CITY OF DESERT HOT SPRINGS
WEST DRIVE / PIERSON BOULEVARD

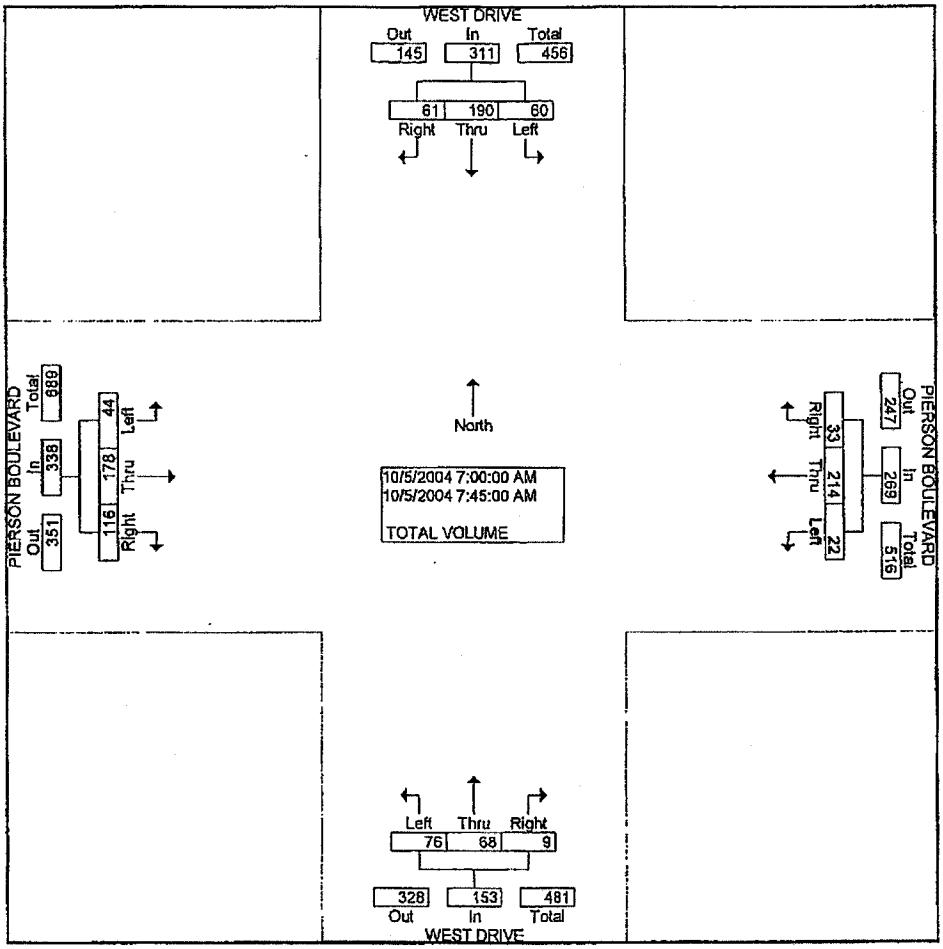
Turning Movement Counts
October 2004

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W:PIERSON BOULEVARD
WEATHER: SUNNY

File Name : DHSWEPIAM
Site Code : 01224008
Start Date : 10/5/2004
Page No : 2



Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1

By Approach	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
Volume	71	191	51	313	22	214	33	269	76	68	9	153	44	178	116	338
Percent	22.7	61.0	16.3		8.2	79.6	12.3		49.7	44.4	5.9		13.0	52.7	34.3	
High Int.	08:30 AM				07:00 AM				07:00 AM				07:00 AM			
Volume	24	54	19	97	5	131	8	144	46	18	2	66	10	59	65	134
Peak Factor				0.807				0.467				0.580				0.631

