	3	4	3	114	5	0	0	0	0	246	0
4:05 PM	2	1	16	6	94	3	2	4	11	8	87	13	0	0	0	0	247	0
4:10 PM	4	0	24	7	111	5	6	2	4	1	89	5	0	0	0	0	258	0
4:15 PM	6	3	6	12	105	6	7	3	5	5	116	5	0	0	0	0	279	0
4:20 PM	2	1	18	6	104	6	1	2	5	2	93	16	0	0	2	0	256	2
4:25 PM	3	3	15	3	75	1	4	2	8	4	89	5	0	0	2	2	212	4
4:30 PM	3	1	15	9	129	6	4	0	6	8	105	8	1	0	0	0	294	1
4:35 PM	3	3	10	6	111	4	5	2	2	4	100	10	0	0	0	0	260	0
4:40 PM	8	0	13	3	81	9	5	4	9	2	92	8	0	0	0	0	234	0
4:45 PM	3	3	15	11	132	6	5	1	8	4	104	7	0	0	0	0	299	0
4:50 PM	5	2	17	9	93	0	5	0	3	5	126	5	0	0	0	1	270	1
4:55 PM	4	1	17	8	76	9	6	3	12	5	90	15	1	0	0	1	246	2
5:00 PM	5	1	10	6	118	0	5	2	7	3	100	8	2	0	0	0	265	2
5:05 PM	4	2	12	12	98	4	6	2	5	4	115	9	0	0	0	0	273	0
5:10 PM	3	3	19	6	87	7	5	5	12	4	92	7	0	0	0	0	250	0
5:15 PM	1	2	16	5	101	5	6	0	4	6	131	6	0	0	0	0	283	0
5:20 PM	3	2	12	12	101	1	6	1	3	6	150	5	0	0	0	0	302	0
5:25 PM	1	2	6	7	86	3	6	5	5	3	116	11	1	0	0	0	251	1
5:30 PM	3	3	21	9	94	3	6	4	13	4	94	3	0	0	0	0	257	0
5:35 PM	5	2	12	14	88	2	4	2	2	7	116	6	0	0	1	0	260	1
5:40 PM	4	1	9	9	68	4	5	0	5	4	119	10	1	0	0	0	238	1
5:45 PM	3	2	14	7	73	5	9	0	4	4	94	6	0	0	0	0	221	0
5:50 PM	5	1	10	7	88	3	5	2	5	3	94	6	0	0	0	0	229	0
5:55 PM	2	2	7	3	86	2	2	2	12	1	108	7	0	0	0	0	234	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	45	20	179	82	1205	57	52	26	77	51	1205	102	2	0	4	4	3101	10
4:15 PM	49	23	167	91	1209	58	58	26	82	50	1222	103	4	0	4	4	3138	12
4:30 PM	43	22	162	94	1213	54	64	25	76	54	1321	99	5	0	0	2	3227	7
4:45 PM	41	24	166	108	1142	44	65	25	79	55	1353	92	5	0	1	2	3194	8
5:00 PM	39	23	148	97	1088	39	65	25	77	49	1329	84	4	0	1	0	3063	5

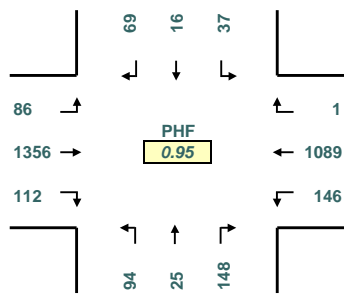
INTERSECTION: *La Quinta Center--/Hwy 111--*
 PROJECT ID#: **7118**
 QC JOB #: *10088407*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

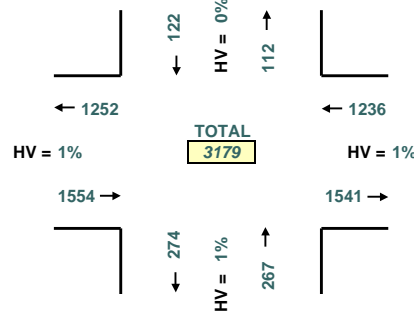


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PEAK HOUR TURNING MOVEMENTS



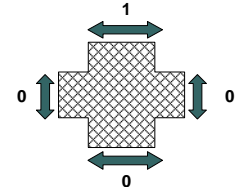
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:45 PM TO 5:45 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



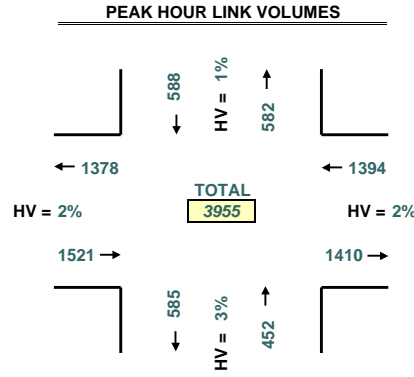
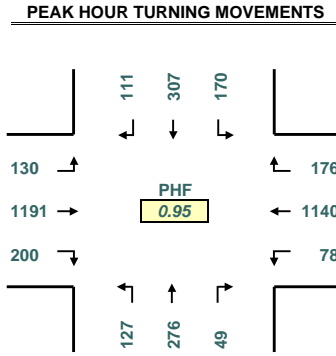
5-MINUTE COUNT PERIOD BEGINNING AT	<i>La Quinta Center--</i> (Southbound)			<i>Hwy 111--</i> (Westbound)			<i>La Quinta Center--</i> (Northbound)			<i>Hwy 111--</i> (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	2	4	2	85	10	20	2	2	10	119	1	0	0	0	0	259	0
4:05 PM	3	6	3	0	88	13	15	4	14	5	107	4	0	0	0	0	262	0
4:10 PM	5	1	2	0	107	13	11	4	15	10	104	3	0	0	0	0	275	0
4:15 PM	6	1	4	0	99	9	9	4	7	7	102	4	0	0	0	1	252	1
4:20 PM	5	1	3	0	87	6	9	5	10	8	116	6	0	0	0	0	256	0
4:25 PM	10	4	3	0	87	13	23	5	12	4	100	2	0	0	0	0	263	0
4:30 PM	2	1	3	0	113	7	10	3	4	6	99	2	0	0	0	0	250	0
4:35 PM	3	4	2	1	106	7	6	5	8	5	119	5	0	0	0	0	271	0
4:40 PM	3	2	4	0	76	15	9	0	15	8	82	1	0	0	0	0	215	0
4:45 PM	5	1	2	1	128	17	14	1	7	11	107	3	0	0	0	0	297	0
4:50 PM	9	1	2	0	78	12	14	1	10	13	131	7	0	0	0	0	278	0
4:55 PM	9	1	4	0	76	7	15	3	12	6	79	10	0	0	0	0	222	0
5:00 PM	4	0	5	0	114	16	13	3	5	9	98	7	0	0	0	0	274	0
5:05 PM	8	0	2	0	95	7	11	3	7	9	119	2	1	0	0	0	263	1
5:10 PM	6	3	6	0	90	16	11	4	7	6	109	7	0	0	0	0	265	0
5:15 PM	2	1	5	0	88	17	16	3	8	14	120	9	0	0	0	0	283	0
5:20 PM	7	3	2	0	98	10	8	3	5	10	152	5	0	0	0	0	303	0
5:25 PM	4	1	4	0	77	10	10	1	7	9	112	14	0	0	0	0	249	0
5:30 PM	7	2	2	0	87	17	9	0	11	5	106	3	0	0	0	0	249	0
5:35 PM	6	3	0	0	89	7	15	1	8	10	104	3	0	0	0	0	246	0
5:40 PM	2	0	3	0	69	10	12	2	7	10	119	16	0	0	0	0	250	0
5:45 PM	5	2	3	0	63	19	14	3	10	5	96	4	0	0	0	0	224	0
5:50 PM	8	4	2	0	86	18	12	1	5	4	103	5	0	0	0	0	248	0
5:55 PM	8	3	7	0	74	11	14	1	6	11	108	2	0	0	0	0	245	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	62	25	36	4	1130	129	155	37	116	93	1265	48	0	0	0	1	3100	1
4:15 PM	70	19	40	2	1149	132	144	37	104	92	1261	56	1	0	0	1	3106	2
4:30 PM	62	18	41	2	1139	141	137	30	95	106	1327	72	1	0	0	0	3170	1
4:45 PM	69	16	37	1	1089	146	148	25	94	112	1356	86	1	0	0	0	3179	1
5:00 PM	67	22	41	0	1030	158	145	25	86	102	1346	77	1	0	0	0	3099	1

INTERSECTION: *Adams St--/Hwy 111--*
 PROJECT ID#: **7118**
 QC JOB #: *10088406*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

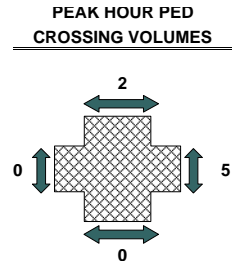


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PEAK HOUR: **4:30 PM TO 5:30 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**



5-MINUTE COUNT PERIOD BEGINNING AT	Adams St-- (Southbound)			Hwy 111-- (Westbound)			Adams St-- (Northbound)			Hwy 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	6	17	20	21	79	5	3	27	11	13	103	13	0	0	0	0	318	0
4:05 PM	13	16	14	16	114	3	3	14	7	26	105	6	0	0	0	0	337	0
4:10 PM	8	11	12	20	89	4	3	11	16	19	94	7	0	0	0	0	294	0
4:15 PM	9	28	27	13	75	7	2	22	9	8	84	16	0	0	0	0	300	0
4:20 PM	10	13	13	13	94	2	2	12	12	13	120	5	0	0	0	0	309	0
4:25 PM	8	16	14	17	85	3	6	20	8	14	112	5	0	0	0	0	308	0
4:30 PM	8	19	18	18	99	5	5	22	11	13	69	8	0	1	0	0	295	1
4:35 PM	6	15	9	16	112	6	7	15	18	21	104	15	0	0	0	0	344	0
4:40 PM	11	23	13	21	101	7	4	22	4	16	83	6	0	0	0	0	311	0
4:45 PM	10	29	18	10	105	15	3	18	14	12	84	11	0	0	0	0	329	0
4:50 PM	7	38	13	9	80	8	4	27	6	13	96	14	1	3	0	0	315	4
4:55 PM	11	24	15	11	94	10	3	26	5	15	126	6	0	0	0	0	346	0
5:00 PM	6	27	10	17	99	5	5	23	8	17	80	9	0	0	0	0	306	0
5:05 PM	11	23	26	13	78	1	8	26	13	14	102	12	0	0	0	0	327	0
5:10 PM	10	19	8	16	109	4	3	28	14	21	95	18	0	0	0	0	345	0
5:15 PM	12	25	10	14	93	6	3	28	4	21	110	12	1	0	0	0	338	1
5:20 PM	14	39	10	22	75	5	0	26	17	17	109	8	0	1	0	0	342	1
5:25 PM	5	26	20	9	95	6	4	15	13	20	133	11	0	0	0	0	357	0
5:30 PM	4	26	14	13	90	6	2	18	6	16	90	7	0	0	1	0	292	1
5:35 PM	6	25	20	23	78	4	0	22	17	12	82	7	0	0	0	0	296	0
5:40 PM	8	24	16	11	61	4	4	17	13	10	123	12	0	0	0	0	303	0
5:45 PM	10	17	8	10	81	5	3	18	10	16	98	8	0	1	1	0	284	2
5:50 PM	7	11	8	9	75	6	5	21	15	8	85	17	0	0	2	0	267	2
5:55 PM	6	30	20	10	71	1	3	16	11	23	86	15	0	0	0	0	292	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	107	249	186	185	1127	75	45	236	121	183	1180	112	1	4	0	0	3806	5
4:15 PM	107	274	184	174	1131	73	52	261	122	177	1155	125	1	4	0	0	3835	5
4:30 PM	111	307	170	176	1140	78	49	276	127	200	1191	130	2	5	0	0	3955	7
4:45 PM	104	325	180	168	1057	74	39	274	130	188	1230	127	2	4	1	0	3896	7
5:00 PM	99	292	170	167	1005	53	40	258	141	195	1193	136	1	2	4	0	3749	7

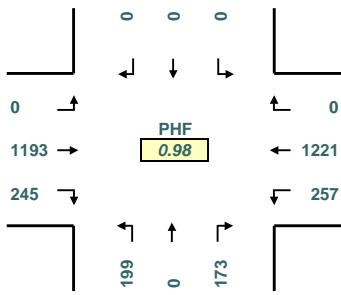
INTERSECTION: N/A--/Hwy 111--
 PROJECT ID#: 7118
 QC JOB #: 10088405

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 4/19/2005



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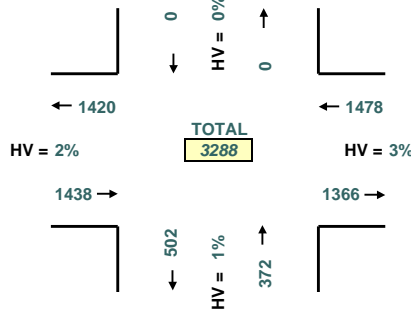
PEAK HOUR TURNING MOVEMENTS



PHF
0.98

PEAK HOUR: 4:00 PM TO 5:00 PM

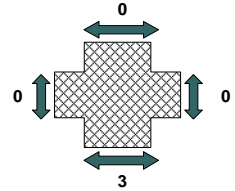
PEAK HOUR LINK VOLUMES



TOTAL
3288

PEAK 15 MINUTES: 4:30 PM TO 4:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	N/A-- (Southbound)			Hwy 111-- (Westbound)			La Quinta Dr-- (Northbound)			Hwy 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	0	0	97	22	17	0	24	17	93	0	0	0	0	0	270	0
4:05 PM	0	0	0	0	97	20	12	0	19	19	122	0	0	0	1	0	289	1
4:10 PM	0	0	0	0	99	24	19	0	9	21	93	0	0	0	0	0	265	0
4:15 PM	0	0	0	0	105	21	17	0	15	30	72	0	0	0	1	0	260	1
4:20 PM	0	0	0	0	85	18	14	0	9	27	110	0	0	0	1	0	263	1
4:25 PM	0	0	0	0	88	14	19	0	21	18	126	0	0	0	0	0	286	0
4:30 PM	0	0	0	0	117	33	10	0	24	16	75	0	0	0	0	0	275	0
4:35 PM	0	0	0	0	95	23	17	0	20	13	93	0	0	0	0	0	261	0
4:40 PM	0	0	0	0	132	22	12	0	9	21	105	0	0	0	0	0	301	0
4:45 PM	0	0	0	0	118	23	12	0	16	21	86	0	0	0	0	0	276	0
4:50 PM	0	0	0	0	84	20	14	0	15	21	91	0	0	0	0	0	245	0
4:55 PM	0	0	0	0	104	17	10	0	18	21	127	0	0	0	0	0	297	0
5:00 PM	0	0	0	0	82	26	13	0	20	22	71	0	0	0	1	0	234	1
5:05 PM	0	0	0	0	92	24	19	0	20	19	108	0	0	0	0	0	282	0
5:10 PM	0	0	0	0	112	30	21	0	7	13	105	0	0	0	0	0	288	0
5:15 PM	0	0	0	0	107	29	10	0	8	18	111	0	0	0	0	0	283	0
5:20 PM	0	0	0	0	82	20	11	0	24	21	97	0	0	0	0	0	255	0
5:25 PM	0	0	0	0	87	12	23	0	13	25	129	0	0	0	0	0	289	0
5:30 PM	0	0	0	0	109	25	8	0	10	16	101	0	0	0	0	0	269	0
5:35 PM	0	0	0	0	77	35	8	0	16	13	87	0	0	0	0	0	236	0
5:40 PM	0	0	0	0	83	21	17	0	12	17	103	0	0	0	0	0	253	0
5:45 PM	0	0	0	0	81	31	13	0	10	16	106	0	0	0	0	0	257	0
5:50 PM	0	0	0	0	73	32	17	0	15	16	90	0	0	0	0	0	243	0
5:55 PM	0	0	0	0	75	19	17	0	15	15	89	0	0	0	0	0	230	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	0	0	0	0	1221	257	173	0	199	245	1193	0	0	0	3	0	3288	3
4:15 PM	0	0	0	0	1214	271	178	0	194	242	1169	0	0	0	3	0	3268	3
4:30 PM	0	0	0	0	1212	279	172	0	194	231	1198	0	0	0	1	0	3286	1
4:45 PM	0	0	0	0	1137	282	166	0	179	227	1216	0	0	0	1	0	3207	1
5:00 PM	0	0	0	0	1060	304	177	0	170	211	1197	0	0	0	1	0	3119	1

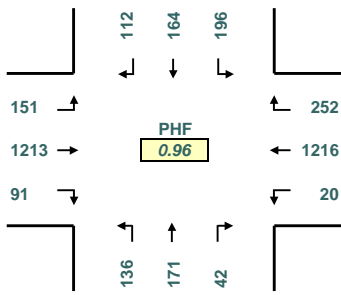
INTERSECTION: *Dune Palms Rd--/Hwy 111--*
 PROJECT ID#: **7118**
 QC JOB #: *10088404*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

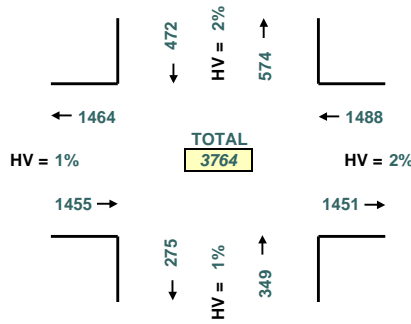


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PEAK HOUR TURNING MOVEMENTS



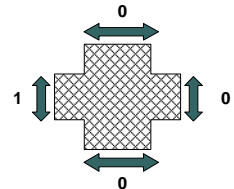
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:00 PM TO 5:00 PM**

PEAK 15 MINUTES: **4:45 PM TO 5:00 PM**

PEAK HOUR PED CROSSING VOLUMES



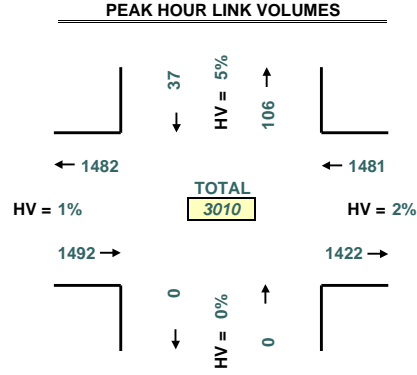
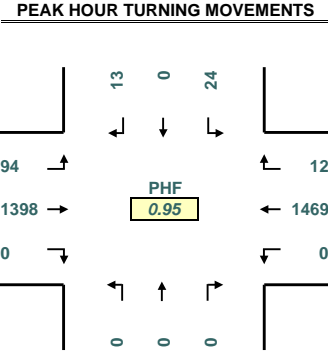
5-MINUTE COUNT PERIOD BEGINNING AT	Dune Palms Rd-- (Southbound)			Hwy 111-- (Westbound)			Dune Palms Rd-- (Northbound)			Hwy 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	9	16	17	25	116	2	0	8	10	5	74	15	0	0	0	0	297	0
4:05 PM	4	9	17	23	91	2	4	10	9	12	96	16	0	0	0	1	293	1
4:10 PM	6	8	18	24	85	2	2	12	11	5	132	21	0	0	0	0	326	0
4:15 PM	11	23	20	20	97	3	2	26	8	7	84	8	0	0	0	0	309	0
4:20 PM	4	9	13	18	120	2	5	15	14	6	101	7	0	0	0	0	314	0
4:25 PM	10	7	14	21	95	0	4	8	12	6	109	18	0	0	0	0	304	0
4:30 PM	15	19	12	14	101	0	6	15	14	8	97	13	0	0	0	0	314	0
4:35 PM	10	13	20	25	117	3	2	7	5	6	98	8	0	0	0	0	314	0
4:40 PM	10	9	19	16	101	1	0	17	4	10	113	11	0	0	0	0	311	0
4:45 PM	4	11	10	24	63	2	8	24	21	3	73	16	0	0	0	0	259	0
4:50 PM	18	24	20	15	105	2	4	17	15	14	104	10	0	0	0	0	348	0
4:55 PM	11	16	16	27	125	1	5	12	13	9	132	8	0	0	0	0	375	0
5:00 PM	10	16	24	17	79	1	0	13	13	14	89	10	0	0	0	0	286	0
5:05 PM	8	16	22	27	82	3	2	13	8	11	98	7	0	0	0	0	297	0
5:10 PM	5	8	19	21	112	3	0	16	7	6	116	12	0	0	0	0	325	0
5:15 PM	9	13	12	14	87	3	1	9	5	6	87	25	0	0	0	0	271	0
5:20 PM	6	14	30	18	74	0	1	15	13	4	82	17	0	3	0	0	274	3
5:25 PM	3	5	17	23	110	0	0	7	10	5	83	8	0	0	0	0	271	0
5:30 PM	6	11	9	20	71	2	1	14	8	8	119	13	0	0	0	0	282	0
5:35 PM	6	17	23	18	71	1	1	16	5	7	91	11	0	0	0	0	267	0
5:40 PM	10	6	8	19	106	2	0	16	3	3	90	10	0	0	0	0	273	0
5:45 PM	16	6	14	21	74	3	0	7	7	6	101	12	0	0	0	0	267	0
5:50 PM	9	16	16	20	79	2	0	7	4	10	85	11	0	0	0	0	259	0
5:55 PM	13	17	13	18	63	0	0	12	8	9	104	8	0	0	0	0	265	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	112	164	196	252	1216	20	42	171	136	91	1213	151	0	0	0	1	3764	1
4:15 PM	116	171	209	245	1197	21	38	183	134	100	1214	128	0	0	0	0	3756	0
4:30 PM	109	164	221	241	1156	19	29	165	128	96	1172	145	0	3	0	0	3645	3
4:45 PM	96	157	210	243	1085	20	23	172	121	90	1164	147	0	3	0	0	3528	3
5:00 PM	101	145	207	236	1008	20	6	145	91	89	1145	144	0	3	0	0	3337	3

INTERSECTION: Depot St--/Highway 111--
 PROJECT ID#: 7118
 QC JOB #: 10088403

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 4/19/2005

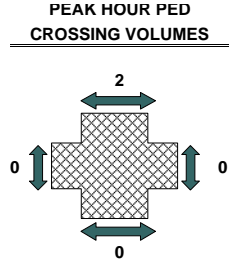


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PEAK HOUR: 4:00 PM TO 5:00 PM

PEAK 15 MINUTES: 4:00 PM TO 4:15 PM



5-MINUTE COUNT PERIOD BEGINNING AT	Depot St-- (Southbound)			Highway 111-- (Westbound)			Desert-- (Northbound)			Highway 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	1	0	3	0	143	0	0	0	0	120	9	0	0	0	0	0	276	0
4:05 PM	2	0	1	1	113	0	0	0	0	124	9	0	0	0	0	0	250	0
4:10 PM	1	0	2	0	116	0	0	0	0	136	11	0	0	0	0	0	266	0
4:15 PM	0	0	1	0	146	0	0	0	0	98	7	0	0	0	0	0	252	0
4:20 PM	1	0	1	2	103	0	0	0	0	87	7	1	0	0	0	0	201	1
4:25 PM	1	0	1	2	116	0	0	0	0	149	11	0	0	0	0	0	280	0
4:30 PM	1	0	2	0	149	0	0	0	0	111	2	0	0	0	0	0	265	0
4:35 PM	0	0	1	1	113	0	0	0	0	117	8	0	0	0	0	0	240	0
4:40 PM	1	0	1	0	109	0	0	0	0	118	9	0	0	0	0	0	238	0
4:45 PM	3	0	2	1	126	0	0	0	0	109	7	0	0	0	0	0	248	0
4:50 PM	0	0	5	4	134	0	0	0	0	105	8	0	0	0	0	0	256	0
4:55 PM	2	0	4	1	101	0	0	0	0	124	6	1	0	0	0	0	238	1
5:00 PM	0	0	3	0	108	0	0	0	0	117	5	0	0	0	0	0	233	0
5:05 PM	1	0	0	1	137	0	0	0	0	129	7	0	0	0	0	0	275	0
5:10 PM	0	0	2	1	107	0	0	0	0	137	9	0	0	0	0	0	256	0
5:15 PM	4	0	3	0	113	0	0	0	0	121	9	0	0	0	0	0	250	0
5:20 PM	3	0	1	3	116	0	0	0	0	118	5	1	0	0	0	0	246	1
5:25 PM	3	0	1	2	113	0	0	0	0	114	9	0	0	0	0	0	242	0
5:30 PM	1	0	0	1	108	0	0	0	0	129	10	0	0	0	0	0	249	0
5:35 PM	3	0	1	1	112	0	0	0	0	113	10	0	0	0	0	0	240	0
5:40 PM	4	0	0	3	105	0	0	0	0	101	2	1	0	0	0	0	215	1
5:45 PM	1	0	0	1	88	0	0	0	0	137	9	0	0	0	0	0	236	0
5:50 PM	4	0	1	1	109	0	0	0	0	119	6	0	0	0	0	0	240	0
5:55 PM	2	0	4	0	117	0	0	0	0	100	6	0	0	0	0	0	229	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	13	0	24	12	1469	0	0	0	0	1398	94	2	0	0	0	0	3010	2
4:15 PM	10	0	23	13	1449	0	0	0	0	1401	86	2	0	0	0	0	2982	2
4:30 PM	18	0	25	14	1426	0	0	0	0	1420	84	2	0	0	0	0	2987	2
4:45 PM	24	0	22	18	1380	0	0	0	0	1417	87	3	0	0	0	0	2948	3
5:00 PM	26	0	16	14	1333	0	0	0	0	1435	87	2	0	0	0	0	2911	2

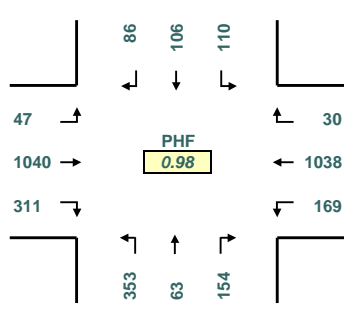
INTERSECTION: *Jefferson St--/Highway 111--*
 PROJECT ID#:
 QC JOB #: 10088402

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 4/19/2005

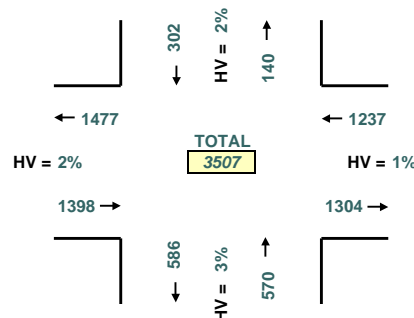


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PEAK HOUR TURNING MOVEMENTS



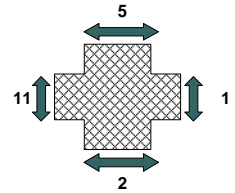
PEAK HOUR LINK VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 4:00 PM TO 4:15 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD	Jefferson St-- (Southbound)			Highway 111-- (Westbound)			Jefferson St-- (Northbound)			Highway 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	7	8	10	4	69	15	14	12	42	22	88	4	0	0	0	0	295	0
4:05 PM	10	13	15	1	90	13	14	5	24	26	98	8	0	0	0	0	317	0
4:10 PM	14	14	15	1	93	12	16	5	30	18	83	9	0	0	0	0	310	0
4:15 PM	8	7	11	5	91	11	11	6	38	17	67	3	0	0	0	0	275	0
4:20 PM	13	4	10	9	88	10	6	5	23	24	89	6	1	0	0	0	287	1
4:25 PM	10	8	10	5	85	19	6	5	29	31	90	4	0	0	0	1	302	1
4:30 PM	10	18	14	0	82	14	10	3	35	23	72	0	0	0	0	0	281	0
4:35 PM	3	3	13	2	103	14	9	7	23	27	101	4	0	0	0	0	309	0
4:40 PM	4	8	9	0	84	19	11	3	40	18	81	8	1	0	0	0	285	1
4:45 PM	5	6	11	1	83	11	19	2	33	17	68	4	0	0	1	0	260	1
4:50 PM	4	0	6	2	106	10	7	3	28	16	104	9	0	0	0	0	295	0
4:55 PM	6	14	11	2	76	8	7	3	21	27	96	4	0	1	0	0	275	1
5:00 PM	5	11	15	1	69	16	8	8	32	25	57	5	1	0	0	1	252	2
5:05 PM	11	5	11	0	73	8	7	7	46	24	101	6	0	1	0	0	299	1
5:10 PM	9	11	15	3	89	18	14	4	23	35	117	2	0	0	1	0	340	1
5:15 PM	9	10	10	4	75	17	10	2	19	22	75	3	0	0	0	0	256	0
5:20 PM	4	11	4	4	82	16	25	5	43	19	82	3	0	0	0	0	298	0
5:25 PM	5	5	13	2	104	14	17	8	27	32	111	2	4	0	1	1	340	6
5:30 PM	12	7	4	6	106	22	15	8	26	17	72	6	0	0	0	9	301	9
5:35 PM	2	8	12	2	52	8	17	4	36	25	81	6	0	0	0	0	253	0
5:40 PM	7	7	3	1	105	13	7	5	20	17	84	3	0	0	0	0	272	0
5:45 PM	5	0	5	2	98	10	13	3	18	32	102	2	0	0	0	0	290	0
5:50 PM	10	25	14	2	78	16	7	8	36	31	68	5	0	0	0	0	300	0
5:55 PM	7	6	4	3	107	11	14	1	27	32	90	4	0	0	0	0	306	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	94	103	135	32	1050	156	130	59	366	266	1037	63	2	1	1	1	3491	5
4:15 PM	88	95	136	30	1029	158	115	56	371	284	1043	55	3	2	2	2	3460	9
4:30 PM	75	102	132	21	1026	165	144	55	370	285	1065	50	6	2	3	2	3490	13
4:45 PM	79	95	115	28	1020	161	153	59	354	276	1048	53	5	2	3	11	3441	21
5:00 PM	86	106	110	30	1038	169	154	63	353	311	1040	47	5	1	2	11	3507	19

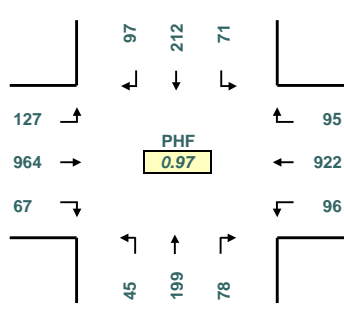
INTERSECTION: *Madison--/Hwy 111--*
 PROJECT ID#: **7118**
 QC JOB #: *10088401*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

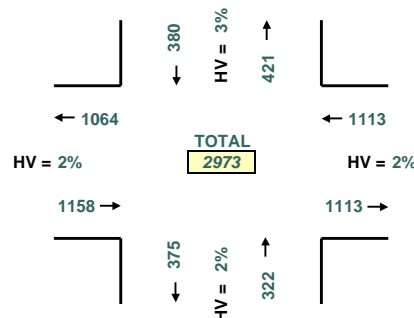


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PEAK HOUR TURNING MOVEMENTS



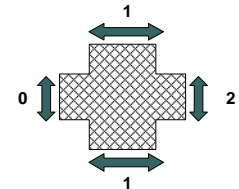
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:30 PM TO 5:30 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Madison-- (Southbound)			Hwy 111-- (Westbound)			Madison-- (Northbound)			Hwy 111-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	6	13	9	7	66	11	4	9	4	5	87	12	0	0	0	0	233	0
4:05 PM	3	15	9	9	77	13	9	16	3	5	73	10	1	0	0	0	242	1
4:10 PM	12	16	6	8	112	4	9	13	2	6	87	12	1	0	0	0	287	1
4:15 PM	13	11	5	8	84	7	3	12	3	2	77	12	0	0	0	0	237	0
4:20 PM	11	21	10	3	78	4	10	18	5	3	64	12	0	1	0	0	239	1
4:25 PM	12	14	11	5	86	18	9	10	6	14	61	5	0	0	0	0	251	0
4:30 PM	9	17	6	8	75	6	3	17	2	7	101	7	0	0	0	0	258	0
4:35 PM	8	14	10	7	84	5	8	10	7	6	69	7	0	0	0	0	235	0
4:40 PM	7	17	5	7	84	6	5	19	7	7	79	12	0	0	0	0	255	0
4:45 PM	12	19	7	8	88	6	4	12	0	6	84	10	0	0	0	0	256	0
4:50 PM	11	21	5	8	67	6	9	17	3	5	73	12	0	0	0	0	237	0
4:55 PM	5	25	10	6	53	10	7	16	5	6	62	9	0	1	1	0	214	2
5:00 PM	5	16	6	7	83	11	10	8	2	2	101	7	1	0	0	0	258	1
5:05 PM	8	13	5	8	87	9	6	15	1	5	65	13	0	1	0	0	235	1
5:10 PM	9	27	4	8	68	8	5	23	1	8	82	19	0	0	0	0	262	0
5:15 PM	7	12	4	10	88	9	8	21	8	5	90	7	0	0	0	0	269	0
5:20 PM	9	16	4	8	86	11	5	21	6	8	78	9	0	0	0	0	261	0
5:25 PM	7	15	5	10	59	9	8	20	3	2	80	15	0	0	0	0	233	0
5:30 PM	12	14	9	6	71	9	1	15	7	12	77	8	0	0	0	0	241	0
5:35 PM	6	11	6	10	68	5	7	21	4	4	77	6	0	0	0	0	225	0
5:40 PM	1	21	4	3	63	7	6	15	7	5	57	16	0	0	0	0	205	0
5:45 PM	4	20	8	8	68	12	13	22	3	6	61	7	1	0	0	0	232	1
5:50 PM	7	20	5	8	64	2	9	19	5	8	81	9	1	0	0	0	237	1
5:55 PM	6	9	9	6	57	4	3	8	2	3	73	15	0	0	0	0	195	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	109	203	93	84	954	96	80	169	47	72	917	120	2	2	1	0	2944	5
4:15 PM	110	215	84	83	937	96	79	177	42	71	918	125	1	3	1	0	2937	5
4:30 PM	97	212	71	95	922	96	78	199	45	67	964	127	1	2	1	0	2973	4
4:45 PM	92	210	69	92	881	100	76	204	47	68	926	131	1	2	1	0	2896	4
5:00 PM	81	194	69	92	862	96	81	208	49	68	922	131	3	1	0	0	2853	4