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WEATHER: SUNNY

File Name : DHSWEPIAM
Site Code : 01224008
Start Date : 10/5/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	WEST DRIVE Southbound				PIERSON BOULEVARD Westbound				WEST DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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		
07:00 AM	22	63	18	103	5	131	8	144	46	18	2	66	10	59	65	134	447
07:15 AM	18	65	16	99	3	37	3	43	13	14	0	27	11	65	36	112	281
07:30 AM	8	40	19	67	6	26	8	40	10	26	3	39	11	26	5	42	188
07:45 AM	12	22	8	42	8	20	14	42	7	10	4	21	12	28	10	50	155
Total	60	190	61	311	22	214	33	269	76	68	9	153	44	178	116	338	1071
08:00 AM	7	44	11	62	4	27	12	43	6	21	10	37	11	26	11	48	190
08:15 AM	19	50	12	81	5	25	12	42	6	19	2	27	17	30	6	53	203
08:30 AM	24	54	19	97	9	29	11	49	5	25	8	38	19	16	6	41	225
08:45 AM	21	43	9	73	7	34	16	57	10	25	7	42	14	30	11	55	227
Total	71	191	51	313	25	115	51	191	27	90	27	144	61	102	34	197	845
Grand Total	131	381	112	624	47	329	84	460	103	158	36	297	105	280	150	535	1916
Apprch %	21.0	61.1	17.9		10.2	71.5	18.3		34.7	53.2	12.1		19.6	52.3	28.0		
Total %	6.8	19.9	5.8	32.6	2.5	17.2	4.4	24.0	5.4	8.2	1.9	15.5	5.5	14.6	7.8	27.9	

	WEST DRIVE Southbound				PIERSON BOULEVARD Westbound				WEST DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	60	190	61	311	22	214	33	269	76	68	9	153	44	178	116	338	1071
Percent	19.3	61.1	19.6		8.2	79.6	12.3		49.7	44.4	5.9		13.0	52.7	34.3		
07:00 Volume	22	63	18	103	5	131	8	144	46	18	2	66	10	59	65	134	447
Peak Factor																	0.599
High Int.	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	22	63	18	103	5	131	8	144	46	18	2	66	10	59	65	134	
Peak Factor				0.755				0.467				0.580				0.631	

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CITY OF DESERT HOT SPRINGS
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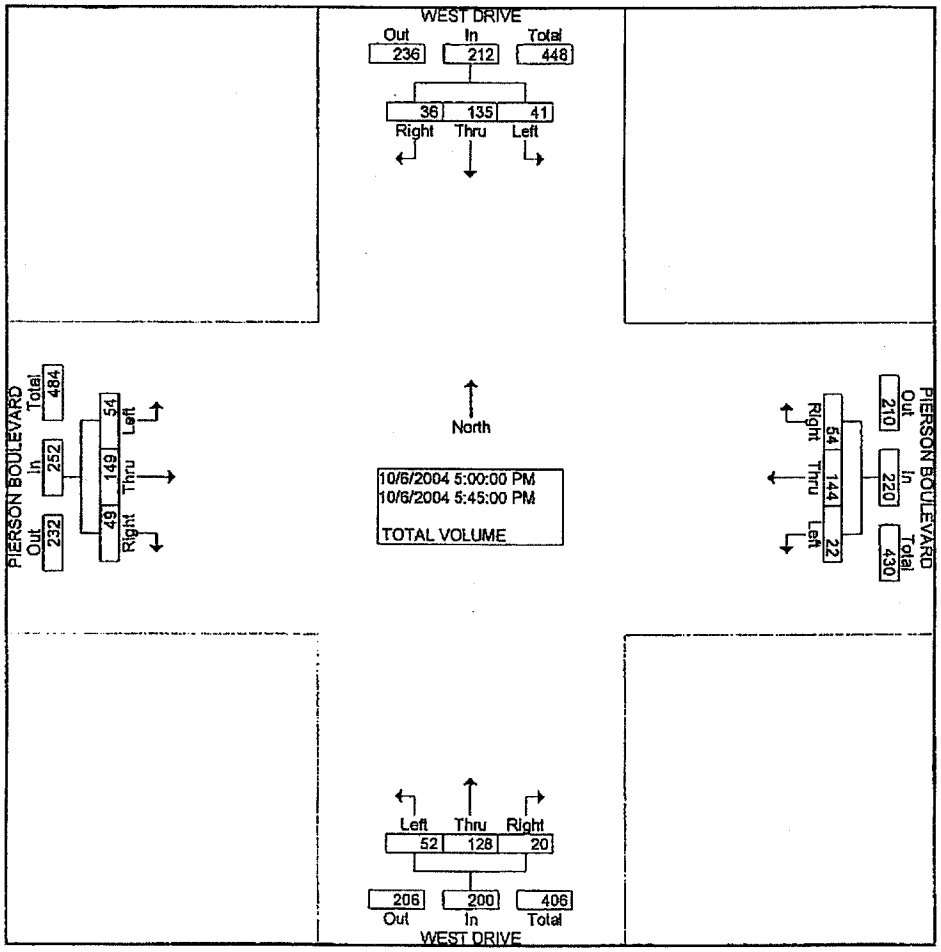
WEATHER:

File Name : DHSWEPIPM
Site Code : 01224008
Start Date : 10/6/2004
Page No : 2



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

By Approach	04:15 PM				04:45 PM				04:45 PM				05:00 PM			
Volume	44	135	38	217	24	146	50	220	58	124	24	206	54	149	49	252
Percent	20.3	62.2	17.5		10.9	66.4	22.7		28.2	60.2	11.7		21.4	59.1	19.4	
High Int.	04:15 PM				05:00 PM				05:00 PM				05:15 PM			
Volume	14	39	9	62	7	42	9	58	22	31	8	61	19	30	16	65
Peak Factor				0.875				0.948				0.844				0.969

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WEATHER:

File Name : DHSWEPIPM
Site Code : 01224008
Start Date : 10/6/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	WEST DRIVE Southbound				PIERSON BOULEVARD Westbound				WEST DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	10	37	4	51	5	40	6	51	13	33	5	51	9	29	13	51	204
04:15 PM	14	39	9	62	7	25	17	49	3	31	7	41	9	25	11	45	197
04:30 PM	11	28	13	52	6	38	2	46	13	24	5	42	14	41	10	65	205
04:45 PM	5	36	5	46	7	37	11	55	12	26	6	44	14	27	12	53	198
Total	40	140	31	211	25	140	36	201	41	114	23	178	46	122	46	214	804
05:00 PM	14	32	11	57	7	42	9	58	22	31	8	61	9	42	11	62	238
05:15 PM	3	27	8	38	4	36	13	53	13	34	3	50	19	30	16	65	206
05:30 PM	16	38	9	63	6	31	17	54	11	33	7	51	13	38	14	65	233
05:45 PM	8	38	8	54	5	35	15	55	6	30	2	38	13	39	8	60	207
Total	41	135	36	212	22	144	54	220	52	128	20	200	54	149	49	252	884
Grand Total	81	275	67	423	47	284	90	421	93	242	43	378	100	271	95	466	1688
Apprch %	19.1	65.0	15.8		11.2	67.5	21.4		24.6	64.0	11.4		21.5	58.2	20.4		
Total %	4.8	16.3	4.0	25.1	2.8	16.8	5.3	24.9	5.5	14.3	2.5	22.4	5.9	16.1	5.6	27.6	

	WEST DRIVE Southbound				PIERSON BOULEVARD Westbound				WEST DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	41	135	36	212	22	144	54	220	52	128	20	200	54	149	49	252	884
Percent	19.3	63.7	17.0		10.0	65.5	24.5		26.0	64.0	10.0		21.4	59.1	19.4		
05:00 Volume	14	32	11	57	7	42	9	58	22	31	8	61	9	42	11	62	238
Peak Factor																	0.929
High Int.	05:30 PM				05:00 PM				05:00 PM				05:15 PM				
Volume	16	38	9	63	7	42	9	58	22	31	8	61	19	30	16	65	
Peak Factor				0.841				0.948				0.820				0.969	