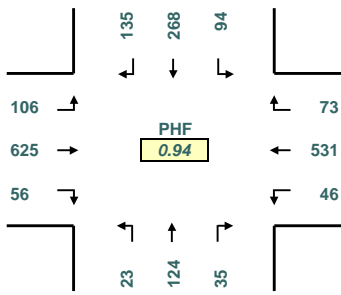
INTERSECTION: *Jefferson St--/Fred Waring Dr--*
 PROJECT ID#: **7118**
 QC JOB #: *10088416*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

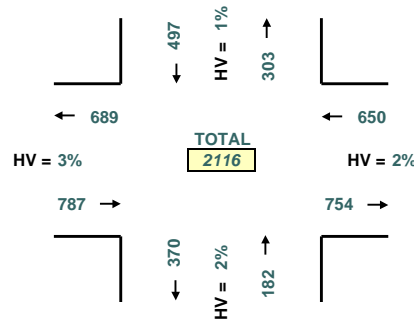


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PEAK HOUR TURNING MOVEMENTS



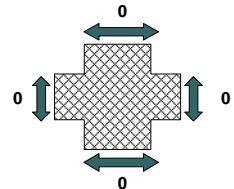
PEAK HOUR LINK VOLUMES



PEAK HOUR: **4:45 PM TO 5:45 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Jefferson St-- (Southbound)			Fred Waring Dr-- (Westbound)			Jefferson St-- (Northbound)			Fred Waring Dr-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	7	17	11	4	42	4	4	13	0	2	69	10	0	0	0	0	183	0
4:05 PM	15	32	13	4	38	1	5	10	0	6	64	14	0	0	0	0	202	0
4:10 PM	10	23	15	7	45	2	1	8	1	9	37	14	0	0	0	0	172	0
4:15 PM	11	15	5	5	38	5	5	15	3	7	80	10	0	0	0	0	199	0
4:20 PM	14	28	7	9	28	5	7	15	8	5	63	4	0	0	0	0	193	0
4:25 PM	5	23	4	4	38	3	4	16	7	2	46	11	0	0	0	0	163	0
4:30 PM	11	15	9	7	42	4	4	11	3	8	60	8	0	0	0	0	182	0
4:35 PM	8	29	9	4	34	6	3	16	3	3	47	7	0	0	0	0	169	0
4:40 PM	11	16	10	3	45	4	2	14	1	5	37	13	0	0	0	0	161	0
4:45 PM	4	18	10	9	49	5	5	13	2	3	55	9	0	0	0	0	182	0
4:50 PM	10	17	12	7	48	2	2	7	1	7	47	6	0	0	0	0	166	0
4:55 PM	6	20	6	4	36	4	3	10	0	2	42	4	0	0	0	0	137	0
5:00 PM	12	29	12	4	36	5	1	7	3	4	51	13	0	0	0	0	177	0
5:05 PM	19	27	9	6	56	2	1	12	2	6	41	10	0	0	0	0	191	0
5:10 PM	15	21	2	3	51	5	0	10	1	4	63	12	0	0	0	0	187	0
5:15 PM	15	21	8	7	44	2	7	12	0	7	65	5	0	0	0	0	193	0
5:20 PM	12	27	10	8	46	4	3	8	5	6	54	9	0	0	0	0	192	0
5:25 PM	10	28	8	5	43	5	3	13	3	2	49	9	0	0	0	0	178	0
5:30 PM	12	19	4	5	55	5	3	10	1	3	51	11	0	0	0	0	179	0
5:35 PM	13	19	9	5	33	4	4	10	2	8	58	9	0	0	0	0	174	0
5:40 PM	7	22	4	10	34	3	3	12	3	4	49	9	0	0	0	0	160	0
5:45 PM	11	22	9	4	34	2	2	15	1	1	38	10	0	0	0	0	149	0
5:50 PM	7	20	12	5	35	4	4	13	3	1	44	11	0	0	0	0	159	0
5:55 PM	10	24	7	5	27	2	2	8	2	8	54	13	0	0	0	0	162	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	112	253	111	67	483	45	45	148	29	59	647	110	0	0	0	0	2109	0
4:15 PM	126	258	95	65	501	50	37	146	34	56	632	107	0	0	0	0	2107	0
4:30 PM	133	268	105	67	530	48	34	133	24	57	611	105	0	0	0	0	2115	0
4:45 PM	135	268	94	73	531	46	35	124	23	56	625	106	0	0	0	0	2116	0
5:00 PM	143	279	94	67	494	43	33	130	26	54	617	121	0	0	0	0	2101	0

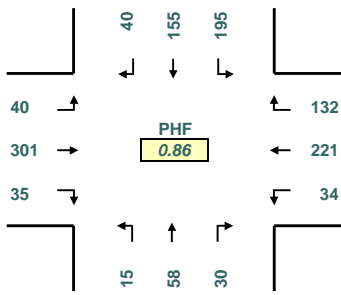
INTERSECTION: *Jefferson St--/Miles Ave--*
 PROJECT ID#: **7118**
 QC JOB #: *10088415*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*

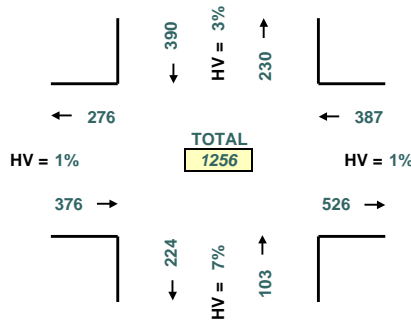


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PEAK HOUR TURNING MOVEMENTS



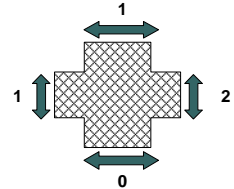
PEAK HOUR LINK VOLUMES



PEAK HOUR: **5:00 PM TO 6:00 PM**

PEAK 15 MINUTES: **5:15 PM TO 5:30 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Jefferson St-- (Southbound)			Miles Ave-- (Westbound)			Jefferson St-- (Northbound)			Miles Ave-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	3	16	16	7	12	9	4	9	1	1	8	2	1	0	0	0	88	1
4:05 PM	0	9	15	4	14	0	4	4	3	2	15	6	0	0	0	0	76	0
4:10 PM	3	16	18	7	21	1	2	3	1	3	29	4	0	0	0	0	108	0
4:15 PM	1	15	20	11	24	1	0	6	2	3	20	8	0	0	0	0	111	0
4:20 PM	0	13	16	16	19	3	6	9	3	4	17	3	0	0	0	0	109	0
4:25 PM	0	9	17	10	8	5	6	10	0	2	17	4	0	0	0	0	88	0
4:30 PM	2	13	23	10	12	4	3	10	1	1	20	3	0	0	0	0	102	0
4:35 PM	3	16	14	13	20	2	1	4	0	2	14	3	0	1	0	0	92	1
4:40 PM	2	15	10	14	30	6	1	5	3	0	21	5	0	0	0	0	112	0
4:45 PM	6	13	12	7	20	0	2	4	1	0	25	6	0	0	0	0	96	0
4:50 PM	2	11	18	6	15	0	1	3	0	1	16	1	0	0	0	0	74	0
4:55 PM	5	9	17	8	7	4	5	5	1	4	14	3	0	0	0	0	82	0
5:00 PM	2	14	16	6	12	2	3	10	2	5	22	2	0	0	0	0	96	0
5:05 PM	3	15	18	10	25	2	6	8	1	3	23	2	0	0	0	0	116	0
5:10 PM	2	15	18	9	14	4	1	3	0	3	24	3	0	0	0	0	96	0
5:15 PM	5	10	28	13	26	3	6	6	3	0	31	6	0	1	0	0	137	1
5:20 PM	6	12	11	16	16	1	2	4	0	4	27	2	0	0	0	0	101	0
5:25 PM	6	17	13	13	27	9	1	2	4	5	30	1	0	0	0	0	128	0
5:30 PM	1	17	13	16	8	1	2	4	3	8	13	3	0	0	0	0	89	0
5:35 PM	4	10	23	4	14	2	3	3	1	1	26	8	0	0	0	0	99	0
5:40 PM	1	7	11	10	20	1	2	7	0	1	22	4	0	1	0	1	86	2
5:45 PM	3	15	13	14	24	0	2	5	0	3	43	3	0	0	0	0	125	0
5:50 PM	1	10	16	16	20	4	0	4	1	2	19	2	1	0	0	0	95	1
5:55 PM	6	13	15	5	15	5	2	2	0	0	21	4	0	0	0	0	88	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	27	155	196	113	202	35	35	72	16	23	216	48	1	1	0	0	1138	2
4:15 PM	28	158	199	120	206	33	35	77	14	28	233	43	0	1	0	0	1174	1
4:30 PM	44	160	198	125	224	37	32	64	16	28	267	37	0	2	0	0	1232	2
4:45 PM	43	150	198	118	204	29	34	59	16	35	273	41	0	2	0	1	1200	3
5:00 PM	40	155	195	132	221	34	30	58	15	35	301	40	1	2	0	1	1256	4

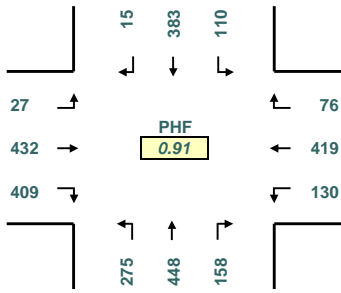
INTERSECTION: *Jefferson--/Ave 48--*
 PROJECT ID#: **7118**
 QC JOB #: *10088414*

START TIME: *4:00 PM*
 END TIME: *6:00 PM*
 DATE: *4/19/2005*



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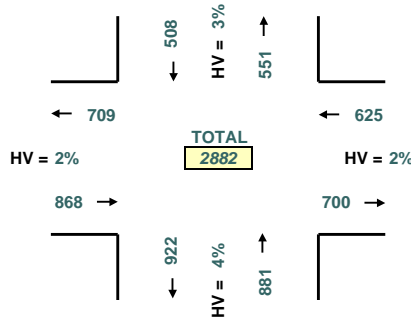
PEAK HOUR TURNING MOVEMENTS



PHF
0.91

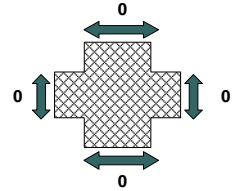
PEAK HOUR: **4:30 PM TO 5:30 PM**

PEAK HOUR LINK VOLUMES



PEAK 15 MINUTES: **5:00 PM TO 5:15 PM**

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Jefferson-- (Southbound)			Ave 48-- (Westbound)			Jefferson-- (Northbound)			Ave 48-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	43	9	4	15	8	7	57	20	35	30	0	0	0	0	0	230	0
4:05 PM	3	15	11	4	34	10	13	31	25	47	48	1	0	0	0	0	242	0
4:10 PM	0	30	10	3	20	7	14	44	39	31	29	3	0	0	0	0	230	0
4:15 PM	1	28	12	2	36	11	12	40	31	27	32	1	0	0	0	0	233	0
4:20 PM	4	21	1	6	32	11	13	29	17	25	30	2	0	0	0	0	191	0
4:25 PM	2	47	15	6	31	9	13	34	31	31	25	0	0	0	0	0	244	0
4:30 PM	4	29	8	5	47	12	10	25	26	40	31	0	0	0	0	0	237	0
4:35 PM	2	39	8	5	16	6	15	52	22	20	27	4	0	0	0	0	216	0
4:40 PM	3	34	8	10	41	3	9	41	20	25	29	4	0	0	0	0	227	0
4:45 PM	0	13	6	3	40	15	8	22	25	36	30	4	0	0	0	0	202	0
4:50 PM	0	35	1	10	35	10	8	38	23	32	27	1	0	0	0	0	220	0
4:55 PM	0	26	16	3	34	23	16	41	20	32	27	0	0	0	0	0	238	0
5:00 PM	1	28	13	9	32	4	16	37	27	26	49	0	0	0	0	0	242	0
5:05 PM	2	34	10	8	36	14	22	45	29	38	47	4	0	0	0	0	289	0
5:10 PM	1	46	15	2	29	17	14	33	20	33	40	7	0	0	0	0	257	0
5:15 PM	0	33	5	3	41	5	15	37	22	56	57	2	0	0	0	0	276	0
5:20 PM	1	38	11	8	36	11	13	43	27	36	21	0	0	0	0	0	245	0
5:25 PM	1	28	9	10	32	10	12	34	14	35	47	1	0	0	0	0	233	0
5:30 PM	0	35	13	4	29	3	15	38	30	30	26	0	0	0	0	0	223	0
5:35 PM	2	22	6	8	41	9	11	36	18	35	43	0	0	0	0	0	231	0
5:40 PM	3	29	13	3	28	9	13	32	26	36	31	2	0	0	0	0	225	0
5:45 PM	3	33	12	3	31	9	5	29	25	26	34	0	0	0	0	0	210	0
5:50 PM	4	34	11	3	28	10	13	28	21	29	32	3	0	0	0	0	216	0
5:55 PM	1	42	11	6	38	3	12	33	22	26	27	1	0	0	0	0	222	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	21	360	105	61	381	125	138	454	299	381	365	20	0	0	0	0	2710	0
4:15 PM	20	380	113	69	409	135	156	437	291	365	394	27	0	0	0	0	2796	0
4:30 PM	15	383	110	76	419	130	158	448	275	409	432	27	0	0	0	0	2882	0
4:45 PM	11	367	118	71	413	130	163	436	281	425	445	21	0	0	0	0	2881	0
5:00 PM	19	402	129	67	401	104	161	425	281	406	454	20	0	0	0	0	2869	0



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U-Turns

10088402 Jefferson & Hwy 111

	N Leg	E Leg	S Leg	W Leg
4:00 PM	1	0	4	0
4:05 PM	2	0	1	2
4:10 PM	5	1	1	0
4:15 PM	3	0	1	0
4:20 PM	0	0	2	0
4:25 PM	1	0	3	0
4:30 PM	3	0	1	0
4:35 PM	2	0	1	0
4:40 PM	1	0	3	0
4:45 PM	5	1	0	0
4:50 PM	1	0	0	0
4:55 PM	0	0	3	0
5:00 PM	0	1	2	0
5:05 PM	1	0	5	0
5:10 PM	4	1	3	0
5:15 PM	5	0	3	0
5:20 PM	5	0	0	0
5:25 PM	3	1	0	0
5:30 PM	3	2	0	0
5:35 PM	1	0	0	0
5:40 PM	2	1	0	0
5:45 PM	3	0	0	0
5:50 PM	1	0	0	0
5:55 PM	0	0	0	0

10088404 Dune Palms & Hwy 111

	N Leg	E Leg	S Leg	W Leg
4:00 PM	0	0	0	0
4:05 PM	0	0	0	0
4:10 PM	0	0	0	0
4:15 PM	0	0	0	1
4:20 PM	0	0	0	1
4:25 PM	0	0	0	3
4:30 PM	0	0	0	0
4:35 PM	0	0	0	0
4:40 PM	0	0	0	0
4:45 PM	0	0	0	1
4:50 PM	0	0	0	0
4:55 PM	0	0	0	0
5:00 PM	0	0	0	0
5:05 PM	0	0	0	0
5:10 PM	0	0	0	1
5:15 PM	0	0	0	0
5:20 PM	0	0	0	0
5:25 PM	0	0	0	0
5:30 PM	0	0	0	0
5:35 PM	0	0	0	0
5:40 PM	0	0	0	0
5:45 PM	0	0	0	0
5:50 PM	0	0	0	1
5:55 PM	0	0	0	1

10088407 La Quinta Center & Hwy 111

	N Leg	E Leg	S Leg	W Leg
4:00 PM	0	0	0	0
4:05 PM	0	0	0	0
4:10 PM	0	0	0	1
4:15 PM	0	0	0	0
4:20 PM	0	0	0	0
4:25 PM	0	0	0	0

10088408 Simon & Hwy 111

	N Leg	E Leg	S Leg	W Leg
4:00 PM	0	0	0	0
4:05 PM	0	0	0	1
4:10 PM	0	0	0	2
4:15 PM	0	0	0	2
4:20 PM	0	0	0	2
4:25 PM	0	0	0	1

4:30 PM	0	0	0	0
4:35 PM	0	0	0	0
4:40 PM	0	0	0	0
4:45 PM	0	0	0	0
4:50 PM	0	0	0	0
4:55 PM	0	0	0	1
5:00 PM	0	0	0	0
5:05 PM	0	0	0	1
5:10 PM	0	0	0	1
5:15 PM	0	0	0	1
5:20 PM	0	0	0	1
5:25 PM	0	0	0	1
5:30 PM	0	0	0	0
5:35 PM	0	0	0	0
5:40 PM	0	0	0	1
5:45 PM	0	0	0	0
5:50 PM	0	0	0	0
5:55 PM	0	0	0	0

4:30 PM	0	0	0	1
4:35 PM	0	0	0	0
4:40 PM	0	0	0	0
4:45 PM	0	0	0	0
4:50 PM	0	0	0	1
4:55 PM	0	0	0	0
5:00 PM	0	0	0	1
5:05 PM	0	0	0	1
5:10 PM	0	0	0	2
5:15 PM	0	0	0	2
5:20 PM	0	0	0	3
5:25 PM	0	0	0	1
5:30 PM	0	0	0	0
5:35 PM	0	0	0	1
5:40 PM	0	0	0	0
5:45 PM	0	0	0	0
5:50 PM	0	0	0	0
5:55 PM	0	0	0	3

10088416 Jefferson & Fred Warning

	N Leg	E Leg	S Leg	W Leg
4:00 PM	0	0	0	0
4:05 PM	0	0	0	0
4:10 PM	0	0	0	0
4:15 PM	0	0	0	0
4:20 PM	0	1	0	1
4:25 PM	0	0	0	0
4:30 PM	0	0	0	1
4:35 PM	0	0	0	0
4:40 PM	0	0	0	0
4:45 PM	0	0	0	0
4:50 PM	0	0	0	0
4:55 PM	0	0	0	0
5:00 PM	0	0	0	0
5:05 PM	0	0	0	0
5:10 PM	0	0	0	0
5:15 PM	0	0	0	0
5:20 PM	0	0	0	0
5:25 PM	0	0	0	0
5:30 PM	0	0	0	0
5:35 PM	0	0	0	0
5:40 PM	0	0	0	0
5:45 PM	0	0	0	0
5:50 PM	0	0	0	0
5:55 PM	0	0	0	0

	N Leg	E Leg	S Leg	W Leg
4:00 PM				
4:05 PM				
4:10 PM				
4:15 PM				
4:20 PM				
4:25 PM				
4:30 PM				
4:35 PM				
4:40 PM				
4:45 PM				
4:50 PM				
4:55 PM				
5:00 PM				
5:05 PM				
5:10 PM				
5:15 PM				
5:20 PM				
5:25 PM				
5:30 PM				
5:35 PM				
5:40 PM				
5:45 PM				
5:50 PM				
5:55 PM				

Intersection	Count day	Time	Southbound			Westbound			Northbound			Eastbound			Total	PHF
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Hwy 111/Jefferson	Weekday	4:30 - 5:30 pm	134	170	50	165	850	67	268	192	99	82	987	246	3,310	0.938
	Saturday	12:30 - 1:30 pm	146	193	68	119	989	61	279	167	77	94	974	175	3,342	0.961
Hwy 111/Washington	Weekday	4:30 - 5:30 pm	432	908	43	154	619	371	503	709	53	168	911	580	5,451	0.921
	Saturday	12:30 - 1:30 pm	439	558	105	182	697	445	403	468	102	173	745	383	4,700	0.936

Hwy 111/Jefferson	Apr-05	4:30 - 5:30 pm	132	102	75	165	1,026	21	370	55	144	50	1,065	285	3,490	0.951
Hwy 111/Washington	Apr-05	4:30 - 5:30 pm	436	988	78	183	701	405	471	694	96	194	943	697	5,886	

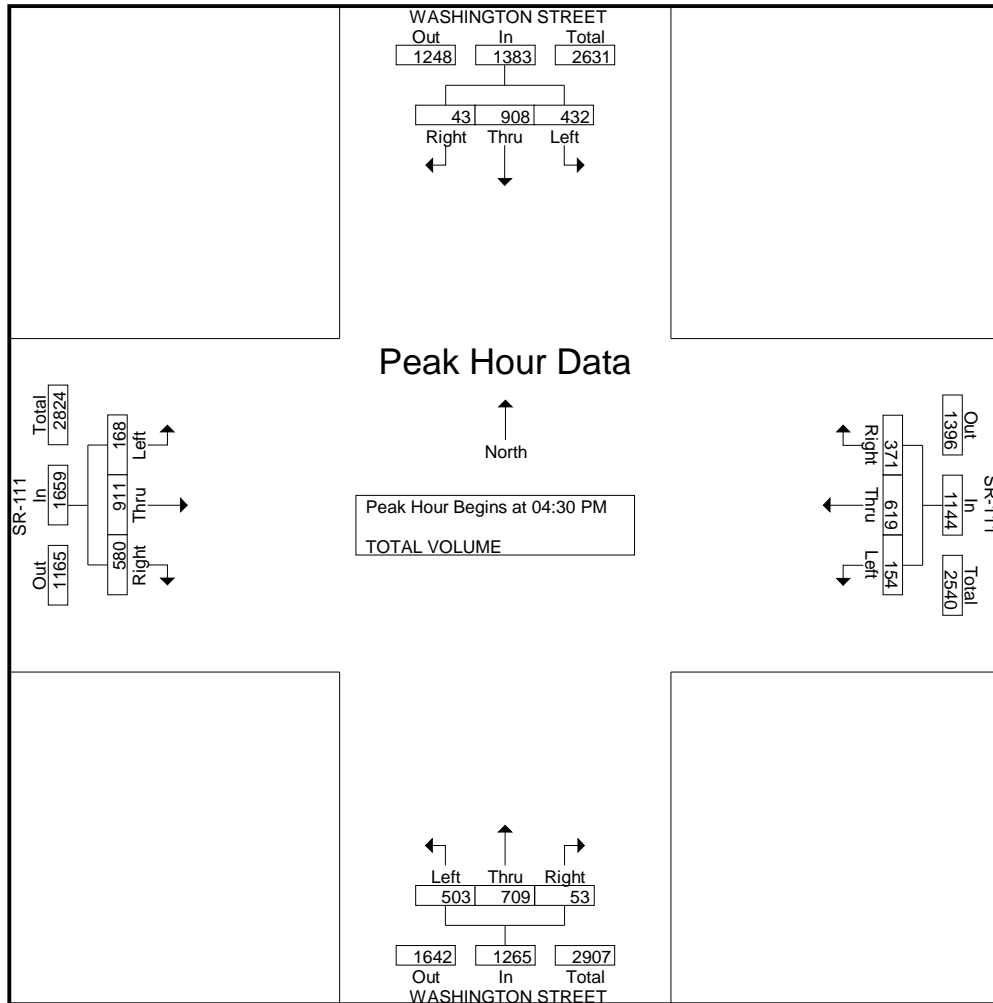
CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQWA111PM
 Site Code : 997738
 Start Date : 9/22/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				SR-111 Westbound				WASHINGTON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	105	215	18	338	52	171	88	311	164	160	12	336	58	196	99	353	1338
04:15 PM	111	207	23	341	45	166	94	305	147	140	46	333	53	239	128	420	1399
04:30 PM	110	216	7	333	37	161	102	300	121	160	16	297	45	212	104	361	1291
04:45 PM	116	189	15	320	42	161	91	294	136	187	12	335	41	229	144	414	1363
Total	442	827	63	1332	176	659	375	1210	568	647	86	1301	197	876	475	1548	5391
05:00 PM	85	224	18	327	39	149	108	296	120	171	18	309	45	205	140	390	1322
05:15 PM	121	279	3	403	36	148	70	254	126	191	7	324	37	265	192	494	1475
05:30 PM	88	202	19	309	44	159	79	282	99	175	13	287	41	207	125	373	1251
05:45 PM	106	224	3	333	31	152	74	257	121	136	20	277	23	176	115	314	1181
Total	400	929	43	1372	150	608	331	1089	466	673	58	1197	146	853	572	1571	5229
Grand Total	842	1756	106	2704	326	1267	706	2299	1034	1320	144	2498	343	1729	1047	3119	10620
Apprch %	31.1	64.9	3.9		14.2	55.1	30.7		41.4	52.8	5.8		11	55.4	33.6		
Total %	7.9	16.5	1	25.5	3.1	11.9	6.6	21.6	9.7	12.4	1.4	23.5	3.2	16.3	9.9	29.4	

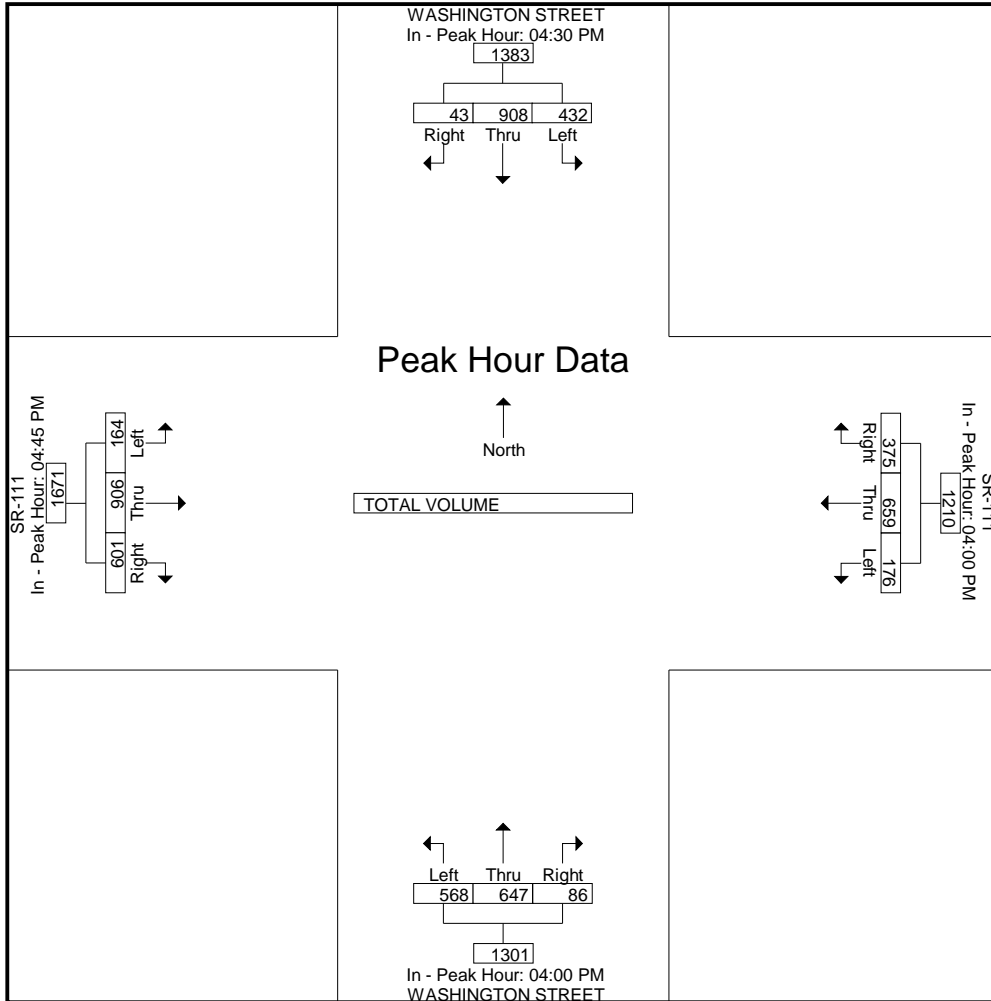
Start Time	WASHINGTON STREET Southbound				SR-111 Westbound				WASHINGTON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	110	216	7	333	37	161	102	300	121	160	16	297	45	212	104	361	1291
04:45 PM	116	189	15	320	42	161	91	294	136	187	12	335	41	229	144	414	1363
05:00 PM	85	224	18	327	39	149	108	296	120	171	18	309	45	205	140	390	1322
05:15 PM	121	279	3	403	36	148	70	254	126	191	7	324	37	265	192	494	1475
Total Volume	432	908	43	1383	154	619	371	1144	503	709	53	1265	168	911	580	1659	5451
% App. Total	31.2	65.7	3.1		13.5	54.1	32.4		39.8	56	4.2		10.1	54.9	35		
PHF	.893	.814	.597	.858	.917	.961	.859	.953	.925	.928	.736	.944	.933	.859	.755	.840	.924



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	110	216	7	333	52	171	88	311	164	160	12	336	41	229	144	414
+15 mins.	116	189	15	320	45	166	94	305	147	140	46	333	45	205	140	390
+30 mins.	85	224	18	327	37	161	102	300	121	160	16	297	37	265	192	494
+45 mins.	121	279	3	403	42	161	91	294	136	187	12	335	41	207	125	373
Total Volume	432	908	43	1383	176	659	375	1210	568	647	86	1301	164	906	601	1671
% App. Total	31.2	65.7	3.1		14.5	54.5	31		43.7	49.7	6.6		9.8	54.2	36	
PHF	.893	.814	.597	.858	.846	.963	.919	.973	.866	.865	.467	.968	.911	.855	.783	.846



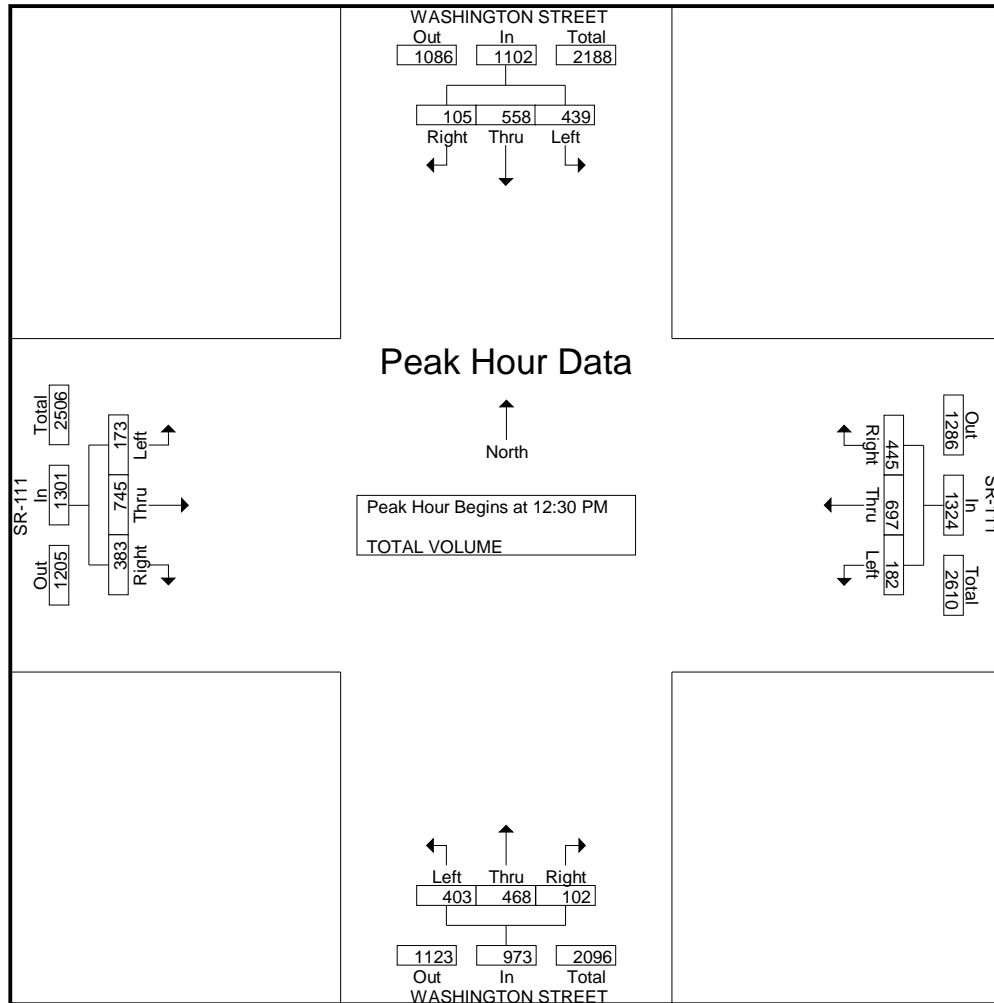
CITY OF LA QUINTA
 N/S: WASHINGTON STREET
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQWA111SAT
 Site Code : 997711
 Start Date : 9/24/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	WASHINGTON STREET Southbound				SR-111 Westbound				WASHINGTON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
12:00 PM	99	122	18	239	55	178	93	326	81	118	36	235	35	131	61	227	1027
12:15 PM	114	171	22	307	48	157	92	297	103	151	27	281	49	153	69	271	1156
12:30 PM	109	129	27	265	51	174	111	336	94	121	32	247	43	179	81	303	1151
12:45 PM	119	158	28	305	40	181	122	343	110	122	18	250	42	196	119	357	1255
Total	441	580	95	1116	194	690	418	1302	388	512	113	1013	169	659	330	1158	4589
01:00 PM	103	121	21	245	46	178	100	324	99	110	22	231	40	178	93	311	1111
01:15 PM	108	150	29	287	45	164	112	321	100	115	30	245	48	192	90	330	1183
01:30 PM	91	115	26	232	36	164	93	293	109	107	20	236	36	172	79	287	1048
01:45 PM	90	125	27	242	44	165	102	311	95	123	29	247	44	202	85	331	1131
Total	392	511	103	1006	171	671	407	1249	403	455	101	959	168	744	347	1259	4473
02:00 PM	99	135	22	256	36	150	89	275	87	117	29	233	39	189	88	316	1080
02:15 PM	94	147	26	267	29	147	74	250	81	90	19	190	45	176	102	323	1030
02:30 PM	104	154	26	284	54	179	121	354	86	97	25	208	37	213	108	358	1204
02:45 PM	70	136	9	215	44	173	92	309	88	138	25	251	40	201	100	341	1116
Total	367	572	83	1022	163	649	376	1188	342	442	98	882	161	779	398	1338	4430
03:00 PM	120	138	20	278	42	171	117	330	79	133	20	232	39	171	86	296	1136
03:15 PM	77	187	12	276	35	152	72	259	78	139	18	235	41	193	101	335	1105
03:30 PM	106	132	22	260	34	163	90	287	86	112	26	224	30	191	109	330	1101
03:45 PM	103	137	22	262	36	170	104	310	96	102	19	217	29	199	112	340	1129
Total	406	594	76	1076	147	656	383	1186	339	486	83	908	139	754	408	1301	4471
Grand Total	1606	2257	357	4220	675	2666	1584	4925	1472	1895	395	3762	637	2936	1483	5056	17963
Apprch %	38.1	53.5	8.5		13.7	54.1	32.2		39.1	50.4	10.5		12.6	58.1	29.3		
Total %	8.9	12.6	2	23.5	3.8	14.8	8.8	27.4	8.2	10.5	2.2	20.9	3.5	16.3	8.3	28.1	