CITY OF DESERT HOT SPRINGS
CACTUS DRIVE / PIERSON BOULEVARD

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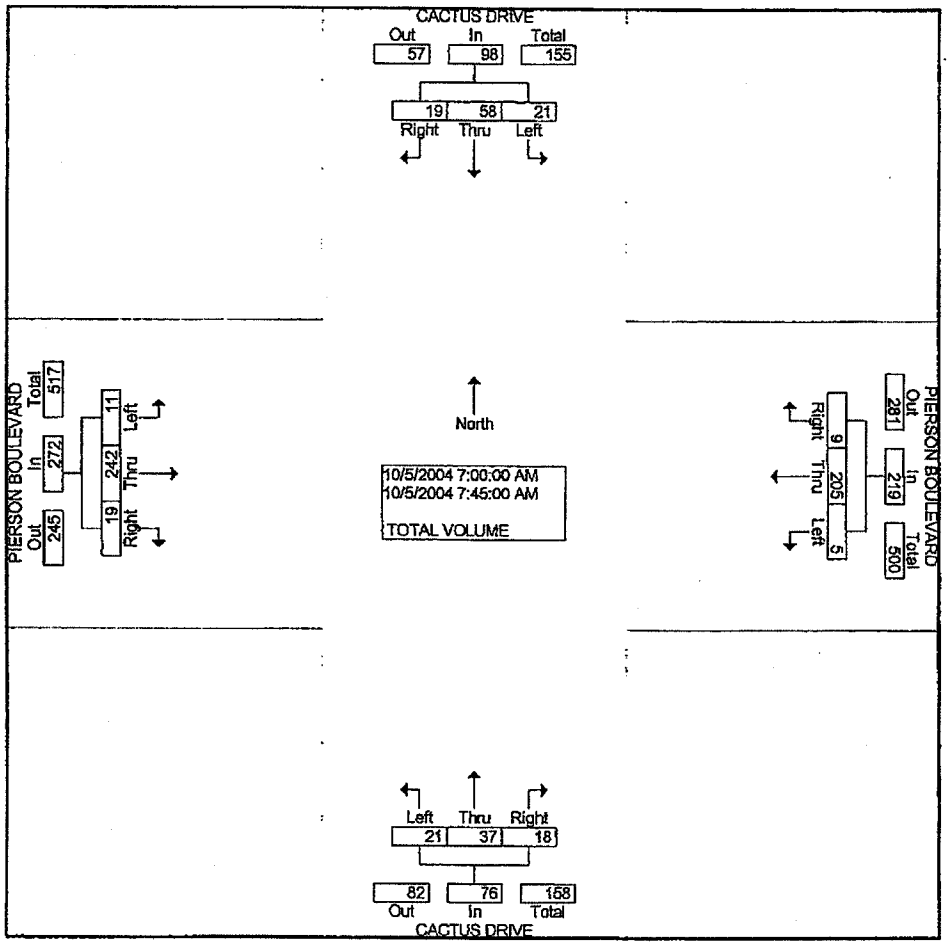
Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF DESERT HOT SPRINGS
N/S: CACTUS DRIVE
E/W: PIERSON BOULEVARD
WEATHER: SUNNY

File Name : DHSCAPIAM
Site Code : 01224009
Start Date : 10/5/2004
Page No : 2



Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1

By Approach	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
Volume	23	57	22	102	5	205	9	219	21	37	18	76	11	242	19	272
Percent	22.5	55.9	21.6		2.3	93.6	4.1		27.6	48.7	23.7		4.0	89.0	7.0	
High Int.	08:30 AM				07:15 AM				07:15 AM				07:30 AM			
Volume	10	19	9	38	1	73	2	76	11	14	8	33	5	82	3	90
Peak Factor				0.671				0.720				0.576				0.756

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WEATHER: SUNNY

File Name : DHSCAPIAM
Site Code : 01224009
Start Date : 10/5/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	CACTUS DRIVE Southbound				PIERSON BOULEVARD Westbound				CACTUS DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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		
07:00 AM	6	13	7	26	3	58	5	66	3	7	4	14	1	58	5	64	170
07:15 AM	4	19	3	26	1	73	2	76	11	14	8	33	3	71	9	83	218
07:30 AM	5	13	5	23	1	39	1	41	4	11	5	20	5	82	3	90	174
07:45 AM	6	13	4	23	0	35	1	36	3	5	1	9	2	31	2	35	103
Total	21	58	19	98	5	205	9	219	21	37	18	76	11	242	19	272	665
08:00 AM	5	13	2	20	1	42	6	49	6	5	3	14	5	47	2	54	137
08:15 AM	2	11	2	15	0	42	3	45	3	7	0	10	0	42	2	44	114
08:30 AM	10	19	9	38	3	39	2	44	6	11	3	20	6	47	0	53	155
08:45 AM	6	14	9	29	3	43	4	50	7	5	1	13	3	43	4	50	142
Total	23	57	22	102	7	166	15	188	22	28	7	57	14	179	8	201	548
Grand Total	44	115	41	200	12	371	24	407	43	65	25	133	25	421	27	473	1213
Apprch %	22.0	57.5	20.5		2.9	91.2	5.9		32.3	48.9	18.8		5.3	89.0	5.7		
Total %	3.6	9.5	3.4	16.5	1.0	30.6	2.0	33.6	3.5	5.4	2.1	11.0	2.1	34.7	2.2	39.0	