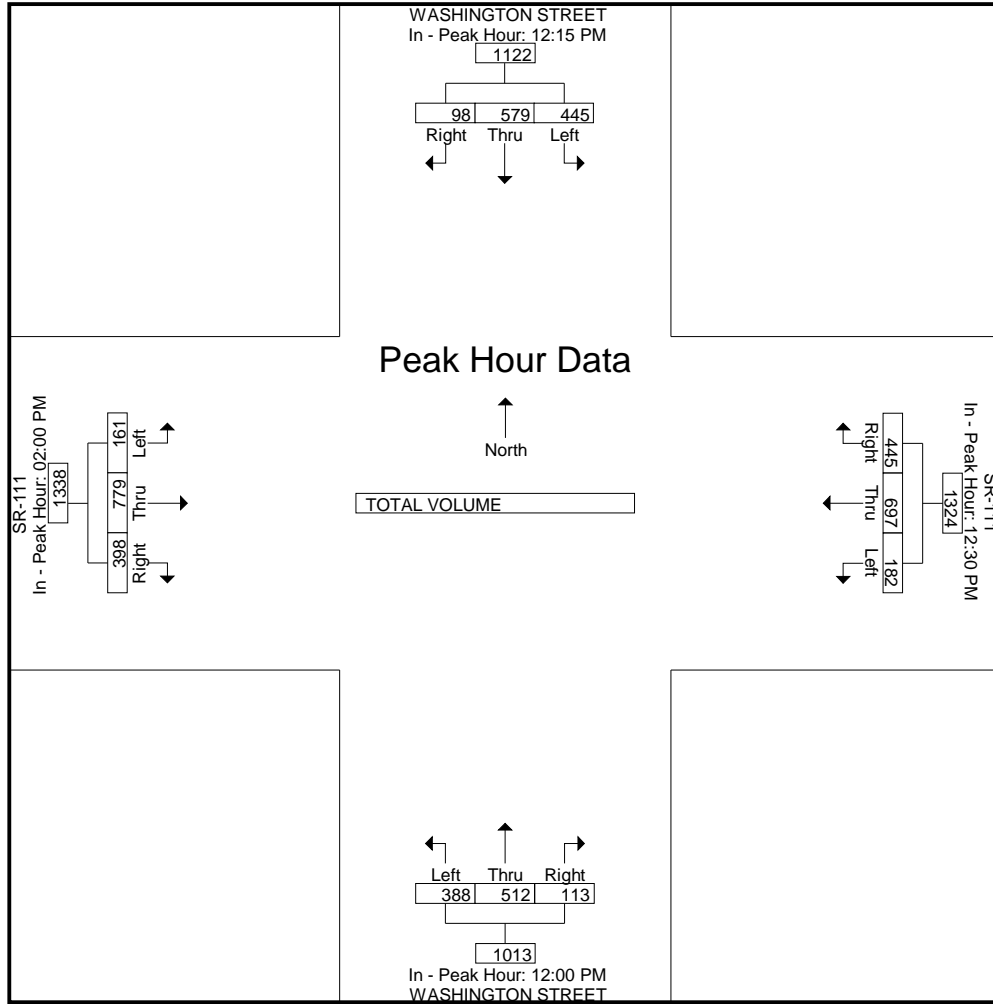
Start Time	WASHINGTON STREET Southbound				SR-111 Westbound				WASHINGTON STREET Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	109	129	27	265	51	174	111	336	94	121	32	247	43	179	81	303	1151
12:45 PM	119	158	28	305	40	181	122	343	110	122	18	250	42	196	119	357	1255
01:00 PM	103	121	21	245	46	178	100	324	99	110	22	231	40	178	93	311	1111
01:15 PM	108	150	29	287	45	164	112	321	100	115	30	245	48	192	90	330	1183
Total Volume	439	558	105	1102	182	697	445	1324	403	468	102	973	173	745	383	1301	4700
% App. Total	39.8	50.6	9.5		13.7	52.6	33.6		41.4	48.1	10.5		13.3	57.3	29.4		
PHF	.922	.883	.905	.903	.892	.963	.912	.965	.916	.959	.797	.973	.901	.950	.805	.911	.936



Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:30 PM				12:00 PM				02:00 PM			
+0 mins.	114	171	22	307	51	174	111	336	81	118	36	235	39	189	88	316
+15 mins.	109	129	27	265	40	181	122	343	103	151	27	281	45	176	102	323
+30 mins.	119	158	28	305	46	178	100	324	94	121	32	247	37	213	108	358
+45 mins.	103	121	21	245	45	164	112	321	110	122	18	250	40	201	100	341
Total Volume	445	579	98	1122	182	697	445	1324	388	512	113	1013	161	779	398	1338
% App. Total	39.7	51.6	8.7		13.7	52.6	33.6		38.3	50.5	11.2		12	58.2	29.7	
PHF	.935	.846	.875	.914	.892	.963	.912	.965	.882	.848	.785	.901	.894	.914	.921	.934



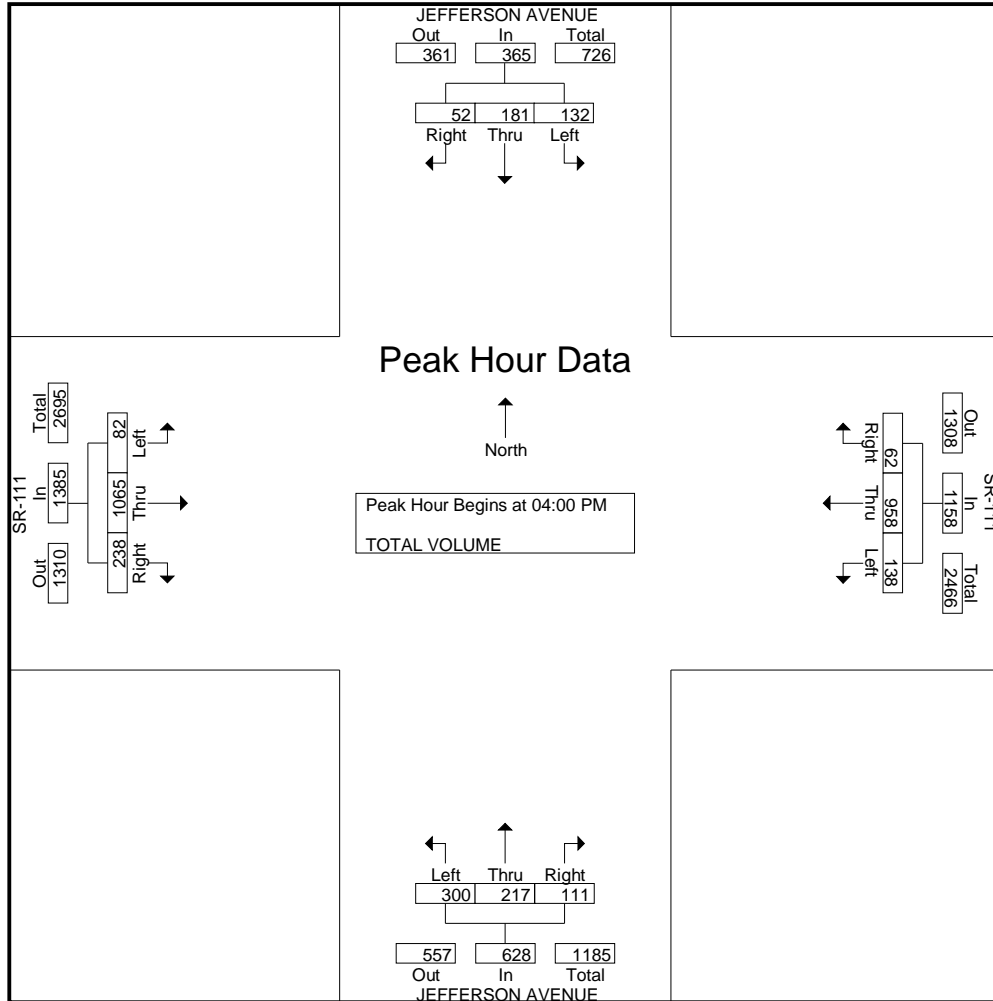
CITY OF LA QUINTA
 N/S: JEFFERSON AVENUE
 E/W: SR-111
 WEATHER: SUNNY

File Name : LQJE111PM
 Site Code : 997738
 Start Date : 9/21/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON AVENUE Southbound				SR-111 Westbound				JEFFERSON AVENUE Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	27	57	13	97	34	238	23	295	76	66	35	177	23	288	50	361	930
04:15 PM	42	54	18	114	29	244	13	286	85	51	21	157	16	282	61	359	916
04:30 PM	27	37	13	77	33	246	14	293	74	49	40	163	21	262	61	344	877
04:45 PM	36	33	8	77	42	230	12	284	65	51	15	131	22	233	66	321	813
Total	132	181	52	365	138	958	62	1158	300	217	111	628	82	1065	238	1385	3536
05:00 PM	32	52	17	101	47	154	15	216	73	37	24	134	16	229	42	287	738
05:15 PM	39	48	12	99	43	220	26	289	56	55	20	131	23	263	77	363	882
05:30 PM	36	45	12	93	31	230	18	279	81	52	32	165	19	251	58	328	865
05:45 PM	37	45	11	93	42	186	15	243	56	39	24	119	17	208	61	286	741
Total	144	190	52	386	163	790	74	1027	266	183	100	549	75	951	238	1264	3226
Grand Total	276	371	104	751	301	1748	136	2185	566	400	211	1177	157	2016	476	2649	6762
Apprch %	36.8	49.4	13.8		13.8	80	6.2		48.1	34	17.9		5.9	76.1	18		
Total %	4.1	5.5	1.5	11.1	4.5	25.9	2	32.3	8.4	5.9	3.1	17.4	2.3	29.8	7	39.2	

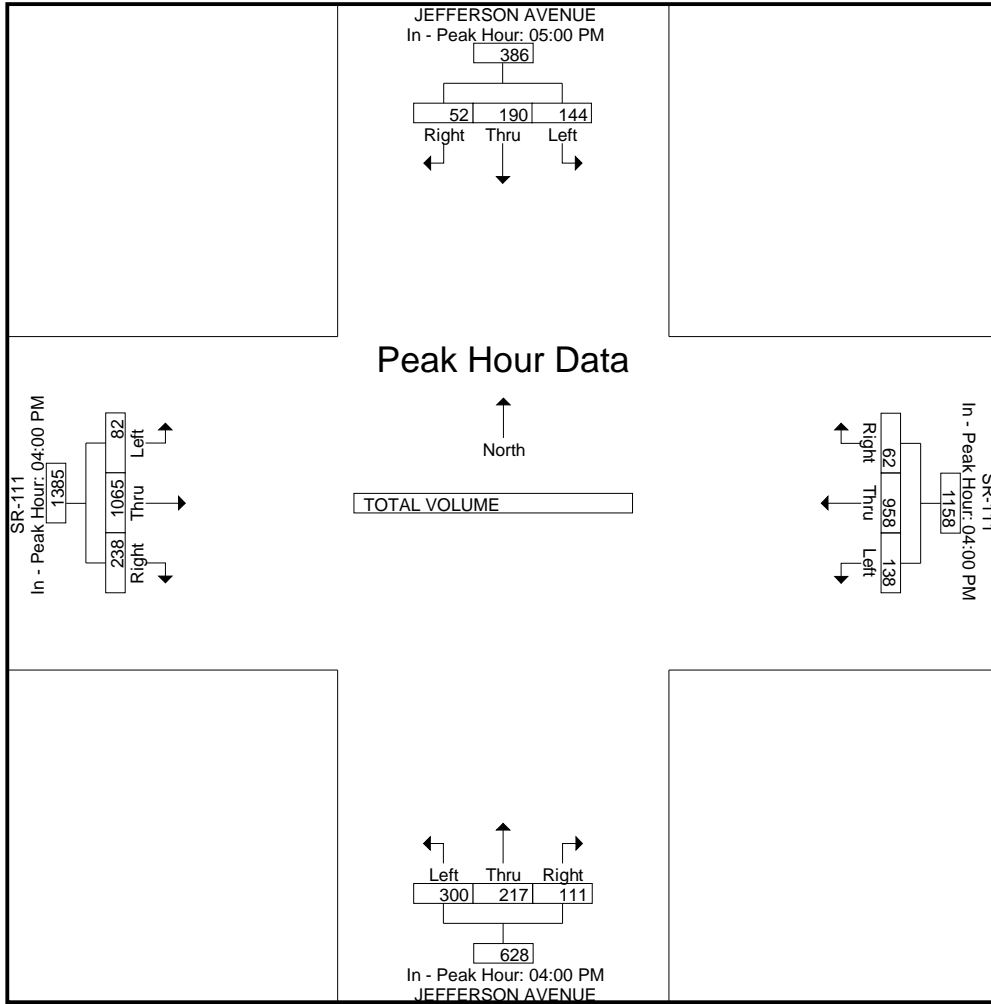
Start Time	JEFFERSON AVENUE Southbound				SR-111 Westbound				JEFFERSON AVENUE Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	27	57	13	97	34	238	23	295	76	66	35	177	23	288	50	361	930
04:15 PM	42	54	18	114	29	244	13	286	85	51	21	157	16	282	61	359	916
04:30 PM	27	37	13	77	33	246	14	293	74	49	40	163	21	262	61	344	877
04:45 PM	36	33	8	77	42	230	12	284	65	51	15	131	22	233	66	321	813
Total Volume	132	181	52	365	138	958	62	1158	300	217	111	628	82	1065	238	1385	3536
% App. Total	36.2	49.6	14.2		11.9	82.7	5.4		47.8	34.6	17.7		5.9	76.9	17.2		
PHF	.786	.794	.722	.800	.821	.974	.674	.981	.882	.822	.694	.887	.891	.924	.902	.959	.951



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

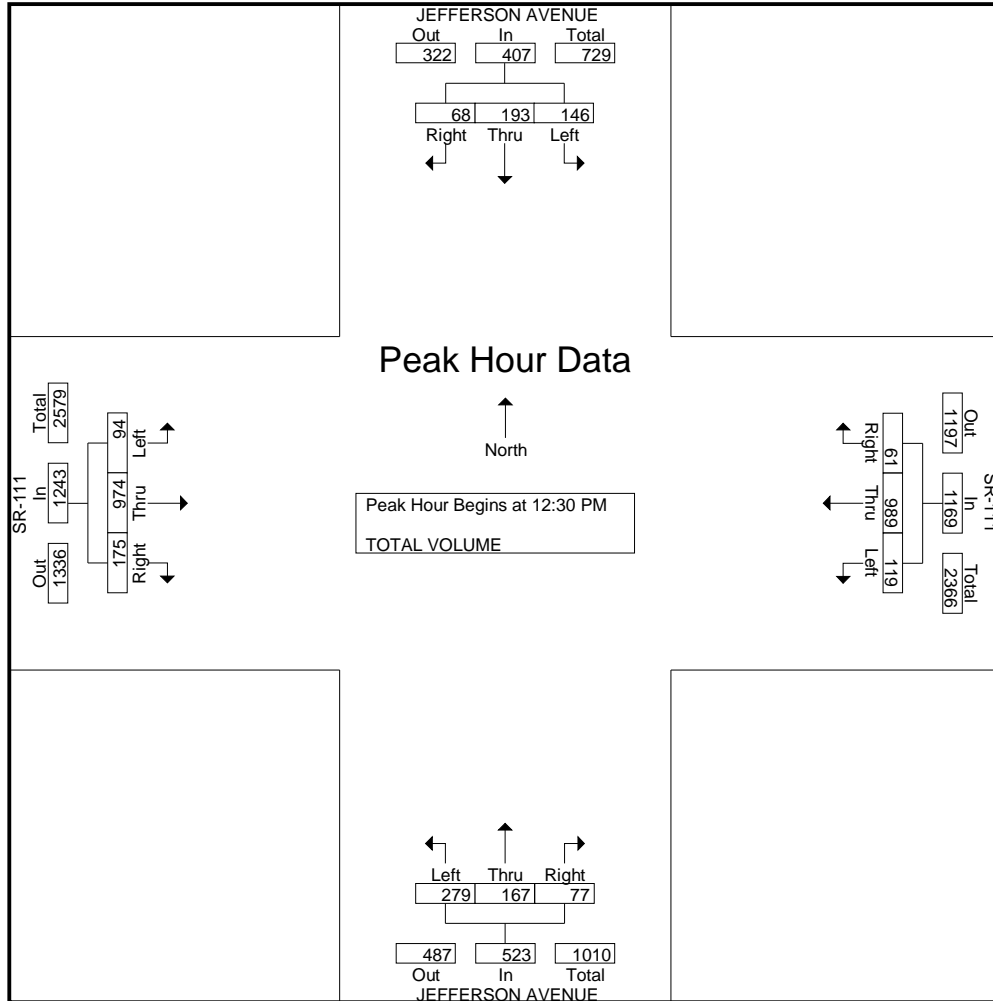
	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	32	52	17	101	34	238	23	295	76	66	35	177	23	288	50	361
+15 mins.	39	48	12	99	29	244	13	286	85	51	21	157	16	282	61	359
+30 mins.	36	45	12	93	33	246	14	293	74	49	40	163	21	262	61	344
+45 mins.	37	45	11	93	42	230	12	284	65	51	15	131	22	233	66	321
Total Volume	144	190	52	386	138	958	62	1158	300	217	111	628	82	1065	238	1385
% App. Total	37.3	49.2	13.5		11.9	82.7	5.4		47.8	34.6	17.7		5.9	76.9	17.2	
PHF	.923	.913	.765	.955	.821	.974	.674	.981	.882	.822	.694	.887	.891	.924	.902	.959



Groups Printed- TOTAL VOLUME

Start Time	JEFFERSON AVENUE Southbound				SR-111 Westbound				JEFFERSON AVENUE Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
12:00 PM	42	63	25	130	29	257	15	301	82	42	24	148	23	179	45	247	826
12:15 PM	39	54	12	105	23	213	10	246	76	44	25	145	26	184	32	242	738
12:30 PM	36	47	16	99	27	266	12	305	84	49	14	147	24	247	47	318	869
12:45 PM	44	47	16	107	27	255	11	293	77	35	19	131	25	264	40	329	860
Total	161	211	69	441	106	991	48	1145	319	170	82	571	98	874	164	1136	3293
01:00 PM	38	54	18	110	31	270	12	313	69	44	24	137	23	228	37	288	848
01:15 PM	28	45	18	91	34	198	26	258	49	39	20	108	22	235	51	308	765
01:30 PM	35	53	14	102	22	236	17	275	75	41	19	135	28	227	51	306	818
01:45 PM	43	53	17	113	25	220	8	253	79	38	33	150	24	243	52	319	835
Total	144	205	67	416	112	924	63	1099	272	162	96	530	97	933	191	1221	3266
02:00 PM	35	48	11	94	32	215	16	263	62	42	36	140	25	241	48	314	811
02:15 PM	28	37	6	71	35	202	21	258	54	44	37	135	29	238	46	313	777
02:30 PM	39	44	20	103	21	207	21	249	75	49	22	146	24	214	45	283	781
02:45 PM	33	60	21	114	26	220	12	258	86	35	16	137	21	292	50	363	872
Total	135	189	58	382	114	844	70	1028	277	170	111	558	99	985	189	1273	3241
03:00 PM	43	52	16	111	25	195	15	235	67	42	16	125	32	233	62	327	798
03:15 PM	42	43	21	106	33	209	13	255	81	34	21	136	18	236	52	306	803
03:30 PM	45	50	11	106	21	215	13	249	60	27	20	107	15	214	54	283	745
03:45 PM	39	46	14	99	27	195	15	237	67	47	18	132	26	227	57	310	778
Total	169	191	62	422	106	814	56	976	275	150	75	500	91	910	225	1226	3124
Grand Total	609	796	256	1661	438	3573	237	4248	1143	652	364	2159	385	3702	769	4856	12924
Apprch %	36.7	47.9	15.4		10.3	84.1	5.6		52.9	30.2	16.9		7.9	76.2	15.8		
Total %	4.7	6.2	2	12.9	3.4	27.6	1.8	32.9	8.8	5	2.8	16.7	3	28.6	6	37.6	

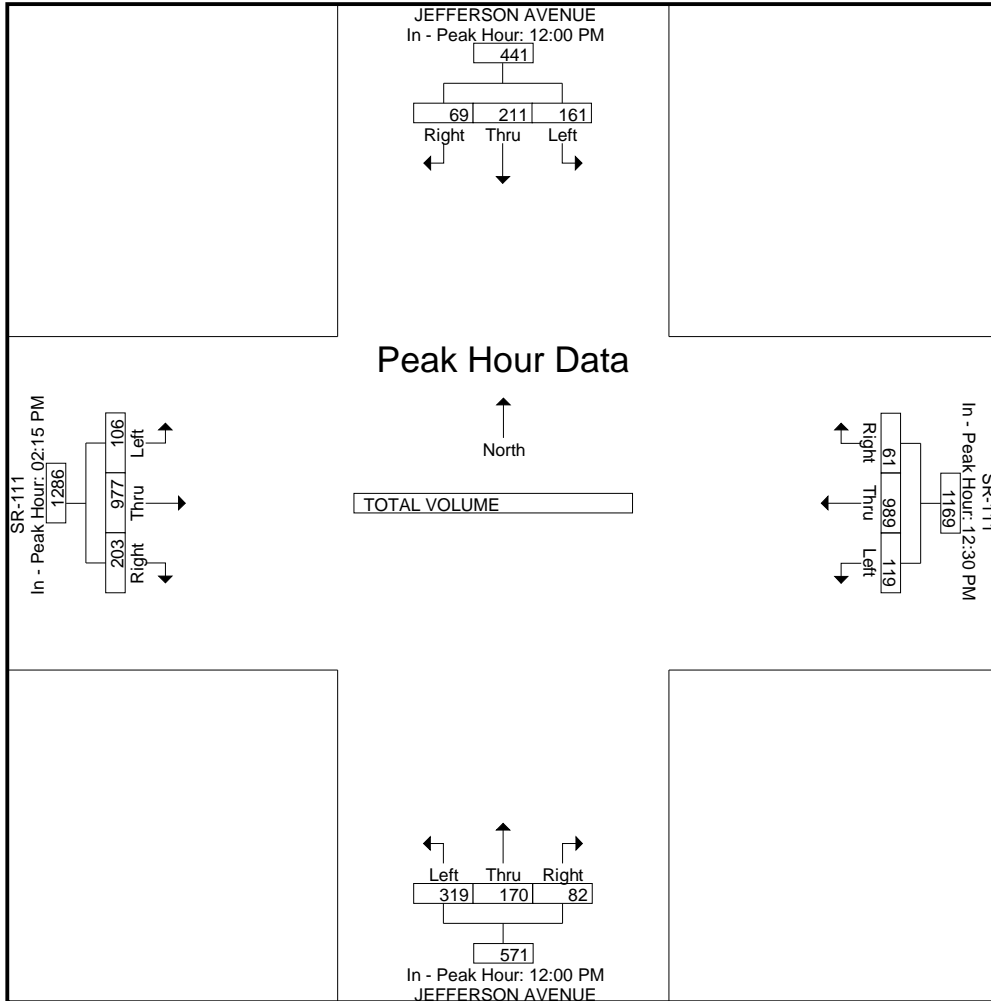
Start Time	JEFFERSON AVENUE Southbound				SR-111 Westbound				JEFFERSON AVENUE Northbound				SR-111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	36	47	16	99	27	266	12	305	84	49	14	147	24	247	47	318	869
12:45 PM	44	47	16	107	27	255	11	293	77	35	19	131	25	264	40	329	860
01:00 PM	38	54	18	110	31	270	12	313	69	44	24	137	23	228	37	288	848
01:15 PM	28	45	18	91	34	198	26	258	49	39	20	108	22	235	51	308	765
Total Volume	146	193	68	407	119	989	61	1169	279	167	77	523	94	974	175	1243	3342
% App. Total	35.9	47.4	16.7		10.2	84.6	5.2		53.3	31.9	14.7		7.6	78.4	14.1		
PHF	.830	.894	.944	.925	.875	.916	.587	.934	.830	.852	.802	.889	.940	.922	.858	.945	.961



Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:30 PM				12:00 PM				02:15 PM			
+0 mins.	42	63	25	130	27	266	12	305	82	42	24	148	29	238	46	313
+15 mins.	39	54	12	105	27	255	11	293	76	44	25	145	24	214	45	283
+30 mins.	36	47	16	99	31	270	12	313	84	49	14	147	21	292	50	363
+45 mins.	44	47	16	107	34	198	26	258	77	35	19	131	32	233	62	327
Total Volume	161	211	69	441	119	989	61	1169	319	170	82	571	106	977	203	1286
% App. Total	36.5	47.8	15.6		10.2	84.6	5.2		55.9	29.8	14.4		8.2	76	15.8	
PHF	.915	.837	.690	.848	.875	.916	.587	.934	.949	.867	.820	.965	.828	.836	.819	.886



Appendix C

2005 Existing Conditions
Level-of-Service
Worksheets

Kittel son & Associates, Inc. - Project 7118
La Quinta Costco
2005 Existing Traffic Conditions, Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection

	Del /	V /
#	LOS Veh	C
# 1 State Hwy 111/Washington St	D 41.9	0.849
# 2 State Hwy 111/Simon Dr	C 20.9	0.536
# 3 State Hwy 111/La Quinta Ctr	B 19.5	0.676
# 4 State Hwy 111/Adams St	C 34.3	0.785
# 5 State Hwy 111/La Quinta Dr	C 22.3	0.688
# 6 State Hwy 111/Dune Palms Rd	D 37.2	0.886
# 7 Depot Rd/US 111	A 5.8	0.527
# 8 State Hwy 111/Jefferson St	C 31.2	0.654
# 9 State Hwy 111/Madison St	D 36.0	0.725
# 10 Washington St/Fred Waring Dr	D 49.5	0.705
# 11 Washington St/Miles Ave	C 23.9	0.576
# 12 Washington St/Channel Dr	C 24.9	0.591
# 13 Washington St/Avenue 48th	C 21.3	0.587
# 14 Jefferson St/Fred Waring Dr	C 25.4	0.480
# 15 Jefferson St/Miles Ave	C 19.3	1.039
# 16 Jefferson St/Avenue 48th	D 37.1	0.629

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.849
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.9
 Optimal Cycle: 107 Level Of Service: D

Street Name:	Washington St						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	2	1	2	0	3	0	2	1

Volume Module:												
Base Vol:	480	700	115	436	988	78	190	943	697	183	701	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	700	115	436	988	78	190	943	697	183	701	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	500	729	120	454	1029	81	198	982	726	191	730	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	729	120	454	1029	81	198	982	726	191	730	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	500	729	120	454	1029	81	198	982	726	191	730	417

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.88	0.88	0.90	0.89	0.83	0.89	0.84	0.84
Lanes:	2.00	3.00	1.00	2.00	2.78	0.22	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	4659	368	3432	5083	1583	3400	3176	1588

Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.08	0.13	0.22	0.22	0.06	0.19	0.46	0.06	0.23	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.23	0.29	0.21	0.26	0.26	0.08	0.37	0.54	0.07	0.36	0.36
Volume/Cap:	0.85	0.64	0.26	0.64	0.85	0.85	0.74	0.53	0.85	0.85	0.65	0.74
Delay/Veh:	59.3	43.2	32.8	45.5	47.6	47.6	64.5	30.1	31.4	80.4	33.2	35.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	59.3	43.2	32.8	45.5	47.6	47.6	64.5	30.1	31.4	80.4	33.2	35.7
HCM2kAvg:	12	9	3	9	16	16	5	10	25	6	12	15

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

Level Of Service Computati on Report
 2000 HCM Operations Method (Base Volume Al ternative)

 Intersection #2 State Hwy 111/Simon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.536
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
 Optimal Cycle: 53 Level Of Service: C

Street Name:	Simon Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:												
Base Vol:	76	25	64	162	22	43	99	1321	54	54	1213	94
Growth Adj:	1.00	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	25	64	162	22	43	99	1321	54	54	1213	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	78	26	66	167	23	44	102	1362	56	56	1251	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	26	66	167	23	44	102	1362	56	56	1251	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	26	66	167	23	44	102	1362	56	56	1251	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.63	0.63	0.63	0.94	0.90	0.90	0.93	0.88	0.88
Lanes:	0.92	0.30	0.78	1.00	0.34	0.66	1.00	2.88	0.12	1.00	2.78	0.22
Final Sat.:	1098	361	924	1198	406	793	1787	4904	200	1769	4666	362

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.14	0.06	0.06	0.06	0.28	0.28	0.03	0.27	0.27
Crit Moves:				****				****				****
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.65	0.54	0.54	0.56	0.50	0.50
Volume/Cap:	0.27	0.27	0.27	0.54	0.22	0.22	0.32	0.51	0.51	0.25	0.54	0.54
Delay/Veh:	35.6	35.6	35.6	39.5	34.9	34.9	11.5	17.4	17.4	13.9	20.7	20.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	35.6	35.6	35.6	39.5	34.9	34.9	11.5	17.4	17.4	13.9	20.7	20.7
HCM2kAvg:	4	4	4	8	3	3	2	11	11	1	11	11

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #3 State Hwy 111/La Quinta Ctr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.676
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
 Optimal Cycle: 69 Level Of Service: B

Street Name:	La Quinta Ctr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
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	0	1	0	2	1	0	2

Volume Module:												
Base Vol:	95	30	137	41	18	62	72	1327	106	150	1150	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:	95	30	137	41	18	62	72	1327	106	150	1150	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	32	144	43	19	65	76	1397	112	158	1211	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	32	144	43	19	65	76	1397	112	158	1211	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	100	32	144	43	19	65	76	1397	112	158	1211	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.87	0.87	0.44	0.88	0.88	0.94	0.94	0.84	0.94	0.90	0.90
Lanes:	1.00	0.18	0.82	1.00	0.23	0.77	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	1319	296	1353	832	378	1302	1787	3574	1599	1787	5126	9

Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.05	0.05	0.05	0.04	0.39	0.07	0.09	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.69	0.58	0.58	0.75	0.60	0.60
Volume/Cap:	0.48	0.68	0.68	0.33	0.32	0.32	0.19	0.68	0.12	0.47	0.39	0.39
Delay/Veh:	47.8	54.6	54.6	46.4	45.5	45.5	6.9	18.4	11.5	16.1	12.6	12.6
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	47.8	54.6	54.6	46.4	45.5	45.5	6.9	18.4	11.5	16.1	12.6	12.6
HCM2kAvg:	5	7	7	3	3	3	1	18	2	3	8	8

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #4 State Hwy 111/Adams St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.785
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
 Optimal Cycle: 89 Level Of Service: C

Street Name:	Adams St						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	1	0	1	1	0	3

Volume Module:												
Base Vol:	125	276	49	170	307	111	130	1191	200	78	1140	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	276	49	170	307	111	130	1191	200	78	1140	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	291	52	179	323	117	137	1254	211	82	1200	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	291	52	179	323	117	137	1254	211	82	1200	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.:	132	291	52	179	323	117	137	1254	211	82	1200	185

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.94	0.99	0.84	0.93	0.91	0.91	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	3.00	1.00
Final Sat.:	3400	3505	1568	1787	1881	1599	1769	2962	497	1769	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.03	0.10	0.17	0.07	0.08	0.42	0.42	0.05	0.24	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.12	0.12	0.15	0.22	0.22	0.15	0.54	0.54	0.06	0.45	0.45
Volume/Cap:	0.78	0.68	0.27	0.68	0.78	0.33	0.52	0.78	0.78	0.78	0.52	0.26
Delay/Veh:	77.6	55.0	48.7	55.7	53.7	40.1	49.2	24.3	24.3	86.9	23.9	20.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	77.6	55.0	48.7	55.7	53.7	40.1	49.2	24.3	24.3	86.9	23.9	20.7
HCM2kAvg:	4	6	2	8	13	4	5	23	23	5	11	4

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #5 State Hwy 111/La Quinta Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.688
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
 Optimal Cycle: 60 Level Of Service: C

Street Name:	La Quinta Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	2	0	1	0	0

Volume Module:												
Base Vol:	194	0	172	0	0	0	0	1198	231	279	1212	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:	194	0	172	0	0	0	0	1198	231	279	1212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	198	0	176	0	0	0	0	1222	236	285	1237	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	176	0	0	0	0	1222	236	285	1237	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	0	176	0	0	0	0	1222	236	285	1237	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.84	1.00	1.00	1.00	1.00	0.93	0.83	0.92	0.92	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1787	0	1599	0	0	0	0	3538	1583	1753	3505	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.35	0.15	0.16	0.35	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.50	0.50	0.24	0.74	0.00
Volume/Cap:	0.69	0.00	0.68	0.00	0.00	0.00	0.00	0.69	0.30	0.69	0.48	0.00
Delay/Veh:	54.3	0.0	54.7	0.0	0.0	0.0	0.0	23.8	17.7	46.6	6.5	0.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	54.3	0.0	54.7	0.0	0.0	0.0	0.0	23.8	17.7	46.6	6.5	0.0
HCM2kAvg:	8	0	7	0	0	0	0	18	5	11	9	0

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #6 State Hwy 111/Dune Palms Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.886
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 37.2
 Optimal Cycle: 122 Level Of Service: D

Street Name:	Dune Palms Rd						State Hwy 111								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	128	165	30	225	164	109	145	1175	96	19	1200	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	165	30	225	164	109	145	1175	96	19	1200	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	138	177	32	242	176	117	156	1263	103	20	1290	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	177	32	242	176	117	156	1263	103	20	1290	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	177	32	242	176	117	156	1263	103	20	1290	259

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.93	0.83	0.94	0.93	0.93	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.67	0.33
Final Sat.:	1787	1881	1599	1769	3538	1583	1787	3268	267	1769	2872	577

Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.02	0.14	0.05	0.07	0.09	0.39	0.39	0.01	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.11	0.11	0.15	0.13	0.13	0.10	0.59	0.59	0.02	0.51	0.51
Volume/Cap:	0.58	0.89	0.19	0.89	0.39	0.58	0.89	0.66	0.66	0.66	0.89	0.89
Delay/Veh:	52.4	87.1	49.4	77.0	48.6	53.4	90.9	17.4	17.4	99.9	32.3	32.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	52.4	87.1	49.4	77.0	48.6	53.4	90.9	17.4	17.4	99.9	32.3	32.3
HCM2kAvg:	6	9	1	12	3	5	9	17	17	2	29	29

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #7 Depot Rd/US 111

Cycle (sec): 120 Critical Vol./Cap. (X): 0.527
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 5.8
 Optimal Cycle: 43 Level Of Service: A

Street Name:	Depot Rd				US 111							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:	>> Count Date: 19 Apr 2005 <<											
Base Vol:	0	0	0	25	0	18	84	1420	0	0	1426	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:	0	0	0	25	0	18	84	1420	0	0	1426	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	26	0	18	86	1449	0	0	1455	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	18	86	1449	0	0	1455	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.:	0	0	0	26	0	18	86	1449	0	0	1455	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.81	0.94	0.94	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1718	0	1537	1787	3574	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.05	0.41	0.00	0.00	0.41	0.01
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.03	0.00	0.03	0.09	0.87	0.00	0.00	0.78	0.78
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.42	0.53	0.47	0.00	0.00	0.53	0.01
Delay/Veh:	0.0	0.0	0.0	67.9	0.0	63.9	55.3	1.8	0.0	0.0	5.1	2.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	0.0	0.0	67.9	0.0	63.9	55.3	1.8	0.0	0.0	5.1	2.9
HCM2kAvg:	0	0	0	2	0	1	4	6	0	0	10	0

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.2
 Optimal Cycle: 66 Level Of Service: C

Street Name:	Jefferson St						State Hwy 111					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	1	0	2	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	370	55	144	132	102	75	50	1065	285	165	1026	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	55	144	132	102	75	50	1065	285	165	1026	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	378	56	147	135	104	77	51	1087	291	168	1047	21
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	56	147	135	104	77	51	1087	291	168	1047	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	378	56	147	135	104	77	51	1087	291	168	1047	21

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.94	0.90	0.84	0.94	0.94	0.84	0.94	0.94	0.94
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3432	3538	1583	1787	5135	1599	1787	3574	1599	1787	3492	71

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.02	0.09	0.08	0.02	0.05	0.03	0.30	0.18	0.09	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.14	0.14	0.12	0.08	0.08	0.05	0.47	0.47	0.14	0.56	0.56
Volume/Cap:	0.61	0.11	0.65	0.65	0.26	0.61	0.54	0.65	0.39	0.65	0.54	0.54
Delay/Veh:	47.3	45.0	55.4	58.1	52.4	62.3	61.5	25.6	21.3	54.4	17.2	17.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	47.3	45.0	55.4	58.1	52.4	62.3	61.5	25.6	21.3	54.4	17.2	17.2
HCM2kAvg:	8	1	6	6	1	4	3	16	7	7	12	12

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #9 State Hwy 111/Madison St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.725
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.0
 Optimal Cycle: 76 Level Of Service: D

Street Name:	Madison St						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	65	199	78	71	212	115	140	1060	75	96	975	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	199	78	71	212	115	140	1060	75	96	975	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	67	205	80	73	219	119	144	1093	77	99	1005	98
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	205	80	73	219	119	144	1093	77	99	1005	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.:	67	205	80	73	219	119	144	1093	77	99	1005	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.92	0.92	0.92	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	0.72	0.28	1.00	0.65	0.35	1.00	1.87	0.13	1.00	1.82	0.18
Final Sat.:	1769	1281	502	1753	1133	614	1769	3271	231	1769	3182	310

Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.04	0.19	0.19	0.08	0.33	0.33	0.06	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.25	0.25	0.07	0.27	0.27	0.11	0.47	0.47	0.08	0.44	0.44
Volume/Cap:	0.73	0.63	0.63	0.63	0.73	0.73	0.73	0.71	0.71	0.71	0.73	0.73
Delay/Veh:	80.6	42.9	42.9	65.6	45.7	45.7	63.9	26.8	26.8	69.8	29.7	29.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	80.6	42.9	42.9	65.6	45.7	45.7	63.9	26.8	26.8	69.8	29.7	29.7
HCM2kAvg:	4	10	10	4	13	13	7	18	18	5	18	18

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #10 Washington St/Fred Waring Dr

Cycle (sec): 160 Critical Vol./Cap. (X): 0.705
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.5
 Optimal Cycle: 78 Level Of Service: D

Street Name:	Washington St					Fred Waring Dr									
	North Bound		South Bound			East Bound		West Bound							
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected					Protected					Protected				
Rights:	Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1

Volume Module:	>>	Count	Date:	19 Apr 2005	<<										
Base Vol:	265	1060	45	372	1311	162	209	753	380	48	537	313			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	265	1060	45	372	1311	162	209	753	380	48	537	313			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	279	1116	47	392	1380	171	220	793	400	51	565	329			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	279	1116	47	392	1380	171	220	793	400	51	565	329			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	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.:	279	1116	47	392	1380	171	220	793	400	51	565	329			

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.89	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	5083	1583	3432	3538	1583	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.03	0.11	0.27	0.11	0.06	0.22	0.25	0.03	0.16	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.33	0.33	0.17	0.38	0.38	0.09	0.36	0.36	0.04	0.30	0.30
Volume/Cap:	0.71	0.67	0.09	0.67	0.71	0.28	0.68	0.63	0.71	0.71	0.52	0.68
Delay/Veh:	73.8	47.1	37.0	65.2	42.7	34.2	76.1	43.4	48.1	103.1	46.5	52.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	73.8	47.1	37.0	65.2	42.7	34.2	76.1	43.4	48.1	103.1	46.5	52.8
HCM2kAvg:	8	16	2	10	19	6	7	16	17	4	11	15

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

 Intersection #11 Washington St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.576
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
 Optimal Cycle: 57 Level Of Service: C

Street Name:	Washington St					Miles Ave									
	North Bound			South Bound		East Bound			West Bound						
Approach:	L	T	R	L	R	L	T	R	L	T	R				
Control:	Protected			Protected		Protected			Protected						
Rights:	Include			Include		Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0

Volume Module:												
Base Vol:	28	1250	159	251	1455	33	34	161	37	77	83	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1250	159	251	1455	33	34	161	37	77	83	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	29	1302	166	261	1516	34	35	168	39	80	86	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1302	166	261	1516	34	35	168	39	80	86	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1302	166	261	1516	34	35	168	39	80	86	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.83	0.94	0.90	0.90	0.89	0.90	0.90	0.90	0.85	0.85
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	2.00	1.63	0.37	2.00	1.00	1.00
Final Sat.:	1753	5037	1568	1787	5006	114	3400	2770	637	3432	1608	1608

Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.11	0.15	0.30	0.30	0.01	0.06	0.06	0.02	0.05	0.08
Crit Moves:	****			****		****		****		****		
Green/Cycle:	0.04	0.45	0.45	0.25	0.67	0.67	0.02	0.12	0.12	0.05	0.15	0.15
Volume/Cap:	0.45	0.58	0.24	0.58	0.45	0.45	0.58	0.51	0.51	0.51	0.37	0.58
Delay/Veh:	61.7	25.0	20.6	41.0	9.7	9.7	71.2	50.7	50.7	58.8	46.6	49.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	61.7	25.0	20.6	41.0	9.7	9.7	71.2	50.7	50.7	58.8	46.6	49.9
HCM2kAvg:	2	12	4	9	9	9	2	4	4	2	3	5

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

 Intersection #12 Washington St/Channel Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.591
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
 Optimal Cycle: 49 Level Of Service: C

Street Name:	Washington St				Channel Dr											
	North Bound		South Bound		East Bound		West Bound									
Approach:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Permitted		Permitted									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	35	1175	15	187	1355	93	74	30	72	96	26	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1175	15	187	1355	93	74	30	72	96	26	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	38	1263	16	201	1457	100	80	32	77	103	28	255
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1263	16	201	1457	100	80	32	77	103	28	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	38	1263	16	201	1457	100	80	32	77	103	28	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.87	0.87	0.93	0.88	0.88	0.76	0.76	0.76	0.59	0.59	0.83
Lanes:	1.00	2.96	0.04	1.00	2.81	0.19	0.42	0.17	0.41	0.79	0.21	1.00
Final Sat.:	1736	4917	63	1769	4709	323	607	246	590	885	240	1583

Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.11	0.31	0.31	0.13	0.13	0.13	0.12	0.12	0.16
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.04	0.43	0.43	0.19	0.59	0.59	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.53	0.59	0.59	0.59	0.53	0.53	0.48	0.48	0.48	0.43	0.43	0.59
Delay/Veh:	63.6	26.2	26.2	46.9	15.0	15.0	37.5	37.5	37.5	36.9	36.9	40.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	63.6	26.2	26.2	46.9	15.0	15.0	37.5	37.5	37.5	36.9	36.9	40.0
HCM2kAvg:	2	12	12	8	11	11	7	7	7	7	7	9

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #13 Washington St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.587
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
 Optimal Cycle: 48 Level Of Service: C

Street Name:	Washington						Avenue 48th								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	1150	236	171	1639	0	0	0	0	418	0	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1150	236	171	1639	0	0	0	0	418	0	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1186	243	176	1690	0	0	0	0	431	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1186	243	176	1690	0	0	0	0	431	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	1186	243	176	1690	0	0	0	0	431	0	220

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.93	0.89	1.00	1.00	1.00	1.00	0.91	1.00	0.84
Lanes:	0.00	2.49	0.51	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4075	836	1769	5083	0	0	0	0	3467	0	1599

Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.10	0.33	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.50	0.50	0.17	0.67	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.59	0.59	0.59	0.50	0.00	0.00	0.00	0.00	0.53	0.00	0.59
Delay/Veh:	0.0	21.9	21.9	48.9	10.1	0.0	0.0	0.0	0.0	40.9	0.0	43.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	21.9	21.9	48.9	10.1	0.0	0.0	0.0	0.0	40.9	0.0	43.2
HCM2kAvg:	0	13	13	7	10	0	0	0	0	8	0	8

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

Intersection #14 Jefferson St/Fred Waring Dr

Cycle (sec): 90 Critical Vol./Cap. (X): 0.480
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
 Optimal Cycle: 47 Level Of Service: C

Street Name:	Jefferson St						Fred Waring Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0
Volume Module:	-----											
Base Vol:	30	145	40	94	270	135	106	625	60	55	531	73
Growth Adj:	1.00	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	145	40	94	270	135	106	625	60	55	531	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	154	43	100	287	144	113	665	64	59	565	78
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	154	43	100	287	144	113	665	64	59	565	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	154	43	100	287	144	113	665	64	59	565	78
Saturation Flow Module:	-----											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.94	0.99	0.84	0.92	0.92	0.83	0.93	0.93	0.83
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.:	1769	1862	1583	1787	1881	1599	1753	3505	1568	1769	3538	1583
Capacity Analysis Module:	-----											
Vol/Sat:	0.02	0.08	0.03	0.06	0.15	0.09	0.06	0.19	0.04	0.03	0.16	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.21	0.21	0.14	0.32	0.32	0.13	0.40	0.40	0.07	0.33	0.33
Volume/Cap:	0.48	0.39	0.13	0.39	0.48	0.28	0.48	0.48	0.10	0.48	0.48	0.15
Delay/Veh:	47.8	31.1	28.9	36.0	25.3	23.3	37.6	20.4	17.1	43.2	24.2	21.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	47.8	31.1	28.9	36.0	25.3	23.3	37.6	20.4	17.1	43.2	24.2	21.2
HCM2kAvg:	2	4	1	3	7	3	4	7	1	2	7	2

Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

Level Of Service Computati on Report
 1994 HCM 4-Way Stop Method (Base Volume Al ternative)

Intersection #15 Jefferson St/Miles Ave

Cycle (sec): 1 Critical Vol./Cap. (X): 1.039
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Jefferson St						Miles Ave					
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		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	64	32	198	190	44	37	267	45	60	224	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	64	32	198	190	44	37	267	45	60	224	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	19	76	38	236	226	52	44	318	54	71	267	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	76	38	236	226	52	44	318	54	71	267	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	76	38	236	226	52	44	318	54	71	267	149

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	210	210	210	268	268	268	243	243	243	240	240	240
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.71	0.29	1.00	1.28	0.72
Final Sat.:	210	210	210	268	218	50	243	416	70	240	308	172

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.36	0.18	0.88	1.04	1.04	0.18	0.76	0.76	0.30	0.87	0.87
Crit Moves:	****			****			****			****		
ApproachV/S:	0.21			0.96			0.57			0.68		
Delay/Veh:	1.4	4.0	2.0	28.3	51.9	51.9	2.0	18.3	18.3	3.1	26.8	26.8
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
Adj Del/Veh:	1.4	4.0	2.0	28.3	51.9	51.9	2.0	18.3	18.3	3.1	26.8	26.8
LOS by Move:	A	A	A	D	F	F	A	C	C	A	D	D
ApproachDel:	2.2			38.3			8.7			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdj Del:	2.2			38.3			8.7			13.1		
LOS by Appr:	A			E			B			C		

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2005 Existing Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #16 Jefferson St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.629
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 37.1
 Optimal Cycle: 62 Level Of Service: D

Street Name:	Jefferson St						Avenue 48th					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	1	0	1	0	1	1

Volume Module:												
Base Vol:	275	448	158	110	383	15	27	432	409	130	419	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	448	158	110	383	15	27	432	409	130	419	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	302	492	174	121	421	16	30	475	449	143	460	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	492	174	121	421	16	30	475	449	143	460	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	302	492	174	121	421	16	30	475	449	143	460	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.82	0.92	0.88	0.83	0.93	0.98	0.83	0.93	0.91	0.91
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	3369	4990	1554	1753	5037	1568	1769	1862	1583	1769	2926	531

Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.07	0.08	0.01	0.02	0.25	0.28	0.08	0.16	0.16
Crit Moves:			****	****					****	****		
Green/Cycle:	0.15	0.18	0.18	0.11	0.14	0.14	0.06	0.45	0.45	0.13	0.52	0.52
Volume/Cap:	0.60	0.56	0.63	0.63	0.60	0.08	0.30	0.57	0.63	0.63	0.30	0.30
Delay/Veh:	49.9	45.8	50.3	57.6	50.1	45.2	56.1	25.2	27.0	55.2	16.2	16.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	49.9	45.8	50.3	57.6	50.1	45.2	56.1	25.2	27.0	55.2	16.2	16.2
HCM2kAvg:	6	6	7	6	6	1	1	13	13	6	6	6

Appendix D

Year 2006 Background
Traffic Level-of-Service
Worksheets

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Background Traffic Conditions, Weekday PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection

		Del /	V /
		LOS Veh	C
# 1	State Hwy 111/Washington St	D 45.3	0.903
# 2	State Hwy 111/Simon Dr	B 19.8	0.640
# 3	State Hwy 111/La Quinta Ctr	C 20.1	0.784
# 4	State Hwy 111/Adams St	D 45.5	0.929
# 5	State Hwy 111/La Quinta Dr	D 48.0	0.929
# 6	State Hwy 111/Dune Palms Rd	E 78.1	1.128
# 7	Depot Rd/US 111	B 11.4	0.703
# 8	State Hwy 111/Jefferson St	D 43.0	0.835
# 9	State Hwy 111/Madison St	D 38.0	0.808
# 10	Washington St/Fred Waring Dr	D 50.1	0.717
# 11	Washington St/Miles Ave	C 24.2	0.589
# 12	Washington St/Channel Dr	C 25.2	0.604
# 13	Washington St/Avenue 48th	C 23.8	0.638
# 14	Jefferson St/Fred Waring Dr	C 34.6	0.766
# 15	Jefferson St/Miles Ave	F OVRFL	0.000
# 16	Jefferson St/Avenue 48th	D 40.4	0.747

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Background Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.903
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 45.3
 Optimal Cycle: 131 Level Of Service: D

Street Name: Washington St State Hwy 111

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Include					Ovl					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	480	550	115	336	888	78	190	943	697	183	701	350
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	492	564	118	344	910	80	195	967	714	188	719	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	0	74	177	0	0	0	119	0	101	142	199
Initial Fut:	492	564	192	521	910	80	195	1086	714	289	861	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	513	587	200	543	948	83	203	1131	744	301	896	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	587	200	543	948	83	203	1131	744	301	896	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	513	587	200	543	948	83	203	1131	744	301	896	581

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.88	0.88	0.90	0.89	0.83	0.89	0.83	0.83
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	4617	406	3432	5083	1583	3400	3160	1580

Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.13	0.16	0.21	0.21	0.06	0.22	0.47	0.09	0.28	0.37
Crit Moves:	****			****			****					****
Green/Cycle:	0.17	0.17	0.27	0.23	0.23	0.23	0.07	0.37	0.54	0.10	0.41	0.41
Volume/Cap:	0.90	0.70	0.47	0.70	0.90	0.90	0.90	0.60	0.88	0.86	0.70	0.90
Delay/Veh:	66.8	49.7	37.5	45.4	55.2	55.2	90.8	31.2	34.4	72.4	30.5	40.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	66.8	49.7	37.5	45.4	55.2	55.2	90.8	31.2	34.4	72.4	30.5	40.8
HCM2kAvg:	13	8	6	11	16	16	7	12	27	8	14	24

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 Intersection #2 State Hwy 111/Simon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.640
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.8
 Optimal Cycle: 64 Level Of Service: B

Street Name: Simon Dr State Hwy 111

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 Prot+Permit Prot+Permit

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol:	76	25	64	162	22	43	99	1221	54	54	1163	94
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	26	66	166	23	44	101	1252	55	55	1192	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	0	0	0	0	0	0	370	0	0	441	0
Initial Fut:	78	26	66	166	23	44	101	1622	55	55	1633	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	80	26	68	171	23	45	105	1672	57	57	1684	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	26	68	171	23	45	105	1672	57	57	1684	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.:	80	26	68	171	23	45	105	1672	57	57	1684	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.63	0.63	0.63	0.94	0.90	0.90	0.93	0.88	0.88
Lanes:	0.92	0.30	0.78	1.00	0.34	0.66	1.00	2.90	0.10	1.00	2.83	0.17
Final Sat.:	1073	353	904	1200	406	794	1787	4941	169	1769	4762	281

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.14	0.06	0.06	0.06	0.34	0.34	0.03	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.69	0.59	0.59	0.61	0.55	0.55
Volume/Cap:	0.34	0.34	0.34	0.64	0.26	0.26	0.44	0.58	0.58	0.29	0.64	0.64
Delay/Veh:	39.6	39.6	39.6	46.0	38.6	38.6	14.7	15.7	15.7	12.0	19.1	19.1
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	39.6	39.6	39.6	46.0	38.6	38.6	14.7	15.7	15.7	12.0	19.1	19.1
HCM2kAvg:	4	4	4	9	3	3	2	13	13	1	15	15

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 Intersection #3 State Hwy 111/La Quinta Ctr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.784
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
 Optimal Cycle: 89 Level Of Service: C

Street Name: La Quinta Ctr State Hwy 111

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			Prot+Permit			Prot+Permit		
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	0	1	0	2	1	0	2

Volume Module:

Base Vol:	95	30	137	41	18	62	72	1227	106	150	1100	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	31	140	42	18	64	74	1258	109	154	1128	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	0	0	0	0	0	0	370	0	0	441	0
Initial Fut:	97	31	140	42	18	64	74	1628	109	154	1569	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	32	148	44	19	67	78	1713	114	162	1651	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	32	148	44	19	67	78	1713	114	162	1651	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	103	32	148	44	19	67	78	1713	114	162	1651	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.87	0.87	0.40	0.88	0.88	0.94	0.94	0.84	0.94	0.90	0.90
Lanes:	1.00	0.18	0.82	1.00	0.22	0.78	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	1317	296	1353	766	378	1302	1787	3574	1599	1787	5128	7

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.11	0.06	0.05	0.05	0.04	0.48	0.07	0.09	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.70	0.61	0.61	0.77	0.64	0.64
Volume/Cap:	0.56	0.78	0.78	0.41	0.37	0.37	0.26	0.78	0.12	0.60	0.50	0.50
Delay/Veh:	52.0	65.9	65.9	49.8	47.8	47.8	7.0	19.3	9.8	36.2	11.5	11.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	52.0	65.9	65.9	49.8	47.8	47.8	7.0	19.3	9.8	36.2	11.5	11.5
HCM2kAvg:	6	8	8	4	3	3	1	25	2	4	11	11

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 Intersection #4 State Hwy 111/Adams St

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.929
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 45.5
 Optimal Cycle: 146 Level Of Service: D

Street Name:	Adams St			State Hwy 111								
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	1	0	1	1	0	3

Volume Module:												
Base Vol:	125	276	49	170	307	111	130	1091	200	78	1090	176
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	128	283	50	174	315	114	133	1118	205	80	1117	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	26	37	40	19	66	78	276	0	77	346	57
Initial Fut:	128	309	87	214	334	180	211	1394	205	157	1463	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	325	92	226	351	189	222	1468	216	165	1540	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	325	92	226	351	189	222	1468	216	165	1540	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	135	325	92	226	351	189	222	1468	216	165	1540	250

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.94	0.99	0.84	0.93	0.91	0.91	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26	1.00	3.00	1.00
Final Sat.:	3400	3505	1568	1787	1881	1599	1769	3026	445	1769	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.06	0.13	0.19	0.12	0.13	0.49	0.49	0.09	0.30	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.10	0.10	0.14	0.20	0.20	0.18	0.52	0.52	0.10	0.44	0.44
Volume/Cap:	0.93	0.90	0.57	0.90	0.93	0.59	0.69	0.93	0.93	0.93	0.69	0.36
Delay/Veh:	110.8	77.3	55.9	82.1	76.0	46.3	52.0	35.5	35.5	100.8	27.9	22.6
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	110.8	77.3	55.9	82.1	76.0	46.3	52.0	35.5	35.5	100.8	27.9	22.6
HCM2kAvg:	5	9	4	12	17	7	9	33	33	10	16	6

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 Intersection #5 State Hwy 111/La Quinta Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.929
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 48.0
 Optimal Cycle: 146 Level Of Service: D

Street Name:	La Quinta Dr						State Hwy 111							
	North Bound			South Bound			East Bound			West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	0	1	0	1	0	1	1	0	2	0	1
Volume Module:														
Base Vol:	194	0	172	0	0	0	0	1098	231	279	1162	0		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	199	0	176	0	0	0	0	1125	237	286	1191	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
In-Process:	96	0	0	297	0	84	124	117	113	0	294	61		
Initial Fut:	295	0	176	297	0	84	124	1242	350	286	1485	61		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		
PHF Volume:	301	0	180	303	0	86	127	1268	357	292	1515	62		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	301	0	180	303	0	86	127	1268	357	292	1515	62		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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.:	301	0	180	303	0	86	127	1268	357	292	1515	62		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.94	1.00	0.84	0.95	1.00	0.85	0.93	0.93	0.83	0.92	0.92	0.83		
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00		
Final Sat.:	1787	0	1599	1805	1900	1615	1769	3538	1583	1753	3505	1568		
Capacity Analysis Module:														
Vol/Sat:	0.17	0.00	0.11	0.17	0.00	0.05	0.07	0.36	0.23	0.17	0.43	0.04		
Crit Moves:	****			****			****			****				
Green/Cycle:	0.34	0.00	0.12	0.18	0.00	0.07	0.08	0.39	0.39	0.18	0.48	0.48		
Volume/Cap:	0.53	0.00	0.93	0.93	0.00	0.73	0.89	0.93	0.58	0.93	0.89	0.08		
Delay/Veh:	32.9	0.0	97.1	72.3	0.0	75.7	99.7	46.6	30.7	81.3	34.5	16.6		
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Del/Veh:	32.9	0.0	97.1	72.3	0.0	75.7	99.7	46.6	30.7	81.3	34.5	16.6		
HCM2kAvg:	10	0	10	15	0	5	8	27	11	15	28	1		

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 Intersection #6 State Hwy 111/Dune Palms Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.128
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 78.1
 Optimal Cycle: 180 Level Of Service: E

Street Name: Dune Palms Rd State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	128	165	30	225	164	109	145	1075	96	19	1150	241
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	131	169	31	231	168	112	149	1102	98	19	1179	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	50	46	55	96	66	43	56	299	60	45	274	14
Initial Fut:	181	215	86	327	234	155	205	1401	158	64	1453	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	195	231	92	351	252	166	220	1506	170	69	1562	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	231	92	351	252	166	220	1506	170	69	1562	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	195	231	92	351	252	166	220	1506	170	69	1562	281

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.93	0.83	0.94	0.93	0.93	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.70	0.30
Final Sat.:	1787	1881	1599	1769	3538	1583	1787	3163	358	1769	2930	526

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.06	0.20	0.07	0.11	0.12	0.48	0.48	0.04	0.53	0.53
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.15	0.11	0.11	0.18	0.14	0.14	0.11	0.54	0.54	0.04	0.47	0.47
Volume/Cap:	0.75	1.13	0.53	1.13	0.51	0.75	1.13	0.89	0.89	0.89	1.13	1.13
Delay/Veh:	60.9	155	53.6	139.7	48.7	63.0	156.6	30.0	30.0	121.8	97.8	97.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	60.9	155	53.6	139.7	48.7	63.0	156.6	30.0	30.0	121.8	97.8	97.8
HCM2kAvg:	9	15	4	22	5	8	15	30	30	5	50	50

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 Intersection #7 Depot Rd/US 111

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.703
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
 Optimal Cycle: 62 Level Of Service: B

Street Name:	Depot Rd			US 111								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	2

Volume Module:	>>	Count	Date:	19 Apr 2005	<<							
Base Vol:	0	0	0	25	0	18	84	1320	0	0	1376	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	26	0	18	86	1353	0	0	1410	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	0	0	49	0	34	70	411	0	0	320	13
Initial Fut:	0	0	0	75	0	52	156	1764	0	0	1730	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	76	0	54	159	1800	0	0	1766	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	54	159	1800	0	0	1766	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.:	0	0	0	76	0	54	159	1800	0	0	1766	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.81	0.94	0.94	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1718	0	1537	1787	3574	0	0	3538	1583

Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.09	0.50	0.00	0.00	0.50	0.02	
Crit Moves:				****				****					
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.13	0.84	0.00	0.00	0.71	0.71	
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.55	0.70	0.60	0.00	0.00	0.70	0.02	
Delay/Veh:	0.0	0.0	0.0	73.9	0.0	61.3	59.8	3.6	0.0	0.0	11.0	5.1	
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Del/Veh:	0.0	0.0	0.0	73.9	0.0	61.3	59.8	3.6	0.0	0.0	11.0	5.1	
HCM2kAvg:	0	0	0	4	0	3	7	11	0	0	19	0	

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 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.835
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 43.0
 Optimal Cycle: 103 Level Of Service: D

Street Name: Jefferson St State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	1	1	0	2	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	320	155	144	182	202	125	100	1015	235	165	976	71
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	328	159	148	187	207	128	102	1040	241	169	1000	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	135	22	0	33	33	54	93	192	176	0	152	16
Initial Fut:	463	181	148	220	240	182	196	1232	417	169	1152	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	472	185	151	224	245	186	199	1258	425	173	1176	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	185	151	224	245	186	199	1258	425	173	1176	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	472	185	151	224	245	186	199	1258	425	173	1176	91

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.94	0.90	0.84	0.94	0.94	0.84	0.94	0.93	0.93
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	3432	3538	1583	1787	5135	1599	1787	3574	1599	1787	3282	253

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.05	0.10	0.13	0.05	0.12	0.11	0.35	0.27	0.10	0.36	0.36
Crit Moves:	****					****	****			****		
Green/Cycle:	0.16	0.13	0.13	0.17	0.14	0.14	0.13	0.44	0.44	0.12	0.43	0.43
Volume/Cap:	0.84	0.40	0.73	0.73	0.34	0.84	0.84	0.80	0.60	0.80	0.84	0.84
Delay/Veh:	58.9	48.3	62.1	55.2	47.0	73.3	72.4	31.8	27.0	69.7	34.7	34.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	58.9	48.3	62.1	55.2	47.0	73.3	72.4	31.8	27.0	69.7	34.7	34.7
HCM2kAvg:	11	3	7	10	3	9	10	21	12	9	23	23

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 Intersection #9 State Hwy 111/Madison St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.808
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
 Optimal Cycle: 95 Level Of Service: D

Street Name:	Madison St						State Hwy 111					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	65	199	78	71	212	115	140	1060	75	96	975	95
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	67	204	80	73	217	118	144	1087	77	98	999	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	0	0	0	0	0	0	220	0	0	168	0
Initial Fut:	67	204	80	73	217	118	144	1307	77	98	1167	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	69	210	82	75	224	122	148	1347	79	101	1203	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	210	82	75	224	122	148	1347	79	101	1203	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	210	82	75	224	122	148	1347	79	101	1203	100

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.92	0.92	0.92	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	0.72	0.28	1.00	0.65	0.35	1.00	1.89	0.11	1.00	1.85	0.15
Final Sat.:	1769	1281	502	1753	1133	614	1769	3314	195	1769	3226	269

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.16	0.16	0.04	0.20	0.20	0.08	0.41	0.41	0.06	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.23	0.23	0.06	0.24	0.24	0.11	0.50	0.50	0.07	0.47	0.47
Volume/Cap:	0.81	0.71	0.71	0.71	0.81	0.81	0.80	0.81	0.81	0.81	0.80	0.80
Delay/Veh:	98.2	47.8	47.8	74.9	53.6	53.6	73.2	27.9	27.9	85.8	29.8	29.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	98.2	47.8	47.8	74.9	53.6	53.6	73.2	27.9	27.9	85.8	29.8	29.8
HCM2kAvg:	5	11	11	4	14	14	8	24	24	6	22	22

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 Intersection #10 Washington St/Fred Waring Dr

Cycle (sec): 160 Critical Vol./Cap. (X): 0.717
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.1
 Optimal Cycle: 80 Level Of Service: D

Street Name:	Washington St					Fred Waring Dr						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	2	0	2	0	1	0