	CACTUS DRIVE Southbound				PIERSON BOULEVARD Westbound				CACTUS DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	21	58	19	98	5	205	9	219	21	37	18	76	11	242	19	272	665
Percent	21.4	59.2	19.4		2.3	93.6	4.1		27.6	48.7	23.7		4.0	89.0	7.0		
07:15 Volume	4	19	3	26	1	73	2	76	11	14	8	33	3	71	9	83	218
Peak Factor																	0.763
High Int.	07:00 AM				07:15 AM				07:15 AM				07:30 AM				
Volume	6	13	7	26	1	73	2	76	11	14	8	33	5	82	3	90	
Peak Factor				0.942				0.720				0.576				0.756	

CITY OF DESERT HOT SPRINGS
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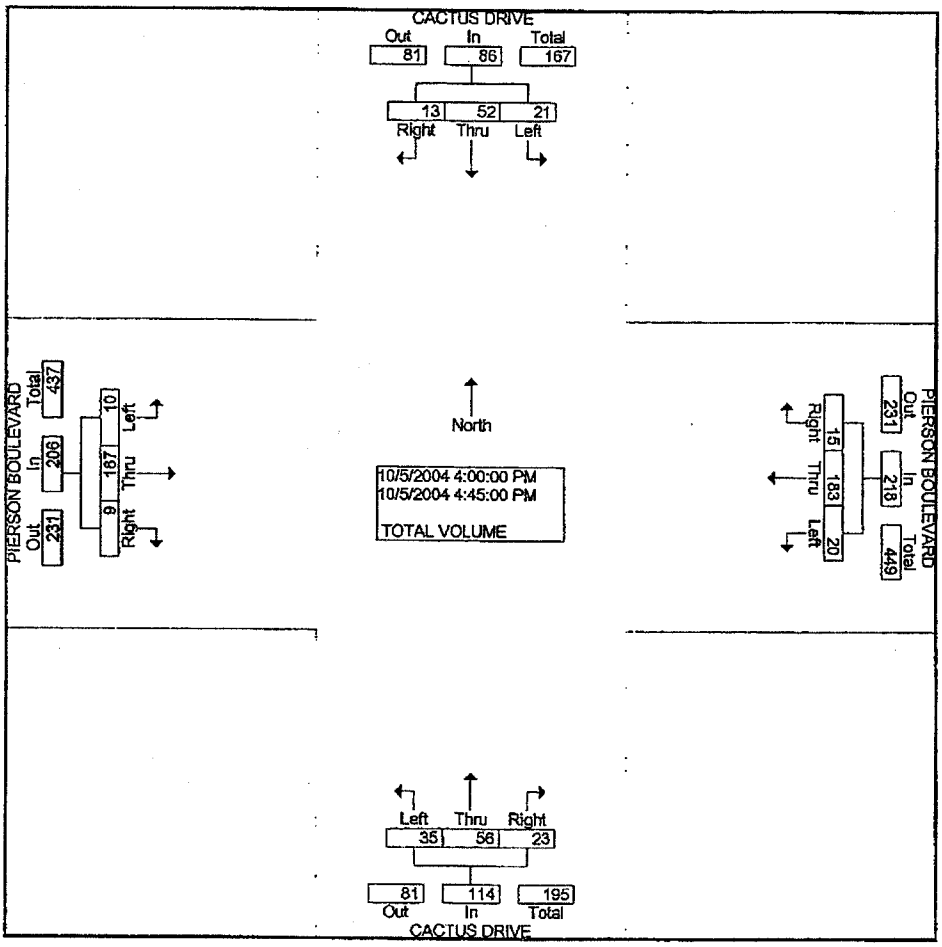

Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

By Approach	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
Volume	17	68	6	91	20	183	15	218	35	56	23	114	10	187	9	206
Percent	18.7	74.7	6.6		9.2	83.9	6.9		30.7	49.1	20.2		4.9	90.8	4.4	
High Int.	05:00 PM				04:15 PM				04:45 PM				04:15 PM			
Volume	4	17	3	24	4	54	3	61	7	20	10	37	2	52	2	56
Peak Factor				0.948				0.893				0.770				0.920