Volume Module:	>>	Count	Date:	19 Apr 2005	<<											
Base Vol:	265	860	45	372	1111	162	209	753	380	48	537	313				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	272	882	46	381	1139	166	214	772	389	49	550	321				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
In-Process:	0	199	0	0	177	0	0	0	0	0	0	0				
Initial Fut:	272	1081	46	381	1316	166	214	772	389	49	550	321				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	286	1137	49	401	1385	175	226	812	410	52	579	338				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	286	1137	49	401	1385	175	226	812	410	52	579	338				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	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.:	286	1137	49	401	1385	175	226	812	410	52	579	338				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.89	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	5083	1583	3432	3538	1583	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.03	0.12	0.27	0.11	0.07	0.23	0.26	0.03	0.16	0.21
Crit Moves:	****			****					****	****		
Green/Cycle:	0.12	0.33	0.33	0.17	0.38	0.38	0.09	0.36	0.36	0.04	0.31	0.31
Volume/Cap:	0.72	0.69	0.09	0.69	0.72	0.29	0.69	0.64	0.72	0.72	0.53	0.69
Delay/Veh:	74.2	47.9	37.4	65.9	43.5	34.8	76.5	43.4	48.3	104.7	46.4	53.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	74.2	47.9	37.4	65.9	43.5	34.8	76.5	43.4	48.3	104.7	46.4	53.0
HCM2kAvg:	8	17	2	11	20	6	7	17	18	4	12	15

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 Intersection #11 Washington St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.589
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
 Optimal Cycle: 58 Level Of Service: C

Street Name:	Washington St						Miles Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	2	0	1	1	0	1

Volume Module:

Base Vol:	28	1050	159	251	1255	33	34	161	37	77	83	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	1076	163	257	1286	34	35	165	38	79	85	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	199	0	0	177	0	0	0	0	0	0	0
Initial Fut:	29	1275	163	257	1463	34	35	165	38	79	85	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	30	1328	170	268	1524	35	36	172	40	82	89	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1328	170	268	1524	35	36	172	40	82	89	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1328	170	268	1524	35	36	172	40	82	89	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.83	0.94	0.90	0.90	0.89	0.90	0.90	0.90	0.85	0.85
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	2.00	1.63	0.37	2.00	1.00	1.00
Final Sat.:	1753	5037	1568	1787	5004	116	3400	2770	637	3432	1608	1608

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.11	0.15	0.30	0.30	0.01	0.06	0.06	0.02	0.06	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.45	0.45	0.25	0.66	0.66	0.02	0.12	0.12	0.05	0.15	0.15
Volume/Cap:	0.46	0.59	0.24	0.59	0.46	0.46	0.59	0.52	0.52	0.52	0.38	0.59
Delay/Veh:	61.6	25.3	20.7	41.3	9.8	9.8	72.6	50.9	50.9	59.1	46.7	50.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	61.6	25.3	20.7	41.3	9.8	9.8	72.6	50.9	50.9	59.1	46.7	50.2
HCM2kAvg:	2	12	4	10	9	9	2	4	4	2	3	6

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 Intersection #12 Washington St/Channel Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.604
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
 Optimal Cycle: 50 Level Of Service: C

Street Name:	Washington St				Channel Dr					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	0	0	1	0	0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	35	975	15	187	1155	93	74	30	72	96	26	237
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	999	15	192	1184	95	76	31	74	98	27	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	199	0	0	177	0	0	0	0	0	0	0
Initial Fut:	36	1198	15	192	1361	95	76	31	74	98	27	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	39	1289	17	206	1463	102	82	33	79	106	29	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1289	17	206	1463	102	82	33	79	106	29	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	39	1289	17	206	1463	103	82	33	79	106	29	261

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.87	0.87	0.93	0.88	0.88	0.75	0.75	0.75	0.59	0.59	0.83
Lanes:	1.00	2.96	0.04	1.00	2.80	0.20	0.42	0.17	0.41	0.79	0.21	1.00
Final Sat.:	1736	4917	63	1769	4703	329	599	243	583	879	238	1583

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.02	0.26	0.26	0.12	0.31	0.31	0.14	0.14	0.14	0.12	0.12	0.17
Crit Moves:	****		****		****		****					
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.53	0.60	0.60	0.60	0.53	0.53	0.50	0.50	0.50	0.44	0.44	0.60
Delay/Veh:	63.7	26.5	26.5	47.3	15.2	15.2	37.7	37.7	37.7	37.0	37.0	40.4
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	63.7	26.5	26.5	47.3	15.2	15.2	37.7	37.7	37.7	37.0	37.0	40.4
HCM2kAvg:	2	13	13	8	12	12	8	8	8	7	7	9

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 Intersection #13 Washington St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.638
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
 Optimal Cycle: 53 Level Of Service: C

Street Name:	Washington				Avenue 48th														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Protected		Protected		Split Phase		Split Phase												
Rights:	Include		Include		Include		Include												
Min. Green:	0	0	0	0	0	0	0	0	0										
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	2	0	0	0	1

Volume Module:	Washington				Avenue 48th							
Base Vol:	0	1000	236	171	1539	0	0	0	0	418	0	213
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1025	242	175	1577	0	0	0	0	428	0	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	74	73	0	101	0	0	0	0	151	0	0
Initial Fut:	0	1099	315	175	1678	0	0	0	0	579	0	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1133	325	181	1730	0	0	0	0	597	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1133	325	181	1730	0	0	0	0	597	0	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.:	0	1133	325	181	1730	0	0	0	0	597	0	225

Saturation Flow Module:	Washington				Avenue 48th							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.93	0.89	1.00	1.00	1.00	1.00	0.91	1.00	0.84
Lanes:	0.00	2.33	0.67	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3786	1085	1769	5083	0	0	0	0	3467	0	1599

Capacity Analysis Module:	Washington				Avenue 48th							
Vol/Sat:	0.00	0.30	0.30	0.10	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.14
Crit Moves:	****				****							
Green/Cycle:	0.00	0.47	0.47	0.16	0.63	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.64	0.64	0.64	0.54	0.00	0.00	0.00	0.00	0.64	0.00	0.52
Delay/Veh:	0.0	24.7	24.7	51.9	12.7	0.0	0.0	0.0	0.0	40.1	0.0	38.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	24.7	24.7	51.9	12.7	0.0	0.0	0.0	0.0	40.1	0.0	38.3
HCM2kAvg:	0	14	14	8	12	0	0	0	0	11	0	7

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Background Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #14 Jefferson St/Fred Waring Dr

Cycle (sec): 90 Critical Vol./Cap. (X): 0.766
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.6
 Optimal Cycle: 77 Level Of Service: C

Street Name:	Jefferson St			Fred Waring Dr								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:	Jefferson St			Fred Waring Dr								
Base Vol:	80	345	90	144	470	185	156	625	110	105	531	123
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	354	92	148	482	190	160	641	113	108	544	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	107	0	0	83	0	0	0	0	0	0	0
Initial Fut:	82	461	92	148	565	190	160	641	113	108	544	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	87	490	98	157	601	202	170	682	120	114	579	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	490	98	157	601	202	170	682	120	114	579	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	87	490	98	157	601	202	170	682	120	114	579	134

Saturation Flow Module:	Jefferson St			Fred Waring Dr								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.94	0.99	0.84	0.92	0.92	0.83	0.93	0.93	0.83
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.:	1769	1862	1583	1787	1881	1599	1753	3505	1568	1769	3538	1583

Capacity Analysis Module:	Jefferson St			Fred Waring Dr								
Vol/Sat:	0.05	0.26	0.06	0.09	0.32	0.13	0.10	0.19	0.08	0.06	0.16	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.36	0.36	0.12	0.42	0.42	0.13	0.26	0.26	0.09	0.21	0.21
Volume/Cap:	0.77	0.73	0.17	0.73	0.77	0.30	0.77	0.76	0.30	0.76	0.77	0.40
Delay/Veh:	67.5	29.0	19.7	50.0	27.0	17.7	52.7	34.8	27.4	60.3	38.0	31.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	67.5	29.0	19.7	50.0	27.0	17.7	52.7	34.8	27.4	60.3	38.0	31.2
HCM2kAvg:	4	13	2	6	16	4	7	11	3	5	9	4

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Background Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #15 Jefferson St/Miles Ave

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

Street Name:	Jefferson St						Miles Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	66	264	82	248	390	94	87	267	95	110	224	175
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	68	271	84	254	400	96	89	274	97	113	230	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	107	0	0	83	0	0	0	0	0	0	0
Initial Fut:	68	378	84	254	483	96	89	274	97	113	230	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	81	450	100	303	575	115	106	326	116	134	273	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	81	450	100	303	575	115	106	326	116	134	273	214
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.3	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	689	xxxx	xxxxx	550	xxxx	xxxxx	2141	1948	632	2069	1905	450
Potent Cap.:	882	xxxx	xxxxx	1015	xxxx	xxxxx	36	65	482	40	69	612
Move Cap.:	882	xxxx	xxxxx	1015	xxxx	xxxxx	0	41	482	0	44	612
Volume/Cap:	0.09	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	7.87	0.24	xxxx	6.21	0.35
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	18.5	xxxxx	xxxxx	15.0	xxxxx
Stopped Del:	9.5	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	1520	xxxxx	xxxxx	1142	xxxxx
LOS by Move:	A	*	*	B	*	*	*	F	*	*	F	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	67	xxxx	xxxx	101
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	30.0	xxxxx	xxxx	34.9
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1555	xxxxx	xxxx	1192
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	F
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Background Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #16 Jefferson St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.747
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.4
 Optimal Cycle: 81 Level Of Service: D

Street Name:	Jefferson St					Avenue 48th														
Approach:	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									
Rights:	Include					Include					Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	275	598	158	110	533	65	27	432	409	130	419	76
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	282	613	162	113	546	67	28	443	419	133	429	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	34	79	0	105	105	0	0	0	41	0	0	79
Initial Fut:	316	692	162	218	651	67	28	443	460	133	429	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	347	760	178	239	716	73	30	487	506	146	472	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	760	178	239	716	73	30	487	506	146	472	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	347	760	178	239	716	73	30	487	506	146	472	172

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.82	0.89	0.88	0.83	0.93	0.98	0.83	0.93	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	3369	4990	1554	3400	5037	1568	1769	1862	1583	1769	2488	909

Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.11	0.07	0.14	0.05	0.02	0.26	0.32	0.08	0.19	0.19
Crit Moves:	****			****					****	****		
Green/Cycle:	0.14	0.22	0.22	0.10	0.19	0.19	0.04	0.43	0.43	0.11	0.49	0.49
Volume/Cap:	0.75	0.68	0.51	0.68	0.75	0.25	0.38	0.61	0.75	0.75	0.38	0.38
Delay/Veh:	56.3	44.3	42.0	57.1	49.1	41.7	58.8	28.0	33.5	66.3	19.1	19.1
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	56.3	44.3	42.0	57.1	49.1	41.7	58.8	28.0	33.5	66.3	19.1	19.1
HCM2kAvg:	8	10	6	6	10	2	2	14	17	7	7	7

Appendix E

Year 2006 Total Traffic
Level-of-Service
Worksheets

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection

		Del /	V /
		LOS Veh	C
# 1	State Hwy 111/Washington St	D 47.9	0.959
# 2	State Hwy 111/Simon Dr	B 19.5	0.680
# 3	State Hwy 111/La Quinta Ctr	C 21.4	0.872
# 4	State Hwy 111/Adams St	D 50.1	0.978
# 5	State Hwy 111/La Quinta Dr	D 54.4	0.977
# 6	State Hwy 111/Dune Palms Rd	F 91.5	1.188
# 7	Depot Rd/US 111	D 39.3	0.905
# 8	State Hwy 111/Jefferson St	E 67.5	1.047
# 9	State Hwy 111/Madison St	D 38.8	0.833
# 10	Washington St/Fred Waring Dr	D 50.2	0.725
# 11	Washington St/Miles Ave	C 24.9	0.617
# 12	Washington St/Channel Dr	C 25.1	0.612
# 13	Washington St/Avenue 48th	C 24.3	0.654
# 14	Jefferson St/Fred Waring Dr	D 35.9	0.790
# 15	Jefferson St/Miles Ave	F OVRFL	0.000
# 16	Jefferson St/Avenue 48th	D 41.6	0.759

Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.959
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.9
 Optimal Cycle: 168 Level Of Service: D

Street Name:	Washington St						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:
 Base Vol: 480 550 115 336 888 78 190 943 697 133 701 350
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 492 564 118 344 910 80 195 967 714 136 719 359
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Inpro&Cco/Kmr: 0 -50 124 246 -45 0 0 144 0 156 172 283
 Initial Fut: 492 514 242 590 865 80 195 1111 714 292 891 642
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 513 535 252 615 901 83 203 1157 744 305 928 668
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 513 535 252 615 901 83 203 1157 744 305 928 668
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 513 535 252 615 901 83 203 1157 744 305 928 668

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.89 0.88 0.83 0.90 0.88 0.88 0.90 0.89 0.83 0.89 0.83 0.83
 Lanes: 2.00 3.00 1.00 2.00 2.75 0.25 2.00 3.00 1.00 2.00 2.00 1.00
 Final Sat.: 3400 5037 1568 3432 4593 424 3432 5083 1583 3400 3146 1573

Capacity Analysis Module:
 Vol/Sat: 0.15 0.11 0.16 0.18 0.20 0.20 0.06 0.23 0.47 0.09 0.29 0.42
 Crit Moves: **** *
 Green/Cycle: 0.16 0.13 0.25 0.23 0.20 0.20 0.06 0.39 0.55 0.11 0.44 0.44
 Volume/Cap: 0.96 0.79 0.66 0.79 0.96 0.96 0.96 0.58 0.85 0.81 0.67 0.96
 Delay/Veh: 78.9 56.5 44.8 49.1 66.1 66.1 106.2 28.9 30.9 64.6 27.1 45.9
 User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adj Del/Veh: 78.9 56.5 44.8 49.1 66.1 66.1 106.2 28.9 30.9 64.6 27.1 45.9
 HCM2kAvg: 14 8 9 13 16 16 7 11 26 8 14 29

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

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

 Intersection #2 State Hwy 111/Simon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.680
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
 Optimal Cycle: 69 Level Of Service: B

Street Name:	Simon Dr						State Hwy 111								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R				
Control:	Permitted						Prot+Permit								
Rights:	Include						Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	2	1	0

Volume Module:												
Base Vol:	76	25	64	162	22	43	99	1221	54	54	1163	94
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	26	66	166	23	44	101	1252	55	55	1192	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	0	0	0	0	0	0	514	0	0	611	0
Initial Fut:	78	26	66	166	23	44	101	1766	55	55	1803	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	80	26	68	171	23	45	105	1820	57	57	1859	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	26	68	171	23	45	105	1820	57	57	1859	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.:	80	26	68	171	23	45	105	1820	57	57	1859	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.63	0.63	0.63	0.94	0.90	0.90	0.93	0.88	0.88
Lanes:	0.92	0.30	0.78	1.00	0.34	0.66	1.00	2.91	0.09	1.00	2.85	0.15
Final Sat.:	1070	352	901	1202	407	795	1787	4959	155	1769	4787	256

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.14	0.06	0.06	0.06	0.37	0.37	0.03	0.39	0.39
Crit Moves:				****				****				****
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.70	0.60	0.60	0.62	0.57	0.57
Volume/Cap:	0.36	0.36	0.36	0.68	0.27	0.27	0.48	0.61	0.61	0.33	0.68	0.68
Delay/Veh:	41.0	41.0	41.0	49.0	39.9	39.9	18.8	15.2	15.2	12.2	18.7	18.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	41.0	41.0	41.0	49.0	39.9	39.9	18.8	15.2	15.2	12.2	18.7	18.7
HCM2kAvg:	4	4	4	9	3	3	3	15	15	1	17	17

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 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 State Hwy 111/La Quinta Ctr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.872
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
 Optimal Cycle: 116 Level Of Service: C

Street Name: La Quinta Ctr State Hwy 111

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			Prot+Permi t			Prot+Permi t		
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	0	1	0	2	1	0	2

Volume Module:

Base Vol:	95	30	137	41	18	62	72	1227	106	150	1100	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	31	140	42	18	64	74	1258	109	154	1128	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	0	0	0	0	0	0	631	0	0	728	0
Initial Fut:	97	31	140	42	18	64	74	1889	109	154	1856	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	32	148	44	19	67	78	1988	114	162	1953	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	32	148	44	19	67	78	1988	114	162	1953	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	103	32	148	44	19	67	78	1988	114	162	1953	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.87	0.87	0.37	0.88	0.88	0.94	0.94	0.84	0.94	0.90	0.90
Lanes:	1.00	0.18	0.82	1.00	0.22	0.78	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	1317	296	1353	701	378	1302	1787	3574	1599	1787	5129	6

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.11	0.06	0.05	0.05	0.04	0.56	0.07	0.09	0.38	0.38
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.64	0.64	0.78	0.67	0.67
Volume/Cap:	0.62	0.87	0.87	0.50	0.41	0.41	0.33	0.87	0.11	0.65	0.57	0.57
Delay/Veh:	56.9	82.4	82.4	53.6	49.7	49.7	7.7	21.8	8.5	43.0	11.1	11.1
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	56.9	82.4	82.4	53.6	49.7	49.7	7.7	21.8	8.5	43.0	11.1	11.1
HCM2kAvg:	6	9	9	5	3	3	1	32	2	4	13	13

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 Intersection #4 State Hwy 111/Adams St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.978
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.1
 Optimal Cycle: 180 Level Of Service: D

Street Name: Adams St State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	1	0	1	1	0	3

Volume Module:

Base Vol:	125	276	49	170	307	111	130	1091	200	78	1090	176
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	128	283	50	174	315	114	133	1118	205	80	1117	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	26	37	40	19	66	78	420	0	77	515	57
Initial Fut:	128	309	87	214	334	180	211	1538	205	157	1632	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	325	92	226	351	189	222	1619	216	165	1718	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	325	92	226	351	189	222	1619	216	165	1718	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	135	325	92	226	351	189	222	1619	216	165	1718	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.94	0.99	0.84	0.93	0.91	0.91	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	3.00	1.00
Final Sat.:	3400	3505	1568	1787	1881	1599	1769	3066	409	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.06	0.13	0.19	0.12	0.13	0.53	0.53	0.09	0.34	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.10	0.10	0.13	0.19	0.19	0.17	0.54	0.54	0.10	0.46	0.46
Volume/Cap:	0.98	0.95	0.60	0.95	0.98	0.62	0.73	0.98	0.98	0.98	0.73	0.34
Delay/Veh:	127.3	88.5	58.2	95.1	89.9	48.4	55.7	42.9	42.9	116.8	27.3	20.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	127.3	88.5	58.2	95.1	89.9	48.4	55.7	42.9	42.9	116.8	27.3	20.8
HCM2kAvg:	5	9	4	13	18	7	10	39	39	10	18	6

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 Intersection #5 State Hwy 111/La Quinta Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.977
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 54.4
 Optimal Cycle: 180 Level Of Service: D

Street Name:	La Quinta Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permi t			Prot+Permi t			Protected			Protected		
Rights:	Incl ude			Incl ude			Incl ude			Incl ude		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	1	0	2	0	2	0

Volume Module:												
Base Vol:	194	0	172	0	0	0	0	1098	231	279	1162	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	199	0	176	0	0	0	0	1125	237	286	1191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	96	0	0	297	0	84	124	260	113	0	463	61
Initial Fut:	295	0	176	297	0	84	124	1385	350	286	1654	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	301	0	180	303	0	86	127	1414	357	292	1688	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	180	303	0	86	127	1414	357	292	1688	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	301	0	180	303	0	86	127	1414	357	292	1688	62

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.84	0.95	1.00	0.85	0.93	0.93	0.83	0.92	0.92	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	0	1599	1805	1900	1615	1769	3538	1583	1753	3505	1568

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.17	0.00	0.05	0.07	0.40	0.23	0.17	0.48	0.04
Crit Moves:	****		****	****			****			****		
Green/Cycle:	0.32	0.00	0.12	0.17	0.00	0.07	0.07	0.41	0.41	0.17	0.50	0.50
Volume/Cap:	0.56	0.00	0.98	0.98	0.00	0.77	0.95	0.98	0.55	0.98	0.95	0.08
Delay/Veh:	34.6	0.0	112.2	86.2	0.0	82.5	119.2	53.2	28.1	95.1	40.7	15.4
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	34.6	0.0	112.2	86.2	0.0	82.5	119.2	53.2	28.1	95.1	40.7	15.4
HCM2kAvg:	10	0	10	16	0	5	8	32	10	16	35	1

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 Intersection #6 State Hwy 111/Dune Palms Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.188
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 91.5
 Optimal Cycle: 180 Level Of Service: F

Street Name: Dune Palms Rd State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	128	165	30	225	164	109	145	1075	96	19	1150	241
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	131	169	31	231	168	112	149	1102	98	19	1179	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	50	46	55	96	66	43	56	442	60	45	443	14
Initial Fut:	181	215	86	327	234	155	205	1544	158	64	1622	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	195	231	92	351	252	166	220	1660	170	69	1744	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	231	92	351	252	166	220	1660	170	69	1744	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	195	231	92	351	252	166	220	1660	170	69	1744	281

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.93	0.83	0.94	0.93	0.93	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.72	0.28
Final Sat.:	1787	1881	1599	1769	3538	1583	1787	3196	328	1769	2983	480

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.06	0.20	0.07	0.11	0.12	0.52	0.52	0.04	0.58	0.58
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.10	0.10	0.17	0.13	0.13	0.10	0.55	0.55	0.04	0.49	0.49
Volume/Cap:	0.79	1.19	0.56	1.19	0.54	0.79	1.19	0.94	0.94	0.94	1.19	1.19
Delay/Veh:	65.9	178	55.3	163.1	49.8	68.5	179.5	34.2	34.2	140.4	121	121.1
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	65.9	178	55.3	163.1	49.8	68.5	179.5	34.2	34.2	140.4	121	121.1
HCM2kAvg:	9	16	4	24	5	8	16	36	36	5	59	59

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 Intersection #7 Depot Rd/US 111

Cycle (sec): 120 Critical Vol./Cap. (X): 0.905
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.3
 Optimal Cycle: 123 Level Of Service: D

Street Name:	Depot Rd			US 111												
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	1	0	0	1	0	1	0	2	0	1	2	0	2	0	1

Volume Module:	>>	Count	Date:	19 Apr 2005	<<										
Base Vol:	0	0	0	25	0	18	84	1320	0	0	1376	14			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	0	0	0	26	0	18	86	1353	0	0	1410	14			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Inpro&Cco/Kmr:	309	0	483	49	0	34	70	276	279	429	180	13			
Initial Fut:	309	0	483	75	0	52	156	1629	279	429	1590	27			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	315	0	493	76	0	54	159	1662	285	438	1623	28			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	315	0	493	76	0	54	159	1662	285	438	1623	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.:	315	0	493	76	0	54	159	1662	285	438	1623	28			

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.91	1.00	0.81	0.94	0.94	0.84	0.90	0.93	0.83
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3618	0	1615	1722	0	1537	1787	3574	1599	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.31	0.04	0.00	0.03	0.09	0.47	0.18	0.13	0.46	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.00	0.34	0.05	0.00	0.05	0.11	0.51	0.51	0.14	0.55	0.55
Volume/Cap:	0.44	0.00	0.91	0.91	0.00	0.71	0.84	0.91	0.35	0.91	0.84	0.03
Delay/Veh:	42.9	0.0	56.5	124.0	0.0	83.6	78.9	33.3	17.5	71.1	26.0	12.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	42.9	0.0	56.5	124.0	0.0	83.6	78.9	33.3	17.5	71.1	26.0	12.5
HCM2kAvg:	6	0	21	5	0	3	8	31	6	12	27	0

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 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.047
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 67.5
 Optimal Cycle: 180 Level Of Service: E

Street Name: Jefferson St State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	320	155	144	182	202	125	100	1015	235	165	976	71
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	328	159	148	187	207	128	102	1040	241	169	1000	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	265	-23	0	33	-17	152	207	266	335	0	212	16
Initial Fut:	593	136	148	220	190	280	310	1306	576	169	1212	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	605	139	151	224	194	286	316	1333	588	173	1237	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	139	151	224	194	286	316	1333	588	173	1237	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	605	139	151	224	194	286	316	1333	588	173	1237	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.94	0.90	0.84	0.94	0.94	0.84	0.94	0.93	0.93
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	3432	3538	1583	1787	5135	1599	1787	3574	1599	1787	3297	241

Capacity Analysis Module:

Vol/Sat:	0.18	0.04	0.10	0.13	0.04	0.18	0.18	0.37	0.37	0.10	0.38	0.38
Crit Moves:	****					****	****			****		
Green/Cycle:	0.17	0.15	0.15	0.19	0.17	0.17	0.17	0.42	0.42	0.11	0.36	0.36
Volume/Cap:	1.05	0.27	0.65	0.65	0.22	1.05	1.05	0.89	0.88	0.89	1.05	1.05
Delay/Veh:	100.1	45.8	54.7	49.0	43.0	116.9	114.4	39.4	44.6	88.8	76.9	76.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	100.1	45.8	54.7	49.0	43.0	116.9	114.4	39.4	44.6	88.8	76.9	76.9
HCM2kAvg:	18	2	6	9	2	16	19	26	23	10	33	33

Kittel son & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Wi th Costco, Weekday PM Peak Hour

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

 Intersection #9 State Hwy 111/Madison St

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.833
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.8
 Optimal Cycle: 102 Level Of Service: D

Street Name:	Madison St						State Hwy 111					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:
 Base Vol: 65 199 78 71 212 115 140 1060 75 96 975 95
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 67 204 80 73 217 118 144 1087 77 98 999 97
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Inpro&Cco/Kmr: 0 0 0 0 0 0 0 295 0 0 229 0
 Initial Fut: 67 204 80 73 217 118 144 1382 77 98 1228 97
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 69 210 82 75 224 122 148 1424 79 101 1266 100
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 69 210 82 75 224 122 148 1424 79 101 1266 100
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 69 210 82 75 224 122 148 1424 79 101 1266 100

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.94 0.94 0.92 0.92 0.92 0.93 0.92 0.92 0.93 0.92 0.92
 Lanes: 1.00 0.72 0.28 1.00 0.65 0.35 1.00 1.89 0.11 1.00 1.85 0.15
 Final Sat.: 1769 1281 502 1753 1133 614 1769 3325 185 1769 3242 257

Capacity Analysis Module:
 Vol/Sat: 0.04 0.16 0.16 0.04 0.20 0.20 0.08 0.43 0.43 0.06 0.39 0.39
 Crit Moves: **** *
 Green/Cycle: 0.05 0.23 0.23 0.06 0.24 0.24 0.10 0.51 0.51 0.07 0.48 0.48
 Volume/Cap: 0.83 0.73 0.73 0.73 0.83 0.83 0.81 0.83 0.83 0.83 0.81 0.81
 Delay/Veh: 105.4 49.7 49.7 78.5 57.0 57.0 76.4 28.3 28.3 91.7 29.8 29.8
 User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adj Del/Veh: 105.4 49.7 49.7 78.5 57.0 57.0 76.4 28.3 28.3 91.7 29.8 29.8
 HCM2kAvg: 5 11 11 4 14 14 8 25 25 6 23 23

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

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

 Intersection #10 Washington St/Fred Waring Dr

Cycle (sec): 160 Critical Vol./Cap. (X): 0.725
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.2
 Optimal Cycle: 82 Level Of Service: D

Street Name:	Washington St					Fred Waring Dr														
	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									
Rights:	Include					Include					Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:	>>	Count	Date:	19 Apr 2005	<<										
Base Vol:	265	860	45	372	1111	162	209	753	380	48	537	313			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	272	882	46	381	1139	166	214	772	389	49	550	321			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Inpro&Cco/Kmr:	0	248	0	0	213	0	0	0	0	0	0	0			
Initial Fut:	272	1130	46	381	1352	166	214	772	389	49	550	321			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	286	1189	49	401	1423	175	226	812	410	52	579	338			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	286	1189	49	401	1423	175	226	812	410	52	579	338			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	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.:	286	1189	49	401	1423	175	226	812	410	52	579	338			

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.89	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	5083	1583	3432	3538	1583	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.03	0.12	0.28	0.11	0.07	0.23	0.26	0.03	0.16	0.21
Crit Moves:	****			****					****	****		
Green/Cycle:	0.12	0.34	0.34	0.17	0.39	0.39	0.09	0.36	0.36	0.04	0.30	0.30
Volume/Cap:	0.72	0.70	0.09	0.70	0.72	0.29	0.70	0.64	0.72	0.72	0.54	0.70
Delay/Veh:	74.8	47.6	36.5	66.9	43.2	34.1	77.1	44.0	49.2	106.5	46.9	53.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	74.8	47.6	36.5	66.9	43.2	34.1	77.1	44.0	49.2	106.5	46.9	53.9
HCM2kAvg:	9	17	2	11	20	6	7	17	18	4	12	15

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

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

 Intersection #11 Washington St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.617
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
 Optimal Cycle: 61 Level Of Service: C

Street Name:	Washington St				Miles Ave										
	North Bound		South Bound		East Bound		West Bound								
Approach:	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		Protected		Protected				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	28	1050	159	251	1255	33	34	161	37	77	83	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	1076	163	257	1286	34	35	165	38	79	85	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	233	0	12	201	0	0	0	0	0	0	15
Initial Fut:	29	1309	163	269	1487	34	35	165	38	79	85	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	30	1364	170	280	1549	35	36	172	40	82	89	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1364	170	280	1549	35	36	172	40	82	89	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1364	170	280	1549	35	36	172	40	82	89	154

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.83	0.94	0.90	0.90	0.89	0.90	0.90	0.90	0.84	0.84
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	2.00	1.63	0.37	2.00	1.00	1.00
Final Sat.:	1753	5037	1568	1787	5006	114	3400	2770	637	3432	1601	1601

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.02	0.27	0.11	0.16	0.31	0.31	0.01	0.06	0.06	0.02	0.06	0.10
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.04	0.44	0.44	0.25	0.66	0.66	0.02	0.13	0.13	0.05	0.16	0.16
Volume/Cap:	0.47	0.62	0.25	0.62	0.47	0.47	0.62	0.50	0.50	0.50	0.35	0.62
Delay/Veh:	62.1	26.5	21.4	42.1	10.3	10.3	76.8	49.9	49.9	58.0	45.5	50.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	62.1	26.5	21.4	42.1	10.3	10.3	76.8	49.9	49.9	58.0	45.5	50.2
HCM2kAvg:	2	13	4	10	10	10	2	4	4	2	3	6

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #12 Washington St/Channel Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.612
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Washington St				Channel Dr					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	0	0	1	0	0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	35	975	15	187	1155	93	74	30	72	96	26	237
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	999	15	192	1184	95	76	31	74	98	27	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	233	0	0	201	0	0	0	0	0	0	0
Initial Fut:	36	1232	15	192	1385	95	76	31	74	98	27	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	39	1325	17	206	1489	102	82	33	79	106	29	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1325	17	206	1489	102	82	33	79	106	29	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	39	1325	17	206	1489	103	82	33	79	106	29	261

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.87	0.87	0.93	0.88	0.88	0.75	0.75	0.75	0.59	0.59	0.83
Lanes:	1.00	2.96	0.04	1.00	2.81	0.19	0.42	0.17	0.41	0.79	0.21	1.00
Final Sat.:	1736	4919	61	1769	4708	324	597	242	581	878	238	1583

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.02	0.27	0.27	0.12	0.32	0.32	0.14	0.14	0.14	0.12	0.12	0.17
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.04	0.44	0.44	0.19	0.59	0.59	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.54	0.61	0.61	0.61	0.54	0.54	0.51	0.51	0.51	0.45	0.45	0.61
Delay/Veh:	64.2	26.3	26.3	47.8	15.0	15.0	38.2	38.2	38.2	37.5	37.5	41.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	64.2	26.3	26.3	47.8	15.0	15.0	38.2	38.2	38.2	37.5	37.5	41.0
HCM2kAvg:	2	13	13	8	12	12	8	8	8	7	7	9

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

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

 Intersection #13 Washington St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Washington						Avenue 48th												
	North Bound			South Bound			East Bound			West Bound									
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Protected			Protected			Split Phase			Split Phase									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	2	0	0	0	1

Volume Module:												
Base Vol:	0	1000	236	171	1539	0	0	0	0	418	0	213
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1025	242	175	1577	0	0	0	0	428	0	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	74	98	0	111	0	0	0	0	181	0	0
Initial Fut:	0	1099	340	175	1688	0	0	0	0	609	0	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1133	350	181	1741	0	0	0	0	628	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1133	350	181	1741	0	0	0	0	628	0	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.:	0	1133	350	181	1741	0	0	0	0	628	0	225

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.93	0.89	1.00	1.00	1.00	1.00	0.91	1.00	0.84
Lanes:	0.00	2.29	0.71	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3712	1148	1769	5083	0	0	0	0	3467	0	1599

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.10	0.34	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.47	0.47	0.16	0.62	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.65	0.65	0.65	0.55	0.00	0.00	0.00	0.00	0.65	0.00	0.51
Delay/Veh:	0.0	25.3	25.3	53.1	13.2	0.0	0.0	0.0	0.0	39.9	0.0	37.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	25.3	25.3	53.1	13.2	0.0	0.0	0.0	0.0	39.9	0.0	37.5
HCM2kAvg:	0	14	14	8	12	0	0	0	0	11	0	7

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

 Intersection #14 Jefferson St/Fred Waring Dr

Cycle (sec): 90 Critical Vol./Cap. (X): 0.790
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.9
 Optimal Cycle: 81 Level Of Service: D