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File Name : DHSCAPIPM
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Start Date : 10/5/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	CACTUS DRIVE Southbound				PIERSON BOULEVARD Westbound				CACTUS DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	1	14	6	21	4	44	5	53	6	16	5	27	1	45	6	52	153
04:15 PM	9	15	2	26	4	54	3	61	10	14	2	26	2	52	2	56	169
04:30 PM	6	10	4	20	7	43	1	51	12	6	6	24	2	39	1	42	137
04:45 PM	5	13	1	19	5	42	6	53	7	20	10	37	5	51	0	56	165
Total	21	52	13	86	20	183	15	218	35	56	23	114	10	187	9	206	624
05:00 PM	4	17	3	24	9	16	6	31	2	8	5	15	3	35	3	41	111
05:15 PM	5	18	1	24	2	38	7	47	1	12	6	19	2	40	2	44	134
05:30 PM	2	17	1	20	6	43	4	53	3	16	6	25	3	47	2	52	150
05:45 PM	6	16	1	23	2	52	2	56	5	19	3	27	4	53	9	66	172
Total	17	68	6	91	19	149	19	187	11	55	20	86	12	175	16	203	567
Grand Total	38	120	19	177	39	332	34	405	46	111	43	200	22	362	25	409	1191
Apprch %	21.5	67.8	10.7		9.6	82.0	8.4		23.0	55.5	21.5		5.4	88.5	6.1		
Total %	3.2	10.1	1.6	14.9	3.3	27.9	2.9	34.0	3.9	9.3	3.6	16.8	1.8	30.4	2.1	34.3	

	CACTUS DRIVE Southbound				PIERSON BOULEVARD Westbound				CACTUS DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	21	52	13	86	20	183	15	218	35	56	23	114	10	187	9	206	624
Percent	24.4	60.5	15.1		9.2	83.9	6.9		30.7	49.1	20.2		4.9	90.8	4.4		
04:15 Volume	9	15	2	26	4	54	3	61	10	14	2	26	2	52	2	56	169
Peak Factor																	0.923
High Int.	04:15 PM				04:15 PM				04:45 PM				04:15 PM				
Volume	9	15	2	26	4	54	3	61	7	20	10	37	2	52	2	56	
Peak Factor				0.827				0.893				0.770				0.920	

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PALM DRIVE / PIERSON BOULEVARD

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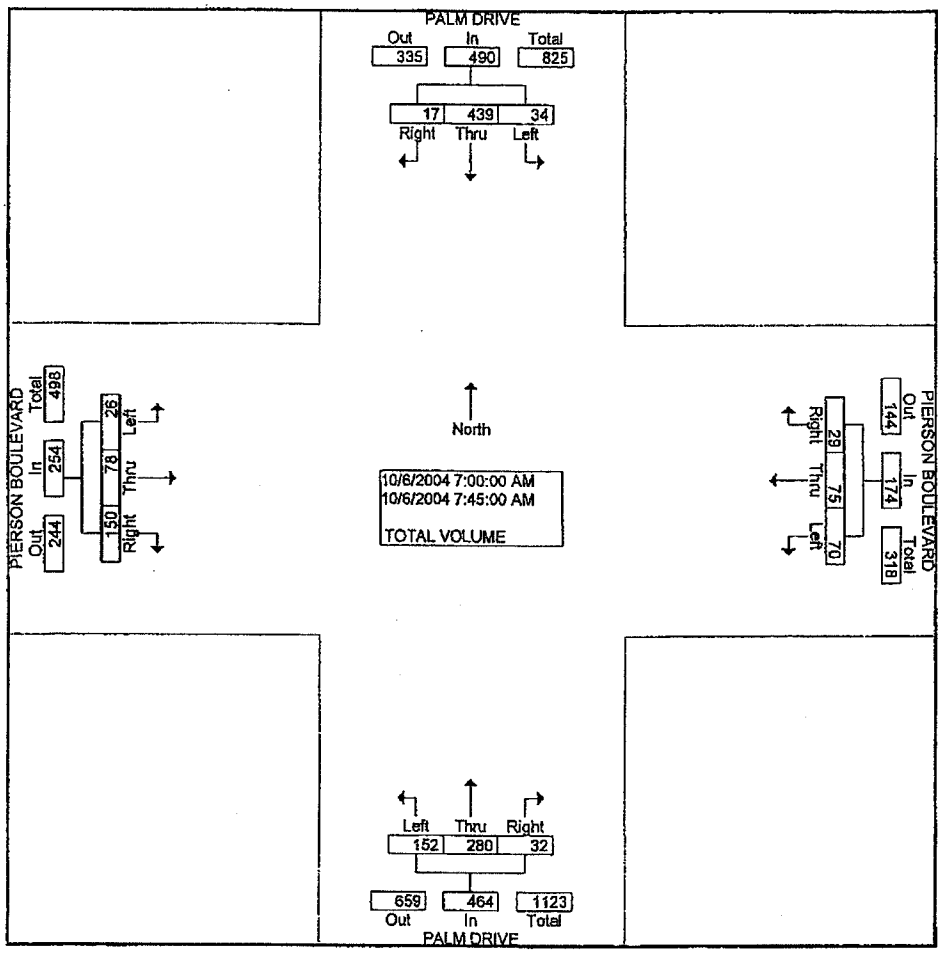

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1

By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
Volume	34	439	17	490	70	75	29	174	152	280	32	464	26	78	150	254
Percent	6.9	89.6	3.5		40.2	43.1	16.7		32.8	60.3	6.9		10.2	30.7	59.1	
High Int.	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
Volume	10	137	2	149	16	41	7	64	69	64	5	138	8	27	63	98
Peak Factor				0.822				0.680				0.841				0.648

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Groups Printed- TOTAL VOLUME

	PALM DRIVE Southbound				PIERSON BOULEVARD Westbound				PALM DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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		
07:00 AM	10	129	1	140	16	41	7	64	69	64	5	138	8	27	63	98	440
07:15 AM	10	137	2	149	19	9	4	32	25	72	4	101	6	24	57	87	369
07:30 AM	8	102	7	117	19	16	5	40	23	73	12	108	5	13	15	33	298
07:45 AM	6	71	7	84	16	9	13	38	35	71	11	117	7	14	15	36	275
Total	34	439	17	490	70	75	29	174	152	280	32	464	26	78	150	254	1382
08:00 AM	9	63	9	81	19	16	10	45	25	44	11	80	5	12	25	42	248
08:15 AM	8	75	5	88	10	16	9	35	19	60	12	91	7	18	25	50	264
08:30 AM	9	101	9	119	18	8	8	34	37	75	20	132	7	32	30	69	354
08:45 AM	7	86	6	99	16	22	15	53	27	94	14	135	7	19	44	70	357
Total	33	325	29	387	63	62	42	167	108	273	57	438	26	81	124	231	1223
Grand Total	67	764	46	877	133	137	71	341	260	553	89	902	52	159	274	485	2605
Apprch %	7.6	87.1	5.2		39.0	40.2	20.8		28.8	61.3	9.9		10.7	32.8	56.5		
Total %	2.6	29.3	1.8	33.7	5.1	5.3	2.7	13.1	10.0	21.2	3.4	34.6	2.0	6.1	10.5	18.6	

	PALM DRIVE Southbound				PIERSON BOULEVARD Westbound				PALM DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	34	439	17	490	70	75	29	174	152	280	32	464	26	78	150	254	1382
Percent	6.9	89.6	3.5		40.2	43.1	16.7		32.8	60.3	6.9		10.2	30.7	59.1		
07:00 Volume	10	129	1	140	16	41	7	64	69	64	5	138	8	27	63	98	440
Peak Factor																	0.785
High Int.	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	10	137	2	149	16	41	7	64	69	64	5	138	8	27	63	98	
Peak Factor				0.822				0.680				0.841				0.648	