Street Name:	Jefferson St			Fred Waring Dr											
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:	Jefferson St			Fred Waring Dr								
Base Vol:	80	345	90	144	470	185	156	625	110	105	531	123
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	354	92	148	482	190	160	641	113	108	544	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	161	0	0	119	0	0	0	0	0	0	0
Initial Fut:	82	515	92	148	601	190	160	641	113	108	544	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	87	547	98	157	639	202	170	682	120	114	579	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	547	98	157	639	202	170	682	120	114	579	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	87	547	98	157	639	202	170	682	120	114	579	134

Saturation Flow Module:	Jefferson St			Fred Waring Dr								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.94	0.99	0.84	0.92	0.92	0.83	0.93	0.93	0.83
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.:	1769	1862	1583	1787	1881	1599	1753	3505	1568	1769	3538	1583

Capacity Analysis Module:	Jefferson St			Fred Waring Dr								
Vol/Sat:	0.05	0.29	0.06	0.09	0.34	0.13	0.10	0.19	0.08	0.06	0.16	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.38	0.38	0.11	0.43	0.43	0.12	0.25	0.25	0.08	0.21	0.21
Volume/Cap:	0.79	0.78	0.16	0.78	0.79	0.29	0.79	0.79	0.31	0.79	0.79	0.41
Delay/Veh:	72.5	30.0	18.6	55.8	27.4	17.0	56.0	36.4	28.0	64.4	39.6	31.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	72.5	30.0	18.6	55.8	27.4	17.0	56.0	36.4	28.0	64.4	39.6	31.7
HCM2kAvg:	4	15	2	6	17	4	7	11	3	5	10	4

Kittel son & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 Wi th Costco, Weekday PM Peak Hour

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

 Intersection #15 Jefferson St/Miles Ave

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

Street Name:	Jefferson St						Miles Ave								
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:	Incl ude			Incl ude			Incl ude			Incl ude					
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:															
Base Vol :	66	264	82	248	390	94	87	267	95	110	224	175			
Growth Adj :	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	68	271	84	254	400	96	89	274	97	113	230	179			
Added Vol :	0	0	0	0	0	0	0	0	0	0	0	0			
Inpro&Cco/Kmr:	15	161	0	0	119	0	0	0	12	0	0	0			
Initial Fut:	83	432	84	254	519	96	89	274	109	113	230	179			
User Adj :	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj :	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84			
PHF Volume:	98	514	100	303	618	115	106	326	130	134	273	214			
Reduct Vol :	0	0	0	0	0	0	0	0	0	0	0	0			
Final Vol.:	98	514	100	303	618	115	106	326	130	134	273	214			
Critical Gap Module:															
Critical Gp:	4.2	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
Fol lowUpTim:	2.3	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnfl ict Vol :	732	xxxx	xxxxx	614	xxxx	xxxxx	2284	2091	675	2219	2048	514			
Potent Cap.:	850	xxxx	xxxxx	961	xxxx	xxxxx	28	53	456	31	56	563			
Move Cap.:	850	xxxx	xxxxx	961	xxxx	xxxxx	0	32	456	0	34	563			
Volume/Cap:	0.12	xxxx	xxxx	0.31	xxxx	xxxx	xxxxx	10.18	0.29	xxxx	8.03	0.38			
Level Of Servi ce Module:															
Queue:	0.4	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	19.5	xxxxx	xxxxx	16.0	xxxxx			
Stopped Del :	9.8	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	2089	xxxxx	xxxxx	1596	xxxxx			
LOS by Move:	A	*	*	B	*	*	*	F	*	*	F	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	55	xxxx	xxxx	80			
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	33.1	xxxxx	xxxx	37.3			
Shrd StpDel :	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2119	xxxxx	xxxx	1634			
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	F			
ApproachDel :	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			F			F					

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco, Weekday PM Peak Hour

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

 Intersection #16 Jefferson St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.759
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
 Optimal Cycle: 83 Level Of Service: D

Street Name:	Jefferson St					Avenue 48th						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	1	0	1	0	1	0

Volume Module:	Jefferson St NB			Jefferson St SB			Avenue 48th EB			Avenue 48th WB		
Base Vol:	275	598	158	110	533	65	27	432	409	130	419	76
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	282	613	162	113	546	67	28	443	419	133	429	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	34	115	0	134	154	30	24	0	41	0	0	103
Initial Fut:	316	728	162	247	700	97	52	443	460	133	429	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	347	800	178	271	770	106	57	487	506	146	472	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	800	178	271	770	106	57	487	506	146	472	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	347	800	178	271	770	106	57	487	506	146	472	199

Saturation Flow Module:	Jefferson St NB			Jefferson St SB			Avenue 48th EB			Avenue 48th WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.82	0.89	0.88	0.83	0.93	0.98	0.83	0.93	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.41	0.59
Final Sat.:	3369	4990	1554	3400	5037	1568	1769	1862	1583	1769	2380	1002

Capacity Analysis Module:	Jefferson St NB			Jefferson St SB			Avenue 48th EB			Avenue 48th WB		
Vol/Sat:	0.10	0.16	0.11	0.08	0.15	0.07	0.03	0.26	0.32	0.08	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.22	0.22	0.11	0.20	0.20	0.07	0.42	0.42	0.11	0.46	0.46
Volume/Cap:	0.76	0.71	0.51	0.71	0.76	0.34	0.43	0.62	0.76	0.76	0.43	0.43
Delay/Veh:	57.2	45.1	41.9	57.7	48.6	41.7	55.5	28.8	34.7	67.9	22.3	22.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	57.2	45.1	41.9	57.7	48.6	41.7	55.5	28.8	34.7	67.9	22.3	22.3
HCM2kAvg:	8	10	6	7	11	4	3	14	17	7	8	8

Appendix F

Year 2006 Total Traffic
Conditions w/ Site
Development & Planned
Roadway Improvements
Level-of-Service Worksheet

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekday PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection

		Del /	V /
		LOS Veh	C
# 1	State Hwy 111/Washington St	D 47.9	0.959
# 2	State Hwy 111/Simon Dr	B 19.5	0.680
# 3	State Hwy 111/La Quinta Ctr	B 16.1	0.629
# 4	State Hwy 111/Adams St	C 33.6	0.717
# 5	State Hwy 111/La Quinta Dr	D 36.6	0.837
# 6	State Hwy 111/Dune Palms Rd	D 38.3	0.840
# 7	Depot Rd/US 111	C 31.3	0.748
# 8	State Hwy 111/Jefferson St	D 41.6	0.840
# 9	State Hwy 111/Madison St	D 38.8	0.833
# 10	Washington St/Fred Waring Dr	D 50.2	0.725
# 11	Washington St/Miles Ave	C 24.9	0.617
# 12	Washington St/Channel Dr	C 25.1	0.612
# 13	Washington St/Avenue 48th	C 24.3	0.654
# 14	Jefferson St/Fred Waring Dr	C 28.1	0.503
# 15	Jefferson St/Miles Ave	D 37.1	0.465
# 16	Jefferson St/Avenue 48th	D 41.6	0.759

Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekday PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.959
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.9
 Optimal Cycle: 168 Level Of Service: D

Street Name:	Washington St						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:

Base Vol:	480	550	115	336	888	78	190	943	697	133	701	350
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	492	564	118	344	910	80	195	967	714	136	719	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	-50	124	246	-45	0	0	144	0	156	172	283
Initial Fut:	492	514	242	590	865	80	195	1111	714	292	891	642
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	513	535	252	615	901	83	203	1157	744	305	928	668
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	535	252	615	901	83	203	1157	744	305	928	668
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	513	535	252	615	901	83	203	1157	744	305	928	668

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.88	0.88	0.90	0.89	0.83	0.89	0.83	0.83
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	4593	424	3432	5083	1583	3400	3146	1573

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.16	0.18	0.20	0.20	0.06	0.23	0.47	0.09	0.29	0.42
Crit Moves:	****			****			****					****
Green/Cycle:	0.16	0.13	0.25	0.23	0.20	0.20	0.06	0.39	0.55	0.11	0.44	0.44
Volume/Cap:	0.96	0.79	0.66	0.79	0.96	0.96	0.96	0.58	0.85	0.81	0.67	0.96
Delay/Veh:	78.9	56.5	44.8	49.1	66.1	66.1	106.2	28.9	30.9	64.6	27.1	45.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	78.9	56.5	44.8	49.1	66.1	66.1	106.2	28.9	30.9	64.6	27.1	45.9
HCM2kAvg:	14	8	9	13	16	16	7	11	26	8	14	29

Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekday PM Peak Hour

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

 Intersection #2 State Hwy 111/Simon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.680
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.5
 Optimal Cycle: 69 Level Of Service: B

Street Name:	Simon Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	76	25	64	162	22	43	99	1221	54	54	1163	94
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	26	66	166	23	44	101	1252	55	55	1192	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	0	0	0	0	0	0	514	0	0	611	0
Initial Fut:	78	26	66	166	23	44	101	1766	55	55	1803	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	80	26	68	171	23	45	105	1820	57	57	1859	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	26	68	171	23	45	105	1820	57	57	1859	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.:	80	26	68	171	23	45	105	1820	57	57	1859	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.63	0.63	0.63	0.94	0.90	0.90	0.93	0.88	0.88
Lanes:	0.92	0.30	0.78	1.00	0.34	0.66	1.00	2.91	0.09	1.00	2.85	0.15
Final Sat.:	1070	352	901	1202	407	795	1787	4959	155	1769	4787	256

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.14	0.06	0.06	0.06	0.37	0.37	0.03	0.39	0.39
Crit Moves:				****				****				****
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.70	0.60	0.60	0.62	0.57	0.57
Volume/Cap:	0.36	0.36	0.36	0.68	0.27	0.27	0.48	0.61	0.61	0.33	0.68	0.68
Delay/Veh:	41.0	41.0	41.0	49.0	39.9	39.9	18.8	15.2	15.2	12.2	18.7	18.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	41.0	41.0	41.0	49.0	39.9	39.9	18.8	15.2	15.2	12.2	18.7	18.7
HCM2kAvg:	4	4	4	9	3	3	3	15	15	1	17	17

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekday PM Peak Hour

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

 Intersection #3 State Hwy 111/La Quinta Ctr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.629
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
 Optimal Cycle: 62 Level Of Service: B

Street Name: La Quinta Ctr State Hwy 111

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			Prot+Permi t			Prot+Permi t		
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	0	2	0	2	1	0	1

Volume Module:

Base Vol:	95	30	137	41	18	62	72	1227	106	150	1100	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	31	140	42	18	64	74	1258	109	154	1128	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	0	0	0	0	0	0	514	0	0	611	0
Initial Fut:	97	31	140	42	18	64	74	1772	109	154	1739	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	32	148	44	19	67	78	1865	114	162	1830	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	32	148	44	19	67	78	1865	114	162	1830	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	103	32	148	44	19	67	78	1865	114	162	1830	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.87	0.87	0.46	0.88	0.88	0.91	0.89	0.89	0.91	0.90	0.84
Lanes:	1.00	0.18	0.82	1.00	0.22	0.78	2.00	2.83	0.17	2.00	3.00	1.00
Final Sat.:	1317	296	1353	880	378	1302	3467	4795	294	3467	5135	1599

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.11	0.05	0.05	0.05	0.02	0.39	0.39	0.05	0.36	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.66	0.62	0.62	0.73	0.65	0.65
Volume/Cap:	0.45	0.63	0.63	0.29	0.30	0.30	0.11	0.63	0.63	0.18	0.55	0.00
Delay/Veh:	45.8	50.4	50.4	44.2	43.8	43.8	8.3	14.7	14.7	8.8	11.5	7.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	45.8	50.4	50.4	44.2	43.8	43.8	8.3	14.7	14.7	8.8	11.5	7.3
HCM2kAvg:	5	7	7	3	3	3	1	15	15	1	12	0

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

 Intersection #4 State Hwy 111/Adams St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.717
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.6
 Optimal Cycle: 75 Level Of Service: C

Street Name: Adams St State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	1	0	3	0	1	0

Volume Module:

Base Vol:	125	276	49	170	307	111	130	1091	200	78	1090	176
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	128	283	50	174	315	114	133	1118	205	80	1117	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	26	37	40	19	66	78	420	0	77	515	57
Initial Fut:	128	309	87	214	334	180	211	1538	205	157	1632	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	325	92	226	351	189	222	1619	216	165	1718	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	325	92	226	351	189	222	1619	216	165	1718	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	135	325	92	226	351	189	222	1619	216	165	1718	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.91	0.94	0.84	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	3505	1568	3467	3574	1599	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.06	0.07	0.10	0.12	0.13	0.32	0.14	0.09	0.34	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.13	0.13	0.09	0.16	0.16	0.18	0.50	0.50	0.15	0.47	0.47
Volume/Cap:	0.72	0.72	0.45	0.72	0.60	0.72	0.72	0.64	0.27	0.64	0.72	0.34
Delay/Veh:	68.3	55.6	49.9	60.8	48.1	56.6	54.5	22.6	17.6	53.4	26.4	20.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	68.3	55.6	49.9	60.8	48.1	56.6	54.5	22.6	17.6	53.4	26.4	20.2
HCM2kAvg:	4	7	4	6	7	8	9	15	5	7	18	6

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

 Intersection #5 State Hwy 111/La Quinta Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.837
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.6
 Optimal Cycle: 103 Level Of Service: D

Street Name:	La Quinta Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:												
Control:	Prot+Permi t			Prot+Permi t			Protected			Protected		
Rights:	Incl ude			Incl ude			Incl ude			Incl ude		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	0	2	0

Volume Module:												
Base Vol:	194	0	172	0	0	0	0	1098	231	279	1162	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	199	0	176	0	0	0	0	1125	237	286	1191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	96	0	0	297	0	84	124	260	113	0	463	61
Initial Fut:	295	0	176	297	0	84	124	1385	350	286	1654	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	301	0	180	303	0	86	127	1414	357	292	1688	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	180	303	0	86	127	1414	357	292	1688	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	301	0	180	303	0	86	127	1414	357	292	1688	62

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.84	0.95	1.00	0.85	0.90	0.87	0.87	0.89	0.88	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	1787	0	1599	1805	1900	1615	3432	3937	994	3400	5037	1568

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.17	0.00	0.05	0.04	0.36	0.36	0.09	0.34	0.04
Crit Moves:	****		****	****			****			****		
Green/Cycle:	0.37	0.00	0.13	0.20	0.00	0.08	0.05	0.43	0.43	0.10	0.48	0.48
Volume/Cap:	0.49	0.00	0.84	0.84	0.00	0.66	0.70	0.84	0.84	0.84	0.70	0.08
Delay/Veh:	29.4	0.0	74.6	52.8	0.0	65.6	67.4	33.6	33.6	68.9	25.4	17.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	29.4	0.0	74.6	52.8	0.0	65.6	67.4	33.6	33.6	68.9	25.4	17.0
HCM2kAvg:	9	0	9	14	0	4	4	22	22	8	17	1

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

 Intersection #6 State Hwy 111/Dune Palms Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.840
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.3
 Optimal Cycle: 104 Level Of Service: D

Street Name:	Dune Palms Rd						State Hwy 111								
	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	128	165	30	225	164	109	145	1075	96	19	1150	241
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	131	169	31	231	168	112	149	1102	98	19	1179	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	50	46	55	96	66	43	56	442	60	45	443	14
Initial Fut:	181	215	86	327	234	155	205	1544	158	64	1622	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	195	231	92	351	252	166	220	1660	170	69	1744	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	231	92	351	252	166	220	1660	170	69	1744	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	195	231	92	351	252	166	220	1660	170	69	1744	281

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.93	0.83	0.91	0.90	0.84	0.90	0.89	0.83
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1787	1881	1599	1769	3538	1583	3467	5135	1599	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.06	0.20	0.07	0.11	0.06	0.32	0.11	0.02	0.34	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.15	0.15	0.24	0.19	0.19	0.08	0.46	0.46	0.03	0.41	0.41
Volume/Cap:	0.56	0.84	0.39	0.84	0.38	0.56	0.84	0.71	0.23	0.71	0.84	0.43
Delay/Veh:	45.7	69.8	47.5	57.7	43.0	46.6	75.6	27.3	20.1	79.2	35.2	26.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	45.7	69.8	47.5	57.7	43.0	46.6	75.6	27.3	20.1	79.2	35.2	26.0
HCM2kAvg:	7	11	3	15	4	6	6	17	4	3	22	7

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

 Intersection #7 Depot Rd/US 111

Cycle (sec): 120 Critical Vol./Cap. (X): 0.748
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.3
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Depot Rd			US 111								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	2	0	3	0	3	0

Volume Module:	>>	Count	Date:	19 Apr 2005	<<							
Base Vol:	0	0	0	25	0	18	84	1320	0	0	1376	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	26	0	18	86	1353	0	0	1410	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	309	0	483	49	0	34	70	276	279	429	180	13
Initial Fut:	309	0	483	75	0	52	156	1629	279	429	1590	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	315	0	493	76	0	54	159	1662	285	438	1623	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	493	76	0	54	159	1662	285	438	1623	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.:	315	0	493	76	0	54	159	1662	285	438	1623	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.91	1.00	0.81	0.91	0.90	0.84	0.90	0.89	0.83
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3618	0	1615	1722	0	1537	3467	5135	1599	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.31	0.04	0.00	0.03	0.05	0.32	0.18	0.13	0.32	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.00	0.41	0.06	0.00	0.06	0.08	0.43	0.43	0.17	0.53	0.53
Volume/Cap:	0.37	0.00	0.75	0.75	0.00	0.59	0.61	0.75	0.41	0.75	0.61	0.03
Delay/Veh:	38.5	0.0	35.0	81.5	0.0	64.8	57.7	30.0	23.9	52.6	20.1	13.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	38.5	0.0	35.0	81.5	0.0	64.8	57.7	30.0	23.9	52.6	20.1	13.7
HCM2kAvg:	5	0	17	5	0	3	4	18	7	10	14	0

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

 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.840
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
 Optimal Cycle: 104 Level Of Service: D

Street Name: Jefferson St State Hwy 111

Approach: 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 Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1 1 0 1 1 0

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Volume Module:

Base Vol:	320	155	144	182	202	125	100	1015	235	165	976	71
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	328	159	148	187	207	128	102	1040	241	169	1000	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	265	-23	0	33	-17	152	207	266	335	0	212	16
Initial Fut:	593	136	148	220	190	280	310	1306	576	169	1212	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	605	139	151	224	194	286	316	1333	588	173	1237	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	139	151	224	194	286	316	1333	588	173	1237	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	605	139	151	224	194	286	316	1333	588	173	1237	91

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.91	0.90	0.84	0.91	0.90	0.84	0.94	0.93	0.93
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.86	0.14
Final Sat.:	3432	5083	1583	3467	5135	1599	3467	5135	1599	1787	3297	241

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Capacity Analysis Module:

Vol/Sat:	0.18	0.03	0.10	0.06	0.04	0.18	0.09	0.26	0.37	0.10	0.38	0.38
Crit Moves:	****					****			****	****		
Green/Cycle:	0.21	0.19	0.19	0.13	0.10	0.21	0.11	0.44	0.44	0.11	0.44	0.44
Volume/Cap:	0.84	0.15	0.51	0.51	0.36	0.84	0.84	0.59	0.84	0.84	0.84	0.84
Delay/Veh:	54.2	40.8	45.3	49.9	50.4	62.4	68.5	26.1	39.0	77.4	34.0	34.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	54.2	40.8	45.3	49.9	50.4	62.4	68.5	26.1	39.0	77.4	34.0	34.0
HCM2kAvg:	14	1	5	5	3	13	8	13	21	9	24	24

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

 Intersection #9 State Hwy 111/Madison St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.833
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.8
 Optimal Cycle: 102 Level Of Service: D

Street Name: Madison St State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	65	199	78	71	212	115	140	1060	75	96	975	95
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	67	204	80	73	217	118	144	1087	77	98	999	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	0	0	0	0	0	0	295	0	0	229	0
Initial Fut:	67	204	80	73	217	118	144	1382	77	98	1228	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	69	210	82	75	224	122	148	1424	79	101	1266	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	210	82	75	224	122	148	1424	79	101	1266	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	210	82	75	224	122	148	1424	79	101	1266	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.92	0.92	0.92	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	0.72	0.28	1.00	0.65	0.35	1.00	1.89	0.11	1.00	1.85	0.15
Final Sat.:	1769	1281	502	1753	1133	614	1769	3325	185	1769	3242	257

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.16	0.04	0.20	0.20	0.08	0.43	0.43	0.06	0.39	0.39
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.23	0.23	0.06	0.24	0.24	0.10	0.51	0.51	0.07	0.48	0.48
Volume/Cap:	0.83	0.73	0.73	0.73	0.83	0.83	0.81	0.83	0.83	0.83	0.81	0.81
Delay/Veh:	105.4	49.7	49.7	78.5	57.0	57.0	76.4	28.3	28.3	91.7	29.8	29.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	105.4	49.7	49.7	78.5	57.0	57.0	76.4	28.3	28.3	91.7	29.8	29.8
HCM2kAvg:	5	11	11	4	14	14	8	25	25	6	23	23

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

 Intersection #10 Washington St/Fred Waring Dr

 Cycle (sec): 160 Critical Vol./Cap. (X): 0.725
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.2
 Optimal Cycle: 82 Level Of Service: D

Street Name:	Washington St					Fred Waring Dr														
	North Bound		South Bound			East Bound			West Bound											
Approach:	L - T - R		L - T - R			L - T - R			L - T - R											
Control:	Protected		Protected			Protected			Protected											
Rights:	Include		Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0										
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:	>>	Count	Date:	19 Apr 2005	<<										
Base Vol:	265	860	45	372	1111	162	209	753	380	48	537	313			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	272	882	46	381	1139	166	214	772	389	49	550	321			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Inpro&Cco/Kmr:	0	248	0	0	213	0	0	0	0	0	0	0			
Initial Fut:	272	1130	46	381	1352	166	214	772	389	49	550	321			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	286	1189	49	401	1423	175	226	812	410	52	579	338			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	286	1189	49	401	1423	175	226	812	410	52	579	338			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	286	1189	49	401	1423	175	226	812	410	52	579	338			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.89	0.88	0.83	0.90	0.89	0.83	0.90	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	5083	1583	3432	3538	1583	1769	3538	1583			

Capacity Analysis Module:															
Vol/Sat:	0.08	0.24	0.03	0.12	0.28	0.11	0.07	0.23	0.26	0.03	0.16	0.21			
Crit Moves:	****			****					****	****					
Green/Cycle:	0.12	0.34	0.34	0.17	0.39	0.39	0.09	0.36	0.36	0.04	0.30	0.30			
Volume/Cap:	0.72	0.70	0.09	0.70	0.72	0.29	0.70	0.64	0.72	0.72	0.54	0.70			
Delay/Veh:	74.8	47.6	36.5	66.9	43.2	34.1	77.1	44.0	49.2	106.5	46.9	53.9			
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Del/Veh:	74.8	47.6	36.5	66.9	43.2	34.1	77.1	44.0	49.2	106.5	46.9	53.9			
HCM2kAvg:	9	17	2	11	20	6	7	17	18	4	12	15			

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

 Intersection #11 Washington St/Miles Ave

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.617
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
 Optimal Cycle: 61 Level Of Service: C

Street Name:	Washington St					Miles Ave									
	North Bound			South Bound		East Bound			West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:															
Control:	Protected			Protected		Protected			Protected						
Rights:	Include			Include		Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0

Volume Module:
 Base Vol: 28 1050 159 251 1255 33 34 161 37 77 83 130
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
 Initial Bse: 29 1076 163 257 1286 34 35 165 38 79 85 133
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Inpro&Cco/Kmr: 0 233 0 12 201 0 0 0 0 0 0 15
 Initial Fut: 29 1309 163 269 1487 34 35 165 38 79 85 148
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 30 1364 170 280 1549 35 36 172 40 82 89 154
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 1364 170 280 1549 35 36 172 40 82 89 154
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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 1364 170 280 1549 35 36 172 40 82 89 154

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 0.88 0.83 0.94 0.90 0.90 0.89 0.90 0.90 0.90 0.84 0.84
 Lanes: 1.00 3.00 1.00 1.00 2.93 0.07 2.00 1.63 0.37 2.00 1.00 1.00
 Final Sat.: 1753 5037 1568 1787 5006 114 3400 2770 637 3432 1601 1601

Capacity Analysis Module:
 Vol/Sat: 0.02 0.27 0.11 0.16 0.31 0.31 0.01 0.06 0.06 0.02 0.06 0.10
 Crit Moves: ****
 Green/Cycle: 0.04 0.44 0.44 0.25 0.66 0.66 0.02 0.13 0.13 0.05 0.16 0.16
 Volume/Cap: 0.47 0.62 0.25 0.62 0.47 0.47 0.62 0.50 0.50 0.50 0.35 0.62
 Delay/Veh: 62.1 26.5 21.4 42.1 10.3 10.3 76.8 49.9 49.9 58.0 45.5 50.2
 User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adj Del/Veh: 62.1 26.5 21.4 42.1 10.3 10.3 76.8 49.9 49.9 58.0 45.5 50.2
 HCM2kAvg: 2 13 4 10 10 10 2 4 4 2 3 6

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

 Intersection #12 Washington St/Channel Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.612
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Washington St				Channel Dr					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	0	0	1	0	0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	35	975	15	187	1155	93	74	30	72	96	26	237
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	999	15	192	1184	95	76	31	74	98	27	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	233	0	0	201	0	0	0	0	0	0	0
Initial Fut:	36	1232	15	192	1385	95	76	31	74	98	27	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	39	1325	17	206	1489	102	82	33	79	106	29	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1325	17	206	1489	102	82	33	79	106	29	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	39	1325	17	206	1489	103	82	33	79	106	29	261

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.87	0.87	0.93	0.88	0.88	0.75	0.75	0.75	0.59	0.59	0.83
Lanes:	1.00	2.96	0.04	1.00	2.81	0.19	0.42	0.17	0.41	0.79	0.21	1.00
Final Sat.:	1736	4919	61	1769	4708	324	597	242	581	878	238	1583

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.02	0.27	0.27	0.12	0.32	0.32	0.14	0.14	0.14	0.12	0.12	0.17
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.04	0.44	0.44	0.19	0.59	0.59	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.54	0.61	0.61	0.61	0.54	0.54	0.51	0.51	0.51	0.45	0.45	0.61
Delay/Veh:	64.2	26.3	26.3	47.8	15.0	15.0	38.2	38.2	38.2	37.5	37.5	41.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	64.2	26.3	26.3	47.8	15.0	15.0	38.2	38.2	38.2	37.5	37.5	41.0
HCM2kAvg:	2	13	13	8	12	12	8	8	8	7	7	9

Kittelson & Associates, Inc. - Project 7118
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #13 Washington St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
 Optimal Cycle: 55 Level Of Service: C

Street Name:	Washington						Avenue 48th					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	3	0	0	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1000	236	171	1539	0	0	0	0	418	0	213
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1025	242	175	1577	0	0	0	0	428	0	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	0	74	98	0	111	0	0	0	0	181	0	0
Initial Fut:	0	1099	340	175	1688	0	0	0	0	609	0	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1133	350	181	1741	0	0	0	0	628	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1133	350	181	1741	0	0	0	0	628	0	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.:	0	1133	350	181	1741	0	0	0	0	628	0	225

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.93	0.89	1.00	1.00	1.00	1.00	0.91	1.00	0.84
Lanes:	0.00	2.29	0.71	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3712	1148	1769	5083	0	0	0	0	3467	0	1599

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.31	0.31	0.10	0.34	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.47	0.47	0.16	0.62	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.65	0.65	0.65	0.55	0.00	0.00	0.00	0.00	0.65	0.00	0.51
Delay/Veh:	0.0	25.3	25.3	53.1	13.2	0.0	0.0	0.0	0.0	39.9	0.0	37.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	25.3	25.3	53.1	13.2	0.0	0.0	0.0	0.0	39.9	0.0	37.5
HCM2kAvg:	0	14	14	8	12	0	0	0	0	11	0	7

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

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*****
Intersection #14 Jefferson St/Fred Waring Dr
*****
Cycle (sec):          90          Critical Vol./Cap. (X):          0.503
Loss Time (sec):     16 (Y+R = 4 sec) Average Delay (sec/veh):          28.1
Optimal Cycle:       48          Level Of Service:          C
*****
Street Name:          Jefferson St          Fred Waring Dr
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:             Protected          Protected          Protected          Protected
Rights:              Include          Include          Include          Include
Min. Green:          0 0 0          0 0 0          0 0 0          0 0 0
Lanes:               2 0 3 0 1          2 0 3 0 1          1 0 2 0 1          1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:            80 345 90 144 470 185 156 625 110 105 531 123
Growth Adj:          1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse:         82 354 92 148 482 190 160 641 113 108 544 126
Added Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Inpro&Cco/Kmr:      0 161 0 0 119 0 0 0 0 0 0 0
Initial Fut:         82 515 92 148 601 190 160 641 113 108 544 126
User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:         87 547 98 157 639 202 170 682 120 114 579 134
Reduct Vol:          0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:        87 547 98 157 639 202 170 682 120 114 579 134
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             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.:          87 547 98 157 639 202 170 682 120 114 579 134
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:          0.90 0.89 0.83 0.91 0.90 0.84 0.92 0.92 0.83 0.93 0.93 0.83
Lanes:               2.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:          3432 5083 1583 3467 5135 1599 1753 3505 1568 1769 3538 1583
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.03 0.11 0.06 0.05 0.12 0.13 0.10 0.19 0.08 0.06 0.16 0.08
Crit Moves:          ****          ****          ****          ****
Green/Cycle:         0.05 0.21 0.21 0.09 0.25 0.25 0.19 0.39 0.39 0.13 0.33 0.33
Volume/Cap:          0.50 0.50 0.29 0.50 0.49 0.50 0.50 0.50 0.20 0.50 0.50 0.26
Delay/Veh:           43.8 31.5 30.1 40.3 29.0 29.7 33.7 21.2 18.4 38.2 24.9 22.7
User Del Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj Del/Veh:         43.8 31.5 30.1 40.3 29.0 29.7 33.7 21.2 18.4 38.2 24.9 22.7
HCM2kAvg:            2 5 2 3 5 5 5 7 2 4 7 3
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #15 Jefferson St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.465
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 37.1
 Optimal Cycle: 48 Level Of Service: D

Street Name:	Jefferson St						Miles Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	1	0	1	1	0	1

Volume Module:	Jefferson St NB			Jefferson St SB			Miles Ave EB			Miles Ave WB		
Base Vol:	66	264	82	248	390	94	87	267	95	110	224	175
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	68	271	84	254	400	96	89	274	97	113	230	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	15	161	0	0	119	0	0	0	12	0	0	0
Initial Fut:	83	432	84	254	519	96	89	274	109	113	230	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	98	514	100	303	618	115	106	326	130	134	273	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	514	100	303	618	115	106	326	130	134	273	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	98	514	100	303	618	115	106	326	130	134	273	214

Saturation Flow Module:	Jefferson St NB			Jefferson St SB			Miles Ave EB			Miles Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.85	0.79	0.89	0.88	0.83	0.94	0.90	0.90	0.94	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.43	0.57	1.00	1.12	0.88
Final Sat.:	3274	4850	1510	3400	5037	1568	1787	2444	977	1787	1874	1464

Capacity Analysis Module:	Jefferson St NB			Jefferson St SB			Miles Ave EB			Miles Ave WB		
Vol/Sat:	0.03	0.11	0.07	0.09	0.12	0.07	0.06	0.13	0.13	0.08	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.23	0.23	0.19	0.34	0.34	0.13	0.29	0.29	0.16	0.32	0.32
Volume/Cap:	0.36	0.47	0.29	0.47	0.36	0.22	0.46	0.47	0.47	0.47	0.46	0.46
Delay/Veh:	52.9	40.3	38.8	43.6	30.2	28.7	49.8	35.6	35.6	46.8	33.0	33.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	52.9	40.3	38.8	43.6	30.2	28.7	49.8	35.6	35.6	46.8	33.0	33.0
HCM2kAvg:	2	6	3	6	6	3	4	7	7	5	7	7

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekday PM Peak Hour

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

 Intersection #16 Jefferson St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.759
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
 Optimal Cycle: 83 Level Of Service: D

Street Name:	Jefferson St					Avenue 48th														
Approach:	North Bound		South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected			Protected			Protected											
Rights:	Include		Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	1	0	1	1	0	1	1	0

Volume Module:	Jefferson St			Jefferson St			Avenue 48th			Avenue 48th		
Base Vol:	275	598	158	110	533	65	27	432	409	130	419	76
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	282	613	162	113	546	67	28	443	419	133	429	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Inpro&Cco/Kmr:	34	115	0	134	154	30	24	0	41	0	0	103
Initial Fut:	316	728	162	247	700	97	52	443	460	133	429	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	347	800	178	271	770	106	57	487	506	146	472	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	800	178	271	770	106	57	487	506	146	472	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	347	800	178	271	770	106	57	487	506	146	472	199

Saturation Flow Module:	Jefferson St			Jefferson St			Avenue 48th			Avenue 48th		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.82	0.89	0.88	0.83	0.93	0.98	0.83	0.93	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.41	0.59
Final Sat.:	3369	4990	1554	3400	5037	1568	1769	1862	1583	1769	2380	1002

Capacity Analysis Module:	Jefferson St			Jefferson St			Avenue 48th			Avenue 48th		
Vol/Sat:	0.10	0.16	0.11	0.08	0.15	0.07	0.03	0.26	0.32	0.08	0.20	0.20
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.14	0.22	0.22	0.11	0.20	0.20	0.07	0.42	0.42	0.11	0.46	0.46
Volume/Cap:	0.76	0.71	0.51	0.71	0.76	0.34	0.43	0.62	0.76	0.76	0.43	0.43
Delay/Veh:	57.2	45.1	41.9	57.7	48.6	41.7	55.5	28.8	34.7	67.9	22.3	22.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	57.2	45.1	41.9	57.7	48.6	41.7	55.5	28.8	34.7	67.9	22.3	22.3
HCM2kAvg:	8	10	6	7	11	4	3	14	17	7	8	8

Appendix G

Year 2006 Weekend
(Saturday) Total Traffic
Conditions w/ Site
Development & Planned
Roadway Improvements
Level-of-Service Worksheet

PM

Mon Oct 10, 2005 17:27:54

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Kittel son & Associates, Inc. - Project 7118
La Quinta Costco
2006 With Costco & Roadway Improvements, Weekend (Saturday) PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			With Costco/Komar		
	LOS	Del / Veh	V / C	LOS	Del / Veh	V / C
# 1 State Hwy 111/Washington St	D	41.6	0.880	D	47.7	0.985
# 8 State Hwy 111/Jefferson St	C	34.7	0.701	D	45.8	0.932

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekend (Saturday) PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.985
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.7
 Optimal Cycle: 180 Level Of Service: D

Street Name: Washington St State Hwy 111

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Ovl				Include				Ovl				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	3	0	1	2	0	2	1	0	2	0	3	0	1	2	0	2	1	0

Volume Module:

Base Vol:	413	326	211	680	469	108	177	915	393	319	888	657
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	326	211	680	469	108	177	915	393	319	888	657
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costco/Komar:	0	-44	44	105	-44	0	0	61	0	44	56	100
Initial Fut:	413	282	255	785	425	108	177	976	393	363	944	757
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	430	294	266	818	443	113	184	1017	409	378	983	789
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	294	266	818	443	113	184	1017	409	378	983	789
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	430	294	266	818	443	113	184	1017	409	378	983	789

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.87	0.87	0.90	0.89	0.83	0.89	0.82	0.82
Lanes:	2.00	3.00	1.00	2.00	2.39	0.61	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	3932	999	3432	5083	1583	3400	3133	1566

Capacity Analysis Module:

Vol/Sat:	0.13	0.06	0.17	0.24	0.11	0.11	0.05	0.20	0.26	0.11	0.31	0.50
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.06	0.26	0.24	0.14	0.14	0.05	0.36	0.52	0.20	0.51	0.51
Volume/Cap:	0.79	0.99	0.65	0.99	0.79	0.79	0.99	0.55	0.49	0.55	0.61	0.99
Delay/Veh:	56.5	104	43.0	72.7	56.1	56.1	117.9	30.7	18.9	43.9	21.3	46.6
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	56.5	104	43.0	72.7	56.1	56.1	117.9	30.7	18.9	43.9	21.3	46.6
HCM2kAvg:	10	7	10	21	9	9	7	10	10	7	13	35

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 2006 With Costco & Roadway Improvements, Weekend (Saturday) PM Peak Hour

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

 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.932
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 45.8
 Optimal Cycle: 148 Level Of Service: D

Street Name: Jefferson St State Hwy 111

Approach:	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					Ovl					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	1	0	1	1	0

Volume Module:

Base Vol:	369	296	79	234	333	175	240	1139	304	122	1114	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	296	79	234	333	175	240	1139	304	122	1114	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costco/Komar:	257	-44	0	0	-44	166	156	140	241	0	152	0
Initial Fut:	626	252	79	234	289	341	396	1279	545	122	1266	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	639	257	81	239	295	348	404	1305	556	124	1292	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	639	257	81	239	295	348	404	1305	556	124	1292	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	639	257	81	239	295	348	404	1305	556	124	1292	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.91	0.90	0.84	0.91	0.90	0.84	0.94	0.93	0.93
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.81	0.19
Final Sat.:	3432	5083	1583	3467	5135	1599	3467	5135	1599	1787	3196	328

Capacity Analysis Module:

Vol/Sat:	0.19	0.05	0.05	0.07	0.06	0.22	0.12	0.25	0.35	0.07	0.40	0.40
Crit Moves:	****					****	****			****		
Green/Cycle:	0.20	0.13	0.13	0.18	0.11	0.23	0.13	0.47	0.47	0.09	0.43	0.43
Volume/Cap:	0.93	0.39	0.39	0.39	0.53	0.93	0.93	0.55	0.75	0.75	0.93	0.93
Delay/Veh:	66.8	48.1	49.0	44.0	51.6	75.0	79.0	23.3	30.5	69.9	43.0	43.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	66.8	48.1	49.0	44.0	51.6	75.0	79.0	23.3	30.5	69.9	43.0	43.0
HCM2kAvg:	16	3	3	4	4	17	11	12	18	6	29	29

Appendix H

Full Build Out
Traffic Level-of-Service
Worksheets

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions, Weekday PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base			With Costco		
	LOS	Del / Veh	V / C	LOS	Del / Veh	V / C
# 1 State Hwy 111/Washington St	F	120.3	1.301	F	133.2	1.357
# 2 State Hwy 111/Simon Dr	C	28.7	0.882	C	30.2	0.923
# 3 State Hwy 111/La Quinta Ctr	C	24.9	0.803	C	25.5	0.838
# 4 State Hwy 111/Adams St	D	42.7	0.894	D	45.1	0.934
# 5 State Hwy 111/La Quinta Dr	E	55.6	1.022	E	61.3	1.049
# 6 State Hwy 111/Dune Palms Rd	E	63.4	1.064	E	70.8	1.105
# 7 Depot Rd/US 111	B	14.9	0.697	D	40.1	0.904
# 8 State Hwy 111/Jefferson St	D	47.8	0.894	E	59.1	1.050
# 9 State Hwy 111/Madison St	F	176.0	1.486	F	181.4	1.503
# 10 Washington St/Fred Waring Dr	F	97.4	1.111	F	100.3	1.120
# 11 Washington St/Miles Ave	C	34.5	0.928	D	36.8	0.956
# 12 Washington St/Channel Dr	D	40.5	0.954	D	41.4	0.964
# 13 Washington St/Avenue 48th	D	37.2	0.962	D	39.4	0.978
# 14 Jefferson St/Fred Waring Dr	D	35.9	0.853	D	36.4	0.862
# 15 Jefferson St/Miles Ave	D	41.4	0.752	D	42.1	0.773
# 16 Jefferson St/Avenue 48th	F	103.2	1.213	F	108.8	1.225

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

 Cycle (sec): 120 Critical Vol./Cap. (X): 1.301
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 120.3
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Washington St				State Hwy 111					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Ovl		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	2	0	2	1	0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	720	974	279	734	1572	117	257	1429	944	380	1123	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	974	279	734	1572	117	257	1429	944	380	1123	727
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	750	1015	291	765	1638	122	268	1489	983	396	1170	757
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	1015	291	765	1638	122	268	1489	983	396	1170	757
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	750	1015	291	765	1638	122	268	1489	983	396	1170	757

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.89	0.88	0.83	0.90	0.88	0.88	0.90	0.89	0.83	0.89	0.83	0.83
Lanes:	2.00	3.00	1.00	2.00	2.79	0.21	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	4684	349	3432	5083	1583	3400	3160	1580

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.22	0.20	0.19	0.22	0.35	0.35	0.08	0.29	0.62	0.12	0.37	0.48
Crit Moves:	****			****			****					****
Green/Cycle:	0.17	0.21	0.21	0.23	0.27	0.27	0.06	0.33	0.50	0.10	0.37	0.37
Volume/Cap:	1.30	0.97	0.89	0.97	1.30	1.30	1.30	0.88	1.24	1.21	1.00	1.30
Delay/Veh:	197.7	67.5	70.9	70.1	185	184.9	222.7	43.7	148.1	172.6	59.6	178.4
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	197.7	67.5	70.9	70.1	185	184.9	222.7	43.7	148.1	172.6	59.6	178.4
HCM2kAvg:	28	17	14	20	40	40	11	20	61	15	28	51

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #2 State Hwy 111/Simon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.882
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
 Optimal Cycle: 121 Level Of Service: C

Street Name:	Simon Dr						State Hwy 111					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0
Volume Module:	----- ----- ----- -----											
Base Vol:	114	38	96	243	33	65	134	2142	73	73	2134	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	38	96	243	33	65	134	2142	73	73	2134	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	118	39	99	251	34	67	138	2208	75	75	2200	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	39	99	251	34	67	138	2208	75	75	2200	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	118	39	99	251	34	67	138	2208	75	75	2200	131
Saturation Flow Module:	----- ----- ----- -----											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.56	0.59	0.59	0.59	0.94	0.90	0.90	0.93	0.88	0.88
Lanes:	0.92	0.31	0.77	1.00	0.34	0.66	1.00	2.90	0.10	1.00	2.83	0.17
Final Sat.:	970	323	817	1112	375	738	1787	4941	168	1769	4759	283
Capacity Analysis Module:	----- ----- ----- -----											
Vol/Sat:	0.12	0.12	0.12	0.23	0.09	0.09	0.08	0.45	0.45	0.04	0.46	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.65	0.56	0.56	0.58	0.52	0.52
Volume/Cap:	0.47	0.47	0.47	0.88	0.36	0.36	0.63	0.80	0.80	0.48	0.88	0.88
Delay/Veh:	38.5	38.5	38.5	62.9	36.8	36.8	34.3	22.9	22.9	21.1	29.2	29.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	38.5	38.5	38.5	62.9	36.8	36.8	34.3	22.9	22.9	21.1	29.2	29.2
HCM2kAvg:	7	7	7	17	5	5	4	24	24	2	28	28

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 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #3 State Hwy 111/La Quinta Ctr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.803
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
 Optimal Cycle: 94 Level Of Service: C

Street Name: La Quinta Ctr State Hwy 111

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 1 0 1 0 0 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:

Base Vol:	143	45	206	62	27	93	98	2150	144	203	2049	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	45	206	62	27	93	98	2150	144	203	2049	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	47	217	65	28	98	103	2263	152	214	2157	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	47	217	65	28	98	103	2263	152	214	2157	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	151	47	217	65	28	98	103	2263	152	214	2157	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.87	0.87	0.31	0.88	0.88	0.91	0.89	0.89	0.91	0.90	0.84
Lanes:	1.00	0.18	0.82	1.00	0.22	0.78	2.00	2.81	0.19	2.00	3.00	1.00
Final Sat.:	1162	296	1354	597	378	1302	3467	4769	319	3467	5135	1599

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.16	0.11	0.08	0.08	0.03	0.47	0.47	0.06	0.42	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.59	0.59	0.08	0.62	0.62
Volume/Cap:	0.65	0.80	0.80	0.55	0.38	0.38	0.67	0.80	0.80	0.80	0.67	0.00
Delay/Veh:	50.5	59.1	59.1	48.5	42.3	42.3	67.8	20.8	20.8	70.6	15.3	8.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	50.5	59.1	59.1	48.5	42.3	42.3	67.8	20.8	20.8	70.6	15.3	8.5
HCM2kAvg:	9	11	11	7	4	4	3	24	24	6	18	0

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

 Intersection #4 State Hwy 111/Adams St

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.894
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.7
 Optimal Cycle: 126 Level Of Service: D

 Street Name: Adams St State Hwy 111
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 2 0 1 2 0 2 0 1 1 0 3 0 1 1 0 3 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 188 440 111 295 479 233 254 1871 271 183 1940 296
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 188 440 111 295 479 233 254 1871 271 183 1940 296
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 198 463 117 311 504 245 267 1969 285 193 2042 312
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 198 463 117 311 504 245 267 1969 285 193 2042 312
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 198 463 117 311 504 245 267 1969 285 193 2042 312
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.89 0.92 0.83 0.91 0.94 0.84 0.93 0.89 0.83 0.93 0.89 0.83
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
 Final Sat.: 3400 3505 1568 3467 3574 1599 1769 5083 1583 1769 5083 1583
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.06 0.13 0.07 0.09 0.14 0.15 0.15 0.39 0.18 0.11 0.40 0.20
 Crit Moves: **** *
 Green/Cycle: 0.07 0.15 0.15 0.10 0.18 0.18 0.17 0.48 0.48 0.14 0.45 0.45
 Volume/Cap: 0.85 0.89 0.50 0.89 0.78 0.85 0.89 0.80 0.37 0.80 0.89 0.44
 Delay/Veh: 80.3 67.9 48.9 77.4 53.3 68.7 75.7 28.2 19.9 67.7 35.4 23.1
 User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adj Del/Veh: 80.3 67.9 48.9 77.4 53.3 68.7 75.7 28.2 19.9 67.7 35.4 23.1
 HCM2kAvg: 6 12 5 9 11 11 13 22 7 9 26 8

 Kittelson & Associates, Inc. - Project 7118
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Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #5 State Hwy 111/La Quinta Dr

 Cycle (sec): 120 Critical Vol./Cap. (X): 1.022
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.6
 Optimal Cycle: 180 Level Of Service: E

Street Name:	La Quinta Dr						State Hwy 111					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permi t			Prot+Permi t			Protected			Protected		
Rights:	Incl ude			Incl ude			Incl ude			Incl ude		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	0	2	0

Volume Module:

Base Vol:	387	0	258	297	0	84	124	1721	426	378	1985	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	0	258	297	0	84	124	1721	426	378	1985	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	395	0	263	303	0	86	127	1756	435	386	2026	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	0	263	303	0	86	127	1756	435	386	2026	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	395	0	263	303	0	86	127	1756	435	386	2026	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.84	0.94	1.00	0.85	0.90	0.87	0.87	0.89	0.88	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	1787	0	1599	1794	1900	1615	3432	3952	978	3400	5037	1568

Capacity Analysis Module:

Vol/Sat:	0.22	0.00	0.16	0.17	0.00	0.05	0.04	0.44	0.44	0.11	0.40	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.36	0.00	0.16	0.16	0.00	0.06	0.05	0.43	0.43	0.11	0.50	0.50
Volume/Cap:	0.65	0.00	1.03	1.03	0.00	0.85	0.81	1.03	1.03	1.03	0.81	0.08
Delay/Veh:	34.4	0.0	113.8	102.6	0.0	100.5	82.7	60.9	60.9	107.0	27.4	15.8
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	34.4	0.0	113.8	102.6	0.0	100.5	82.7	60.9	60.9	107.0	27.4	15.8
HCM2kAvg:	13	0	15	18	0	5	4	35	35	12	23	1

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

 Intersection #6 State Hwy 111/Dune Palms Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.064
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 63.4
 Optimal Cycle: 180 Level Of Service: E

Street Name: Dune Palms Rd State Hwy 111

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 2 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:

Base Vol:	242	294	100	434	312	207	252	1872	190	71	1949	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	294	100	434	312	207	252	1872	190	71	1949	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	260	316	108	467	335	223	271	2013	204	76	2096	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	316	108	467	335	223	271	2013	204	76	2096	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	260	316	108	467	335	223	271	2013	204	76	2096	367

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.93	0.83	0.91	0.90	0.84	0.90	0.89	0.83
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1787	1881	1599	1769	3538	1583	3467	5135	1599	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.17	0.07	0.26	0.09	0.14	0.08	0.39	0.13	0.02	0.41	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.21	0.16	0.16	0.25	0.20	0.20	0.07	0.44	0.44	0.02	0.39	0.39
Volume/Cap:	0.71	1.06	0.43	1.06	0.48	0.71	1.06	0.90	0.29	0.90	1.06	0.60
Delay/Veh:	50.3	121	46.8	106.2	43.0	51.9	130.0	36.7	22.1	123.4	76.6	30.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	50.3	121	46.8	106.2	43.0	51.9	130.0	36.7	22.1	123.4	76.6	30.9
HCM2kAvg:	11	18	4	26	6	9	10	26	5	3	36	11

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

 Intersection #7 Depot Rd/US 111

Cycle (sec): 120 Critical Vol./Cap. (X): 0.697
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
 Optimal Cycle: 61 Level Of Service: B

Street Name:	Depot Rd			US 111								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	2	0	3	0	3	0
Volume Module:	>> Count Date: 19 Apr 2005 <<											
Base Vol:	0	0	0	158	0	99	272	2223	0	0	2260	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	158	0	99	272	2223	0	0	2260	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	161	0	101	278	2268	0	0	2306	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	0	101	278	2268	0	0	2306	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	161	0	101	278	2268	0	0	2306	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.81	0.91	0.90	1.00	0.97	0.89	0.83
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1900	1900	1900	1722	0	1537	3467	5135	1900	3686	5083	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.07	0.08	0.44	0.00	0.00	0.45	0.03
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.11	0.77	0.00	0.00	0.65	0.65
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.49	0.70	0.58	0.00	0.00	0.70	0.05
Delay/Veh:	0.0	0.0	0.0	58.6	0.0	49.9	56.5	6.1	0.0	0.0	14.1	7.6
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	0.0	0.0	58.6	0.0	49.9	56.5	6.1	0.0	0.0	14.1	7.6
HCM2kAvg:	0	0	0	7	0	4	7	12	0	0	19	1

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

 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.894
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.8
 Optimal Cycle: 126 Level Of Service: D

Street Name:	Jefferson St					State Hwy 111														
Approach:	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		Ovl			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0

Volume Module:	Jefferson St NB		Jefferson St SB			State Hwy 111 EB			State Hwy 111 WB			
Base Vol:	600	526	195	328	750	239	267	1607	509	224	1532	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	526	195	328	750	239	267	1607	509	224	1532	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	612	537	199	335	765	244	272	1640	519	229	1563	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	537	199	335	765	244	272	1640	519	229	1563	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	612	537	199	335	765	244	272	1640	519	229	1563	139

Saturation Flow Module:	Jefferson St NB		Jefferson St SB			State Hwy 111 EB			State Hwy 111 WB			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.91	0.90	0.84	0.91	0.90	0.84	0.94	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.76	0.24
Final Sat.:	3432	5083	1583	3467	5135	1599	3467	5135	1599	1787	4660	414

Capacity Analysis Module:	Jefferson St NB		Jefferson St SB			State Hwy 111 EB			State Hwy 111 WB			
Vol/Sat:	0.18	0.11	0.13	0.10	0.15	0.15	0.08	0.32	0.32	0.13	0.34	0.34
Crit Moves:	****		****			****			****			
Green/Cycle:	0.20	0.21	0.21	0.16	0.17	0.26	0.09	0.36	0.36	0.14	0.41	0.41
Volume/Cap:	0.89	0.51	0.61	0.61	0.89	0.58	0.83	0.89	0.91	0.89	0.83	0.83
Delay/Veh:	61.0	42.6	46.4	48.9	60.7	40.7	69.1	42.5	55.3	80.7	34.9	34.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	61.0	42.6	46.4	48.9	60.7	40.7	69.1	42.5	55.3	80.7	34.9	34.9
HCM2kAvg:	15	6	7	7	12	8	7	22	22	12	21	21

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

 Intersection #9 State Hwy 111/Madison St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.486
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 176.0
 Optimal Cycle: 180 Level Of Service: F

Street Name: Madison St State Hwy 111

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	325	299	390	107	318	173	190	2176	375	480	1966	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	299	390	107	318	173	190	2176	375	480	1966	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	335	308	402	110	328	178	196	2243	387	495	2027	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	308	402	110	328	178	196	2243	387	495	2027	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	335	308	402	110	328	178	196	2243	387	495	2027	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.82	0.82	0.92	0.92	0.92	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	0.65	0.35	1.00	2.56	0.44	1.00	2.82	0.18
Final Sat.:	1769	3101	1550	1753	1132	616	1769	4241	731	1769	4727	310

Capacity Analysis Module:

Vol/Sat:	0.19	0.10	0.26	0.06	0.29	0.29	0.11	0.53	0.53	0.28	0.43	0.43
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.26	0.26	0.06	0.19	0.19	0.11	0.36	0.36	0.19	0.43	0.43
Volume/Cap:	1.49	0.38	1.00	1.00	1.49	1.49	0.99	1.49	1.49	1.49	0.99	0.99
Delay/Veh:	293.2	36.7	78.1	141.7	282	282.1	114.6	260	260.4	282.9	51.0	51.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	293.2	36.7	78.1	141.7	282	282.1	114.6	260	260.4	282.9	51.0	51.0
HCM2kAvg:	29	5	20	8	40	40	12	68	68	41	33	33

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

 Intersection #10 Washington St/Fred Waring Dr

Cycle (sec): 160 Critical Vol./Cap. (X): 1.111
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 97.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Washington St					Fred Waring Dr														
Approach:	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			Protected									
Rights:	Include		Include			Include		Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:	>>	Count	Date:	19 Apr 2005	<<										
Base Vol:	398	1775	68	558	2197	243	314	1130	570	72	806	470	72	806	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	1775	68	558	2197	243	314	1130	570	72	806	470	72	806	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	419	1868	72	587	2313	256	331	1189	600	76	848	495	76	848	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1868	72	587	2313	256	331	1189	600	76	848	495	76	848	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	419	1868	72	587	2313	256	331	1189	600	76	848	495	76	848	495

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.89	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	5083	1583	3432	3538	1583	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.05	0.17	0.45	0.16	0.10	0.34	0.38	0.04	0.24	0.31
Crit Moves:	****			****					****	****		
Green/Cycle:	0.11	0.36	0.36	0.16	0.41	0.41	0.09	0.34	0.34	0.04	0.29	0.29
Volume/Cap:	1.11	1.04	0.13	1.04	1.11	0.39	1.08	0.99	1.11	1.11	0.83	1.08
Delay/Veh:	151.1	84.6	34.9	116.1	105	33.7	146.2	74.7	125.6	219.5	58.6	121.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	151.1	84.6	34.9	116.1	105	33.7	146.2	74.7	125.6	219.5	58.6	121.0
HCM2kAvg:	17	38	2	21	50	9	13	34	40	7	21	32

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

 Intersection #11 Washington St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.928
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
 Optimal Cycle: 145 Level Of Service: C

Street Name:	Washington St				Miles Ave															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R											
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0											
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0	2	0	1	1	0

Volume Module:

Base Vol:	42	2111	239	377	2452	50	53	251	58	120	129	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2111	239	377	2452	50	53	251	58	120	129	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	44	2199	249	393	2554	52	55	261	60	125	134	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2199	249	393	2554	52	55	261	60	125	134	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	2199	249	393	2554	52	55	261	60	125	134	211

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.83	0.94	0.90	0.90	0.89	0.90	0.90	0.90	0.85	0.85
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	2.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1753	5037	1568	1787	5017	102	3400	2768	640	3432	1606	1606

Capacity Analysis Module:

Vol/Sat:	0.02	0.44	0.16	0.22	0.51	0.51	0.02	0.09	0.09	0.04	0.08	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.47	0.47	0.24	0.67	0.67	0.02	0.12	0.12	0.04	0.14	0.14
Volume/Cap:	0.76	0.93	0.34	0.93	0.76	0.76	0.93	0.82	0.82	0.82	0.59	0.93
Delay/Veh:	100.1	37.0	20.3	71.4	14.0	14.0	149.6	64.9	64.9	85.5	49.8	79.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	100.1	37.0	20.3	71.4	14.0	14.0	149.6	64.9	64.9	85.5	49.8	79.9
HCM2kAvg:	3	30	6	19	22	22	3	8	8	4	5	11

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

 Intersection #12 Washington St/Channel Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.954
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.5
 Optimal Cycle: 161 Level Of Service: D

Street Name: Washington St Channel Dr

Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	0	0	1	0	1	0

Volume Module:

Base Vol:	53	1978	23	281	2275	140	111	45	103	144	39	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1978	23	281	2275	140	111	45	103	144	39	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	57	2127	25	302	2446	151	119	48	111	155	42	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2127	25	302	2446	151	119	48	111	155	42	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	2127	25	302	2446	151	119	48	111	155	42	383

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.87	0.87	0.93	0.88	0.88	0.57	0.57	0.57	0.54	0.54	0.83
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	0.43	0.17	0.40	0.79	0.21	1.00
Final Sat.:	1736	4923	57	1769	4745	292	467	189	433	801	217	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.43	0.43	0.17	0.52	0.52	0.26	0.26	0.26	0.19	0.19	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.45	0.45	0.18	0.59	0.59	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.87	0.95	0.95	0.95	0.87	0.87	0.95	0.95	0.95	0.72	0.72	0.90
Delay/Veh:	124.2	41.9	41.9	87.1	23.4	23.4	83.4	83.4	83.4	48.9	48.9	64.4
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	124.2	41.9	41.9	87.1	23.4	23.4	83.4	83.4	83.4	48.9	48.9	64.4
HCM2kAvg:	4	31	31	16	29	29	21	21	21	13	13	17

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

 Intersection #13 Washington St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.962
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.2
 Optimal Cycle: 170 Level Of Service: D

Street Name:	Washington						Avenue 48th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	3	0	0	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1876	427	257	2856	0	0	0	0	778	0	320
Growth Adj:	1.00	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	1876	427	257	2856	0	0	0	0	778	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1934	440	265	2944	0	0	0	0	802	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1934	440	265	2944	0	0	0	0	802	0	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	1934	440	265	2944	0	0	0	0	802	0	330

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.93	0.89	1.00	1.00	1.00	1.00	0.91	1.00	0.84
Lanes:	0.00	2.44	0.56	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3988	908	1769	5083	0	0	0	0	3467	0	1599

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.48	0.48	0.15	0.58	0.00	0.00	0.00	0.00	0.23	0.00	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.50	0.50	0.16	0.66	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.96	0.96	0.96	0.88	0.00	0.00	0.00	0.00	0.96	0.00	0.86
Delay/Veh:	0.0	39.4	39.4	94.1	19.5	0.0	0.0	0.0	0.0	67.4	0.0	60.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	39.4	39.4	94.1	19.5	0.0	0.0	0.0	0.0	67.4	0.0	60.9
HCM2kAvg:	0	34	34	14	32	0	0	0	0	20	0	14

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

 Intersection #14 Jefferson St/Fred Waring Dr

Cycle (sec): 90 Critical Vol./Cap. (X): 0.853
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.9
 Optimal Cycle: 95 Level Of Service: D

Street Name: Jefferson St Fred Waring Dr
 Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected
 Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 3 0 1 2 0 3 0 1 1 0 2 0 1 1 0 2 0 1
 -----|-----|-----|-----|

Volume Module:

Base Vol:	120	1028	135	216	1363	278	234	938	165	158	797	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:	120	1028	135	216	1363	278	234	938	165	158	797	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	128	1094	144	230	1450	296	249	998	176	168	848	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1094	144	230	1450	296	249	998	176	168	848	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	128	1094	144	230	1450	296	249	998	176	168	848	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.91	0.90	0.84	0.92	0.92	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1583	3467	5135	1599	1753	3505	1568	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.22	0.09	0.07	0.28	0.18	0.14	0.28	0.11	0.10	0.24	0.12
Crit Moves:	****			****			****				****	
Green/Cycle:	0.04	0.29	0.29	0.09	0.33	0.33	0.17	0.34	0.34	0.11	0.28	0.28
Volume/Cap:	0.85	0.75	0.32	0.75	0.85	0.56	0.85	0.85	0.33	0.85	0.85	0.44
Delay/Veh:	77.7	31.4	25.6	50.0	32.5	26.0	57.2	33.7	22.7	66.7	37.8	27.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	77.7	31.4	25.6	50.0	32.5	26.0	57.2	33.7	22.7	66.7	37.8	27.3
HCM2kAvg:	4	11	3	5	15	7	10	16	4	7	14	5

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #15 Jefferson St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.752
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.4
 Optimal Cycle: 82 Level Of Service: D

Street Name: Jefferson St Miles Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	99	860	123	372	1197	141	136	417	148	172	349	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	860	123	372	1197	141	136	417	148	172	349	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	118	1024	146	443	1425	168	162	496	176	205	415	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1024	146	443	1425	168	162	496	176	205	415	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	118	1024	146	443	1425	168	162	496	176	205	415	325

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.85	0.79	0.89	0.88	0.83	0.94	0.90	0.90	0.94	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.48	0.52	1.00	1.12	0.88
Final Sat.:	3274	4850	1510	3400	5037	1568	1787	2535	900	1787	1873	1465

Capacity Analysis Module:

Vol/Sat:	0.04	0.21	0.10	0.13	0.28	0.11	0.09	0.20	0.20	0.11	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.28	0.28	0.17	0.40	0.40	0.12	0.26	0.26	0.15	0.29	0.29
Volume/Cap:	0.70	0.75	0.35	0.75	0.70	0.27	0.76	0.75	0.75	0.75	0.76	0.76
Delay/Veh:	68.6	41.8	34.9	52.6	31.0	24.2	65.5	44.4	44.4	59.9	42.0	42.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	68.6	41.8	34.9	52.6	31.0	24.2	65.5	44.4	44.4	59.9	42.0	42.0
HCM2kAvg:	4	13	4	10	15	4	8	13	13	9	14	14

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions, Weekday PM Peak Hour

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

 Intersection #16 Jefferson St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 1.213
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 103.2
 Optimal Cycle: 180 Level Of Service: F

Street Name: Jefferson St Avenue 48th

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	446	1498	237	301	1490	98	41	648	655	195	629	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:	446	1498	237	301	1490	98	41	648	655	195	629	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	490	1646	260	331	1637	108	45	712	720	214	691	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1646	260	331	1637	108	45	712	720	214	691	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	490	1646	260	331	1637	108	45	712	720	214	691	246

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.82	0.89	0.88	0.83	0.93	0.82	0.82	0.93	0.86	0.86
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.21	0.79
Final Sat.:	3369	4990	1554	3400	5037	1568	1769	3135	1567	1769	3602	1283

Capacity Analysis Module:

Vol/Sat:	0.15	0.33	0.17	0.10	0.33	0.07	0.03	0.23	0.46	0.12	0.19	0.19
Crit Moves:	****			****					****	****		
Green/Cycle:	0.12	0.30	0.30	0.09	0.27	0.27	0.06	0.38	0.38	0.10	0.42	0.42
Volume/Cap:	1.21	1.10	0.56	1.10	1.21	0.26	0.45	0.60	1.21	1.21	0.45	0.45
Delay/Veh:	169.3	98.0	36.9	136.4	147	34.8	58.1	30.4	141.0	190.4	24.9	24.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	169.3	98.0	36.9	136.4	147	34.8	58.1	30.4	141.0	190.4	24.9	24.9
HCM2kAvg:	18	30	9	12	34	3	2	11	44	16	8	8

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions with Costco, Weekday PM Peak Hour

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

 Intersection #1 State Hwy 111/Washington St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.357
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 133.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Washington St						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	2	0	3	0	1	0

Volume Module:												
Base Vol:	720	974	279	734	1572	117	257	1429	944	380	1123	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	974	279	734	1572	117	257	1429	944	380	1123	727
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	-50	50	69	-45	0	0	24	0	55	30	85
Initial Fut:	720	924	329	803	1527	117	257	1453	944	435	1153	812
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	750	963	343	836	1591	122	268	1514	983	453	1201	846
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	963	343	836	1591	122	268	1514	983	453	1201	846
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	750	963	343	836	1591	122	268	1514	983	453	1201	846

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.88	0.88	0.90	0.89	0.83	0.89	0.83	0.83
Lanes:	2.00	3.00	1.00	2.00	2.79	0.21	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	4670	358	3432	5083	1583	3400	3150	1575

Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.22	0.24	0.34	0.34	0.08	0.30	0.62	0.13	0.38	0.54
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.20	0.20	0.22	0.25	0.25	0.06	0.34	0.50	0.11	0.40	0.40
Volume/Cap:	1.36	0.98	1.12	1.12	1.36	1.36	1.36	0.88	1.24	1.18	0.96	1.36
Delay/Veh:	222.6	71.3	135.3	117.3	211	211.0	246.7	42.6	146.9	157.3	47.6	201.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	222.6	71.3	135.3	117.3	211	211.0	246.7	42.6	146.9	157.3	47.6	201.5
HCM2kAvg:	29	17	21	26	41	41	12	20	61	16	27	59

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions with Costco, Weekday PM Peak Hour

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

 Intersection #2 State Hwy 111/Simon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.923
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
 Optimal Cycle: 142 Level Of Service: C

Street Name:	Simon Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:												
Base Vol:	114	38	96	243	33	65	134	2142	73	73	2134	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	38	96	243	33	65	134	2142	73	73	2134	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	0	0	0	0	0	144	0	0	169	0
Initial Fut:	114	38	96	243	33	65	134	2286	73	73	2303	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	118	39	99	251	34	67	138	2357	75	75	2374	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	39	99	251	34	67	138	2357	75	75	2374	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	118	39	99	251	34	67	138	2357	75	75	2374	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.55	0.55	0.58	0.58	0.58	0.94	0.90	0.90	0.93	0.88	0.88
Lanes:	0.92	0.31	0.77	1.00	0.34	0.66	1.00	2.91	0.09	1.00	2.84	0.16
Final Sat.:	967	322	814	1110	374	737	1787	4951	158	1769	4779	264

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.23	0.09	0.09	0.08	0.48	0.48	0.04	0.50	0.50
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.57	0.57	0.59	0.54	0.54
Volume/Cap:	0.50	0.50	0.50	0.92	0.37	0.37	0.65	0.83	0.83	0.49	0.92	0.92
Delay/Veh:	39.7	39.7	39.7	71.8	37.9	37.9	37.5	23.3	23.3	22.3	31.3	31.3
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	39.7	39.7	39.7	71.8	37.9	37.9	37.5	23.3	23.3	22.3	31.3	31.3
HCM2kAvg:	7	7	7	18	5	5	4	26	26	2	32	32

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 State Hwy 111/La Quinta Ctr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.838
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 25.5
 Optimal Cycle: 104 Level Of Service: C

Street Name: La Quinta Ctr State Hwy 111

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 1 0 1 0 0 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:

Base Vol:	143	45	206	62	27	93	98	2150	144	203	2049	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	45	206	62	27	93	98	2150	144	203	2049	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	0	0	0	0	0	144	0	0	169	0
Initial Fut:	143	45	206	62	27	93	98	2294	144	203	2218	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	47	217	65	28	98	103	2415	152	214	2335	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	47	217	65	28	98	103	2415	152	214	2335	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	151	47	217	65	28	98	103	2415	152	214	2335	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.87	0.87	0.30	0.88	0.88	0.91	0.89	0.89	0.91	0.90	0.84
Lanes:	1.00	0.18	0.82	1.00	0.22	0.78	2.00	2.82	0.18	2.00	3.00	1.00
Final Sat.:	1155	296	1354	566	378	1302	3467	4788	301	3467	5135	1599

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.16	0.12	0.08	0.08	0.03	0.50	0.50	0.06	0.45	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.60	0.60	0.07	0.63	0.63
Volume/Cap:	0.68	0.84	0.84	0.60	0.39	0.39	0.72	0.84	0.84	0.84	0.72	0.00
Delay/Veh:	53.6	64.3	64.3	53.6	43.2	43.2	72.7	21.4	21.4	75.8	15.5	8.1
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	53.6	64.3	64.3	53.6	43.2	43.2	72.7	21.4	21.4	75.8	15.5	8.1
HCM2kAvg:	9	12	12	8	4	4	3	27	27	6	20	0

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

 Intersection #4 State Hwy 111/Adams St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.934
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 45.1
 Optimal Cycle: 149 Level Of Service: D

Street Name: Adams St State Hwy 111

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 0 1 2 0 2 0 1 1 0 3 0 1 1 0 3 0 1

Volume Module:

Base Vol:	188	440	111	295	479	233	254	1871	271	183	1940	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	440	111	295	479	233	254	1871	271	183	1940	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	0	0	0	0	0	144	0	0	169	0
Initial Fut:	188	440	111	295	479	233	254	2015	271	183	2109	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	463	117	311	504	245	267	2121	285	193	2220	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	463	117	311	504	245	267	2121	285	193	2220	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	198	463	117	311	504	245	267	2121	285	193	2220	312

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.91	0.94	0.84	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	3505	1568	3467	3574	1599	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.07	0.09	0.14	0.15	0.15	0.42	0.18	0.11	0.44	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.14	0.14	0.10	0.17	0.17	0.16	0.50	0.50	0.13	0.47	0.47
Volume/Cap:	0.89	0.93	0.53	0.93	0.82	0.89	0.93	0.84	0.36	0.84	0.93	0.42
Delay/Veh:	88.6	76.0	50.1	86.5	56.5	76.8	85.7	28.4	18.6	73.5	37.8	21.6
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	88.6	76.0	50.1	86.5	56.5	76.8	85.7	28.4	18.6	73.5	37.8	21.6
HCM2kAvg:	6	12	5	9	11	12	14	24	6	10	30	8

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

 Intersection #5 State Hwy 111/La Quinta Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 1.049
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 61.3
 Optimal Cycle: 180 Level Of Service: E

Street Name:	La Quinta Dr						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permi t			Prot+Permi t			Protected			Protected		
Rights:	Incl ude			Incl ude			Incl ude			Incl ude		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	0	3	0

Volume Module:												
Base Vol:	387	0	258	297	0	84	124	1721	426	378	1985	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	0	258	297	0	84	124	1721	426	378	1985	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	0	0	0	0	0	144	0	0	169	0
Initial Fut:	387	0	258	297	0	84	124	1865	426	378	2154	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	395	0	263	303	0	86	127	1903	435	386	2198	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	0	263	303	0	86	127	1903	435	386	2198	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	395	0	263	303	0	86	127	1903	435	386	2198	62

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.84	0.94	1.00	0.85	0.90	0.87	0.87	0.89	0.88	0.83
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	1787	0	1599	1781	1900	1615	3432	4022	919	3400	5037	1568

Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.16	0.17	0.00	0.05	0.04	0.47	0.47	0.11	0.44	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.35	0.00	0.16	0.16	0.00	0.06	0.04	0.45	0.45	0.11	0.51	0.51
Volume/Cap:	0.67	0.00	1.06	1.06	0.00	0.87	0.86	1.06	1.06	1.06	0.86	0.08
Delay/Veh:	35.9	0.0	124.7	113.6	0.0	108.6	92.8	70.8	70.8	117.7	28.6	15.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	35.9	0.0	124.7	113.6	0.0	108.6	92.8	70.8	70.8	117.7	28.6	15.0
HCM2kAvg:	14	0	16	18	0	5	4	39	39	13	26	1

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

 Intersection #6 State Hwy 111/Dune Palms Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.105
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 70.8
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Dune Palms Rd						State Hwy 111					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	2	0	3	0	1	2

Volume Module:												
Base Vol:	242	294	100	434	312	207	252	1872	190	71	1949	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	294	100	434	312	207	252	1872	190	71	1949	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	0	0	0	0	0	144	0	0	169	0
Initial Fut:	242	294	100	434	312	207	252	2016	190	71	2118	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	260	316	108	467	335	223	271	2168	204	76	2277	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	316	108	467	335	223	271	2168	204	76	2277	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	260	316	108	467	335	223	271	2168	204	76	2277	367

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.93	0.83	0.91	0.90	0.84	0.90	0.89	0.83
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1787	1881	1599	1769	3538	1583	3467	5135	1599	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.07	0.26	0.09	0.14	0.08	0.42	0.13	0.02	0.45	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.15	0.15	0.24	0.19	0.19	0.07	0.45	0.45	0.02	0.41	0.41
Volume/Cap:	0.73	1.11	0.44	1.11	0.49	0.73	1.11	0.93	0.28	0.93	1.11	0.57
Delay/Veh:	52.7	135	47.5	121.2	43.9	54.5	144.4	38.9	20.9	135.7	91.0	28.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	52.7	135	47.5	121.2	43.9	54.5	144.4	38.9	20.9	135.7	91.0	28.9
HCM2kAvg:	11	19	4	28	6	9	10	30	5	3	41	11

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Level Of Service Computation Report
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 Intersection #7 Depot Rd/US 111

Cycle (sec): 120 Critical Vol./Cap. (X): 0.904
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.1
 Optimal Cycle: 122 Level Of Service: D

Street Name:	Depot Rd			US 111								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	2	0	3	2	0	3

Volume Module:	>>	Count	Date:	19 Apr 2005	<<							
Base Vol:	0	0	0	158	0	99	272	2223	0	0	2260	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	158	0	99	272	2223	0	0	2260	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	309	0	483	0	0	0	0	-135	279	429	-140	0
Initial Fut:	309	0	483	158	0	99	272	2088	279	429	2120	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	315	0	493	161	0	101	278	2131	285	438	2163	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	493	161	0	101	278	2131	285	438	2163	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	315	0	493	161	0	101	278	2131	285	438	2163	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.91	1.00	0.81	0.91	0.90	0.84	0.90	0.89	0.83
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3618	0	1615	1722	0	1537	3467	5135	1599	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.31	0.09	0.00	0.07	0.08	0.41	0.18	0.13	0.43	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.00	0.34	0.10	0.00	0.10	0.10	0.46	0.46	0.14	0.50	0.50
Volume/Cap:	0.44	0.00	0.90	0.90	0.00	0.63	0.84	0.90	0.39	0.90	0.84	0.07
Delay/Veh:	42.9	0.0	56.4	94.4	0.0	59.7	71.0	35.4	21.7	70.9	28.3	15.2
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	42.9	0.0	56.4	94.4	0.0	59.7	71.0	35.4	21.7	70.9	28.3	15.2
HCM2kAvg:	6	0	21	9	0	5	8	28	7	12	25	1

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 Intersection #8 State Hwy 111/Jefferson St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.050
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 59.1
 Optimal Cycle: 180 Level Of Service: E

Street Name: Jefferson St State Hwy 111

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	600	526	195	328	750	239	267	1607	509	224	1532	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	526	195	328	750	239	267	1607	509	224	1532	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	130	-45	0	0	-50	99	114	74	159	0	61	0
Initial Fut:	730	481	195	328	700	338	381	1681	668	224	1593	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	745	491	199	335	714	345	389	1715	682	229	1626	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	491	199	335	714	345	389	1715	682	229	1626	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	745	491	199	335	714	345	389	1715	682	229	1626	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.91	0.90	0.84	0.91	0.90	0.84	0.94	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.76	0.24
Final Sat.:	3432	5083	1583	3467	5135	1599	3467	5135	1599	1787	4674	399

Capacity Analysis Module:

Vol/Sat:	0.22	0.10	0.13	0.10	0.14	0.22	0.11	0.33	0.43	0.13	0.35	0.35
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.21	0.19	0.19	0.15	0.13	0.26	0.13	0.41	0.41	0.12	0.40	0.40
Volume/Cap:	1.05	0.50	0.66	0.66	1.05	0.83	0.87	0.82	1.05	1.05	0.87	0.87
Delay/Veh:	95.4	43.8	50.0	51.4	101	54.5	68.2	34.6	85.0	127.6	37.7	37.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	95.4	43.8	50.0	51.4	101	54.5	68.2	34.6	85.0	127.6	37.7	37.7
HCM2kAvg:	21	6	8	7	14	14	10	21	34	14	23	23

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Level Of Service Computation Report
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 Intersection #9 State Hwy 111/Madison St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.503
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 181.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Madison St						State Hwy 111					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	1	0	2	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	325	299	390	107	318	173	190	2176	375	480	1966	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	299	390	107	318	173	190	2176	375	480	1966	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	0	0	0	0	0	74	0	0	61	0
Initial Fut:	325	299	390	107	318	173	190	2250	375	480	2027	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	335	308	402	110	328	178	196	2320	387	495	2090	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	308	402	110	328	178	196	2320	387	495	2090	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	335	308	402	110	328	178	196	2320	387	495	2090	133

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.82	0.82	0.92	0.92	0.92	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	0.65	0.35	1.00	2.57	0.43	1.00	2.82	0.18
Final Sat.:	1769	3101	1550	1753	1132	616	1769	4266	711	1769	4736	301

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.10	0.26	0.06	0.29	0.29	0.11	0.54	0.54	0.28	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.26	0.26	0.06	0.19	0.19	0.11	0.36	0.36	0.19	0.44	0.44
Volume/Cap:	1.50	0.39	1.01	1.01	1.50	1.50	1.01	1.50	1.50	1.50	1.01	1.01
Delay/Veh:	300.8	37.0	81.3	145.4	290	289.8	119.9	268	267.6	290.5	54.7	54.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	300.8	37.0	81.3	145.4	290	289.8	119.9	268	267.6	290.5	54.7	54.7
HCM2kAvg:	29	5	21	8	41	41	12	71	71	42	35	35

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 Intersection #10 Washington St/Fred Waring Dr

Cycle (sec): 160 Critical Vol./Cap. (X): 1.120
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 100.3
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Washington St					Fred Waring Dr									
	North Bound		South Bound			East Bound		West Bound							
Approach:	L - T - R		L - T - R			L - T - R		L - T - R							
Control:	Protected		Protected			Protected		Protected							
Rights:	Include		Include			Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0					
Lanes:	2	0	3	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:	>>	Count	Date:	19 Apr 2005	<<										
Base Vol:	398	1775	68	558	2197	243	314	1130	570	72	806	470			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	1775	68	558	2197	243	314	1130	570	72	806	470			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Costc/Kmar:	0	50	0	0	36	0	0	0	0	0	0	0			
Initial Fut:	398	1825	68	558	2233	243	314	1130	570	72	806	470			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	419	1921	72	587	2351	256	331	1189	600	76	848	495			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	419	1921	72	587	2351	256	331	1189	600	76	848	495			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	419	1921	72	587	2351	256	331	1189	600	76	848	495			

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.83	0.90	0.89	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5037	1568	3432	5083	1583	3432	3538	1583	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.05	0.17	0.46	0.16	0.10	0.34	0.38	0.04	0.24	0.31
Crit Moves:	****			****					****	****		
Green/Cycle:	0.11	0.36	0.36	0.16	0.41	0.41	0.09	0.34	0.34	0.04	0.29	0.29
Volume/Cap:	1.12	1.06	0.13	1.06	1.12	0.39	1.08	0.99	1.12	1.12	0.83	1.08
Delay/Veh:	154.2	88.9	34.3	120.9	108	33.3	149.0	76.9	128.9	222.6	59.3	123.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	154.2	88.9	34.3	120.9	108	33.3	149.0	76.9	128.9	222.6	59.3	123.9
HCM2kAvg:	17	40	2	21	51	9	13	35	40	7	21	33

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Level Of Service Computation Report
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 Intersection #11 Washington St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.956
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.8
 Optimal Cycle: 166 Level Of Service: D

Street Name:	Washington St				Miles Ave										
	North Bound		South Bound		East Bound		West Bound								
Approach:	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		Protected		Protected				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0

Volume Module:

Base Vol:	42	2111	239	377	2452	50	53	251	58	120	129	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2111	239	377	2452	50	53	251	58	120	129	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	35	0	12	24	0	0	0	0	0	0	15
Initial Fut:	42	2146	239	389	2476	50	53	251	58	120	129	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	44	2235	249	405	2579	52	55	261	60	125	134	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2235	249	405	2579	52	55	261	60	125	134	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2235	249	405	2579	52	55	261	60	125	134	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.83	0.94	0.90	0.90	0.89	0.90	0.90	0.90	0.84	0.84
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	2.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1753	5037	1568	1787	5018	101	3400	2768	640	3432	1603	1603

Capacity Analysis Module:

Vol/Sat:	0.02	0.44	0.16	0.23	0.51	0.51	0.02	0.09	0.09	0.04	0.08	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.46	0.46	0.24	0.67	0.67	0.02	0.12	0.12	0.05	0.15	0.15
Volume/Cap:	0.77	0.96	0.34	0.96	0.77	0.77	0.96	0.79	0.79	0.79	0.57	0.96
Delay/Veh:	103.8	41.2	20.8	77.6	14.6	14.6	161.1	61.6	61.6	80.0	48.7	85.6
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	103.8	41.2	20.8	77.6	14.6	14.6	161.1	61.6	61.6	80.0	48.7	85.6
HCM2kAvg:	3	32	6	20	23	23	3	8	8	4	5	12

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 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #12 Washington St/Channel Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.964
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.4
 Optimal Cycle: 172 Level Of Service: D

Street Name:	Washington St						Channel Dr					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	0	0	1	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	53	1978	23	281	2275	140	111	45	103	144	39	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1978	23	281	2275	140	111	45	103	144	39	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	35	0	0	24	0	0	0	0	0	0	0
Initial Fut:	53	2013	23	281	2299	140	111	45	103	144	39	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	57	2165	25	302	2472	151	119	48	111	155	42	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2165	25	302	2472	151	119	48	111	155	42	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	2165	25	302	2472	151	119	48	111	155	42	383

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.87	0.87	0.93	0.88	0.88	0.57	0.57	0.57	0.54	0.54	0.83
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	0.43	0.17	0.40	0.79	0.21	1.00
Final Sat.:	1736	4924	56	1769	4748	289	464	188	431	801	217	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.44	0.44	0.17	0.52	0.52	0.26	0.26	0.26	0.19	0.19	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.46	0.46	0.18	0.60	0.60	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.87	0.96	0.96	0.96	0.87	0.87	0.96	0.96	0.96	0.72	0.72	0.91
Delay/Veh:	126.4	43.3	43.3	90.0	23.6	23.6	86.4	86.4	86.4	49.3	49.3	65.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	126.4	43.3	43.3	90.0	23.6	23.6	86.4	86.4	86.4	49.3	49.3	65.5
HCM2kAvg:	4	32	32	16	30	30	22	22	22	13	13	17

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 Intersection #13 Washington St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.978
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.4
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Washington						Avenue 48th								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L - T - R			L - T - R			L - T - R			L - T - R					
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	1876	427	257	2856	0	0	0	0	778	0	320
Growth Adj:	1.00	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	1876	427	257	2856	0	0	0	0	778	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	0	24	0	10	0	0	0	0	30	0	0
Initial Fut:	0	1876	451	257	2866	0	0	0	0	808	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1934	465	265	2955	0	0	0	0	833	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1934	465	265	2955	0	0	0	0	833	0	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	1934	465	265	2955	0	0	0	0	833	0	330

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.93	0.89	1.00	1.00	1.00	1.00	0.91	1.00	0.84
Lanes:	0.00	2.42	0.58	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3943	948	1769	5083	0	0	0	0	3467	0	1599

Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.15	0.58	0.00	0.00	0.00	0.00	0.24	0.00	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.50	0.50	0.15	0.65	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.98	0.98	0.98	0.89	0.00	0.00	0.00	0.00	0.98	0.00	0.84
Delay/Veh:	0.0	42.8	42.8	99.1	20.4	0.0	0.0	0.0	0.0	70.5	0.0	57.9
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	0.0	42.8	42.8	99.1	20.4	0.0	0.0	0.0	0.0	70.5	0.0	57.9
HCM2kAvg:	0	35	35	15	33	0	0	0	0	21	0	14

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 Intersection #14 Jefferson St/Fred Waring Dr

Cycle (sec): 90 Critical Vol./Cap. (X): 0.862
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.4
 Optimal Cycle: 98 Level Of Service: D

Street Name:	Jefferson St					Fred Waring Dr									
Approach:	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			Protected				
Rights:	Include		Include			Include		Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1

Volume Module:	Jefferson St NB			Jefferson St SB			Fred Waring Dr EB			Fred Waring Dr WB		
Base Vol:	120	1028	135	216	1363	278	234	938	165	158	797	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:	120	1028	135	216	1363	278	234	938	165	158	797	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	55	0	0	36	0	0	0	0	0	0	0
Initial Fut:	120	1083	135	216	1399	278	234	938	165	158	797	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	128	1152	144	230	1488	296	249	998	176	168	848	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1152	144	230	1488	296	249	998	176	168	848	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	128	1152	144	230	1488	296	249	998	176	168	848	197

Saturation Flow Module:	Jefferson St NB			Jefferson St SB			Fred Waring Dr EB			Fred Waring Dr WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.91	0.90	0.84	0.92	0.92	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1583	3467	5135	1599	1753	3505	1568	1769	3538	1583

Capacity Analysis Module:	Jefferson St NB			Jefferson St SB			Fred Waring Dr EB			Fred Waring Dr WB		
Vol/Sat:	0.04	0.23	0.09	0.07	0.29	0.18	0.14	0.28	0.11	0.10	0.24	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.29	0.29	0.09	0.34	0.34	0.16	0.33	0.33	0.11	0.28	0.28
Volume/Cap:	0.86	0.77	0.31	0.77	0.86	0.55	0.86	0.86	0.34	0.86	0.86	0.45
Delay/Veh:	79.8	31.6	25.1	52.1	32.6	25.5	58.9	34.6	23.0	68.6	38.7	27.5
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	79.8	31.6	25.1	52.1	32.6	25.5	58.9	34.6	23.0	68.6	38.7	27.5
HCM2kAvg:	4	12	3	5	16	7	10	16	4	8	14	5

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 Intersection #15 Jefferson St/Miles Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.773
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.1
 Optimal Cycle: 86 Level Of Service: D

Street Name:	Jefferson St						Miles Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	99	860	123	372	1197	141	136	417	148	172	349	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	860	123	372	1197	141	136	417	148	172	349	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	15	55	0	0	36	0	0	0	12	0	0	0
Initial Fut:	114	915	123	372	1233	141	136	417	160	172	349	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	136	1089	146	443	1468	168	162	496	190	205	415	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1089	146	443	1468	168	162	496	190	205	415	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	136	1089	146	443	1468	168	162	496	190	205	415	325

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.85	0.79	0.89	0.88	0.83	0.94	0.90	0.90	0.94	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.45	0.55	1.00	1.12	0.88
Final Sat.:	3274	4850	1510	3400	5037	1568	1787	2474	949	1787	1873	1465

Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.10	0.13	0.29	0.11	0.09	0.20	0.20	0.11	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.29	0.29	0.17	0.40	0.40	0.12	0.26	0.26	0.15	0.29	0.29
Volume/Cap:	0.73	0.77	0.33	0.77	0.73	0.27	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	68.8	41.7	33.9	54.2	31.6	24.3	66.7	45.4	45.4	62.3	42.7	42.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	68.8	41.7	33.9	54.2	31.6	24.3	66.7	45.4	45.4	62.3	42.7	42.7
HCM2kAvg:	4	14	4	10	16	4	8	13	13	9	14	14

 Kittelson & Associates, Inc. - Project 7118
 La Quinta Costco
 Future Build Out Traffic Conditions with Costco, Weekday PM Peak Hour

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

 Intersection #16 Jefferson St/Avenue 48th

Cycle (sec): 120 Critical Vol./Cap. (X): 1.225
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 108.8
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Jefferson St					Avenue 48th									
Approach:	North Bound			South Bound		East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected		Protected			Protected						
Rights:	Include			Include		Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	1	0

Volume Module:	Jefferson St			Jefferson St		Avenue 48th			Avenue 48th			
Base Vol:	446	1498	237	301	1490	98	41	648	655	195	629	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:	446	1498	237	301	1490	98	41	648	655	195	629	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Costc/Kmar:	0	36	0	30	50	30	24	0	0	0	0	24
Initial Fut:	446	1534	237	331	1540	128	65	648	655	195	629	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	490	1686	260	364	1692	141	71	712	720	214	691	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1686	260	364	1692	141	71	712	720	214	691	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	490	1686	260	364	1692	141	71	712	720	214	691	273

Saturation Flow Module:	Jefferson St			Jefferson St		Avenue 48th			Avenue 48th			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.82	0.89	0.88	0.83	0.93	0.82	0.82	0.93	0.85	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.15	0.85
Final Sat.:	3369	4990	1554	3400	5037	1568	1769	3135	1567	1769	3493	1377

Capacity Analysis Module:	Jefferson St			Jefferson St		Avenue 48th			Avenue 48th			
Vol/Sat:	0.15	0.34	0.17	0.11	0.34	0.09	0.04	0.23	0.46	0.12	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.30	0.30	0.09	0.27	0.27	0.08	0.37	0.37	0.10	0.39	0.39
Volume/Cap:	1.23	1.13	0.56	1.13	1.23	0.33	0.50	0.61	1.23	1.23	0.50	0.50
Delay/Veh:	174.6	110	37.0	145.1	152	35.2	55.7	30.8	146.6	195.5	27.7	27.7
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	174.6	110	37.0	145.1	152	35.2	55.7	30.8	146.6	195.5	27.7	27.7
HCM2kAvg:	18	32	9	13	36	4	3	11	45	16	9	9

Appendix I

Highway 111 Segment
Analysis

Highway 111 Segment Analysis

In addition to analyzing the intersection capacity performance of the study intersections, this analysis evaluated the segments along Highway 111 within the study area as required by Caltrans. A segment analysis is typically used for planning purposes to identify the general size of roadway facilities utilizing Average Daily Traffic (ADT) volumes. Therefore, the segment analysis is not as accurate as a peak hour analysis because it does not consider traffic volume peaking characteristics or need for turn lanes.

The Average Daily Traffic (ADT) volumes used in the analyses were estimated from the p.m. peak hour volumes using a peak hour to daily volume ratio of 8.5 percent. The street segments were analyzed by comparing the existing ADT volumes to the daily link volume thresholds as defined in the City of La Quinta General Plan Update Traffic Study (Table 2.1). The daily capacity thresholds are also shown at the end of this section.

Table I1 summarizes the existing segment operations, the Average Daily Traffic (ADT) volumes, and whether these volumes are within daily capacity thresholds contained in the City of La Quinta General Plan Update Traffic Study. All segments are currently operating within the daily capacity limits.

Table I1 Existing Daily Segment Operations

Street Segment	# Lanes	General Plan Recommended Alternative Daily Capacity	ADT*	Acceptable
Highway 111				
Washington St to Simon Dr	6	57,000	31,082	Yes
Simon Dr and La Quinta Ctr	6	57,000	31,882	Yes
La Quinta Ctr to Adams St	4	38,000	31,788	Yes
Adams St to La Quinta Dr	4	38,000	31,406	Yes
La Quinta Dr to Dune Palms Rd	4	38,000	31,847	Yes
Dune Palms Rd to Depot Dr	4	38,000	32,577	Yes
Depot Dr to Jefferson St	4	38,000	32,388	Yes
Jefferson St to Madison St	4	38,000	29,312	Yes

*ADT determined from p.m. peak hour volumes and adjusted to daily using an 8.5% peak hour to daily ratio

Table I2 summarizes the year 2006 scenario daily segment operations under 2006 Background Conditions and with the Costco/Komar development. The 2006 background ADT volumes were developed using a 2.5% growth rate with the in-process developments traffic added to the volumes. Because the in-process developments were added to the base traffic without consideration to pass-by and diverted trips, the 2006 Background traffic is overestimated. This analysis also considered the capacity improvements planned along Highway 111. All of the segments along Highway 111 analyzed with the Costco/Komar development included will continue to operate within capacity through 2006.

Table I3 summarizes the future year buildout scenario segment operations with and without the Costco/Komar development (incremental increase). The future buildout ADT volumes were based on the City of La Quinta General Plan post 2020 volumes. The scenario with Costco includes 7,210

additional trips based on the incremental in addition to the increase from General Plan volumes. As shown in Table H3, the Costco/Komar Development does not cause failing segments in addition to the over-capacity segments between Washington Street and La Quinta Center, and between Jefferson Street and Madison Street. The post 2020 General Plan volumes on Highway 111 east of Jefferson Street are lower in some cases than the 2006 background traffic volumes. This is likely due to an over estimation of 2006 background traffic volumes as discussed previously and a possible under estimation in the post 2020 General Plan volumes.

Table I2 2006 Daily Segment Operations

Street Segment	# Lanes	General Plan Recommended Alternative Daily Capacity	ADT* w/o Costco/Komar	Acceptable	ADT* w Costco/Komar	Acceptable
Highway 111						
Washington St to Simon Dr	6	57,000	42,240	Yes	45,034	Yes
Simon Dr and La Quinta Ctr	6	57,000	43,068	Yes	45,862	Yes
La Quinta Ctr to Adams St	6	57,000	42,696	Yes	45,490	Yes
Adams St to La Quinta Dr	6	57,000	42,792	Yes	45,586	Yes
La Quinta Dr to Dune Palms Rd	6	57,000	42,588	Yes	45,382	Yes
Dune Palms Rd to Depot Dr	6	57,000	43,764	Yes	46,558	Yes
Depot Dr to Jefferson St	6	57,000	43,416	Yes	50,932	Yes
Jefferson St to Madison St	4	38,000	35,328	Yes	37,296	Yes

*ADT determined from p.m. peak hour volumes and adjusted to daily using an 8.5% peak hour to daily ratio. The scenario with Costco/Komar includes 15,970 additional trips based on Costco/Komar daily trip generation

Table I3 Future General Plan Buildout Segment Operations

Street Segment	# Lanes	General Plan Recommended Alternative Daily Capacity	ADT* w/o Costco/Komar	Acceptable	ADT* w Costco/Komar	Acceptable
Highway 111						
Washington St to Simon Dr	6	57,000	61,288	No	62,730	No
Simon Dr and La Quinta Ctr	6	57,000	61,288	No	62,730	No
La Quinta Ctr to Adams St	6	57,000	61,288	No	62,730	No
Adams St to La Quinta Dr	6	57,000	40,684	Yes	42,162	Yes
La Quinta Dr to Dune Palms Rd	6	57,000	40,684	Yes	42,162	Yes
Dune Palms Rd to Depot Dr	6	57,000	48,517	Yes	49,959	Yes
Depot Dr to Jefferson St	6	57,000	48,517	Yes	54,285	Yes
Jefferson St to Madison St	6**	57,000	57,390	No	59,193	No

*ADT based on City of La Quinta General Plan post 2020 volumes. The scenario with Costco/Komar includes 2,260 additional trips based on incremental increase from General Plan volumes

** Consistent with the City of La Quinta Recommended General Plan but not adopted by the City of Indio

Appendix J

General Plan Buildout TAZ
904 land use assumptions



Memo

To: Mr. Del Huntington **From:** Marlie Whiteman

Job No: 03107 **Date:** July 1, 2005 **Subject:** La Quinta TAZ 904

Del-

This memorandum has been provided to document land use and trip generation in TAZ 904 of the La Quinta Traffic Model. Land use is just slightly different than the numbers cited in your memo. TAZ 904 contains 27.52 acres of Tourist, Resort/Hotel use, 27.55 acres of General & Neighborhood Commercial, CBD, etc., and 31.88 acres of Light Industrial uses.

Table 1 contains trip rates for the La Quinta Traffic Model. Trip generation calculations for the land uses cited above in TAZ 904 have been included as Table 2. There are a total of 1,557 PM peak hour trips generated for TAZ 904. Please let me know if you have any questions.

-Marlie

TABLE 1

MODEL TRIP GENERATION RATES

LAND USE CODE	LAND USE DESCRIPTION	UNITS	TRIP RATE						
			AM PEAK HOUR			PM PEAK HOUR			DAILY
			IN	OUT	TOTAL	IN	OUT	TOTAL	
1	Res 1-Very Low Density (0-2 du/ac)	Acres	0.06	0.16	0.23	0.16	0.11	0.28	4
2	Res 2-Low Density (3-6 du/ac)	Acres	0.24	0.61	0.85	0.62	0.42	1.04	15
3	Res 3-Med Density (7-15 du/ac)	Acres	0.60	1.50	2.10	1.53	1.04	2.56	37
4	Res 4-High Density (16-21 du/ac)	Acres	0.88	2.14	3.01	2.22	1.56	3.78	55
5	Res 5-Very High Density (22+ du/ac)	Acres	1.07	2.60	3.67	2.70	1.90	4.60	67
6	TOUR-Tourist, Resort/Hotel	Acres	10.09	5.78	15.87	8.64	11.24	19.88	250
7	PARK-Park, Golf Cse., etc.	Acres	0.32	0.13	0.45	0.27	0.33	0.60	8
8	COMM-Gen. & Neigh. Comml.,CBD,etc.	Acres	13.06	7.07	20.13	11.36	14.85	26.21	350
9	PUBL-Public Facility	Acres	3.10	0.68	3.78	0.88	2.48	3.36	40
10	OFFI-Gov. Bldgs. Health Care, etc.	Acres	8.99	4.34	13.33	6.69	9.73	16.43	220
11	OPEN-Open Space, Agr., Water Courses	Acres	0.00	0.00	0.00	0.00	0.00	0.00	0
12	LIND-Light Ind	Acres	7.47	2.02	9.49	2.72	6.33	9.04	110
13	HIND-High Ind	Acres	4.75	1.29	6.04	1.73	4.03	5.76	70
14	TRAN- Transportation/Utility	Acres	0.00	0.00	0.00	0.00	0.00	0.00	0
15	SCH-Schools (All Levels)	Acres	2.62	0.65	3.27	2.23	2.40	4.63	60

U:\UcProposals\03100\03107\GPPREF\904LQTripRates.xls]DailyPHTripRates

TABLE 2
TRIP GENERATION

LAND USE CODE	LAND USE DESCRIPTION	QTY.	UNITS	TRIPS							
				AM PEAK HOUR			PM PEAK HOUR			DAILY	
				IN	OUT	TOTAL	IN	OUT	TOTAL		
1	Res 1-Very Low Density (0-2 du/ac)	0	ACRE	-	-	-	-	-	-	-	-
2	Res 2-Low Density (3-6 du/ac)	0	ACRE	-	-	-	-	-	-	-	-
3	Res 3-Med Density (7-15 du/ac)	0	ACRE	-	-	-	-	-	-	-	-
4	Res 4-High Density (16-21 du/ac)	0	ACRE	-	-	-	-	-	-	-	-
5	Res 5-Very High Density (22+ du/ac)	0	ACRE	-	-	-	-	-	-	-	-
6	TOUR-Tourist, Resort/Hotel	27.52	ACRE	278	159	437	238	309	547	6,880	
7	PARK-Park, Golf Cse., etc.	0	ACRE	-	-	-	-	-	-	-	-
8	COMM-Gen. & Neigh. Comml.,CBD,etc.	27.55	ACRE	360	195	555	313	409	722	9,643	
9	PUBL-Public Facility	0	ACRE	-	-	-	-	-	-	-	-
10	OFFI-Gov. Bldgs. Health Care, etc.	0	ACRE	-	-	-	-	-	-	-	-
11	OPEN-Open Space, Agr., Water Courses	0	ACRE	-	-	-	-	-	-	-	-
12	LIND-Light Ind	31.88	ACRE	238	64	302	87	202	288	3,507	
13	HIND-High Ind	0	ACRE	-	-	-	-	-	-	-	-
14	TRAN- Transportation/Utility	0	ACRE	-	-	-	-	-	-	-	-
15	SCH-Schools (All Levels)	0	ACRE	-	-	-	-	-	-	-	-
TOTAL				876	418	1,294	638	920	1,557	20,030	

U:\UcProposals\03100\03107\GPPREF\904LQTripRates.xls]TripGen