CITY OF DESERT HOT SPRINGS
N/S: PALM DRIVE
E/W: PIERSON BOULEVARD
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSPAPIPM
Site Code : 01224029
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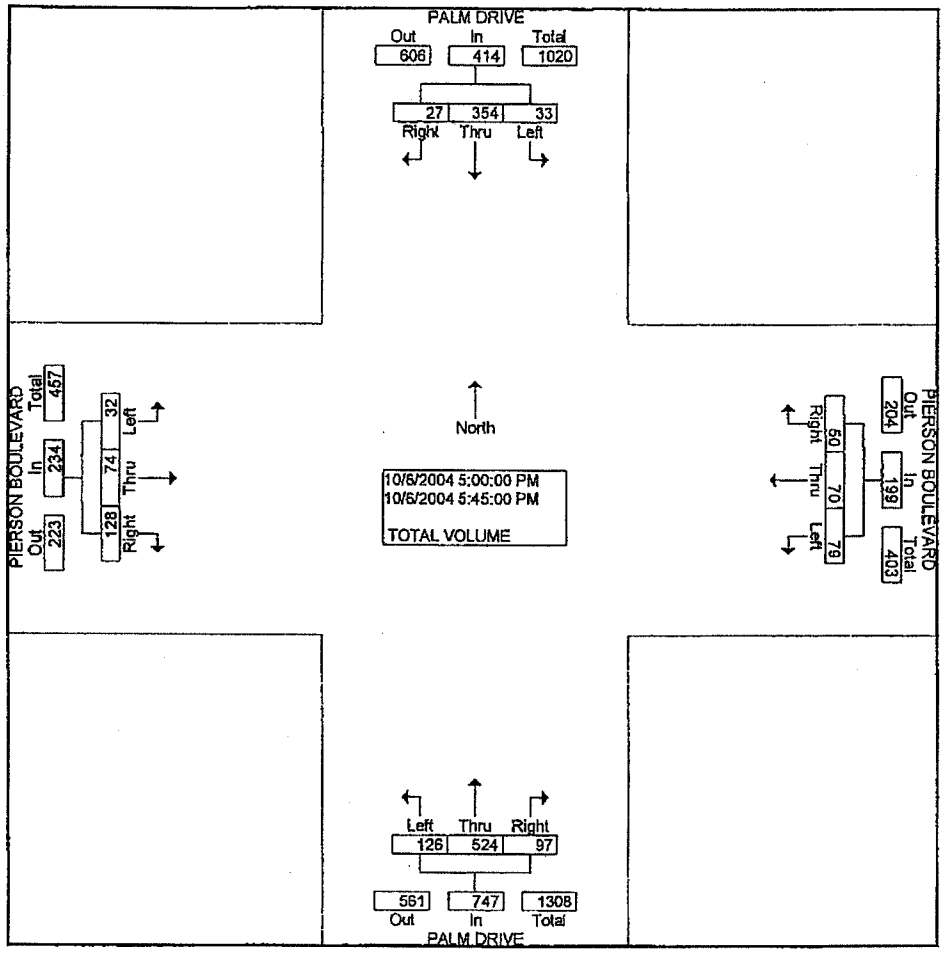

Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

By Approach	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
Volume	35	367	24	426	84	71	54	209	126	524	97	747	32	74	128	234
Percent	8.2	86.2	5.6		40.2	34.0	25.8		16.9	70.1	13.0		13.7	31.6	54.7	
High Int.	04:45 PM				04:00 PM				05:15 PM				05:30 PM			
Volume	5	97	6	108	25	19	20	64	32	144	22	198	8	26	33	67
Peak Factor				0.986				0.816				0.943				0.873

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

CITY OF DESERT HOT SPRINGS
N/S: PALM DRIVE
E/W: PIERSON BOULEVARD
WEATHER: SUNNY

File Name : DHSPAPIPM
Site Code : 01224029
Start Date : 10/6/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	PALM DRIVE Southbound				PIERSON BOULEVARD Westbound				PALM DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	7	87	14	108	25	19	20	64	26	141	20	187	11	16	25	52	411
04:15 PM	4	75	6	85	26	20	11	57	23	98	25	146	11	17	28	56	344
04:30 PM	6	84	4	94	19	16	15	50	34	129	31	194	9	15	31	55	393
04:45 PM	5	97	6	108	14	16	8	38	37	122	15	174	9	9	29	47	367
Total	22	343	30	395	84	71	54	209	120	490	91	701	40	57	113	210	1515
05:00 PM	9	89	5	103	17	15	10	42	33	115	20	168	9	20	27	56	369
05:15 PM	10	92	6	108	23	19	15	57	32	144	22	198	7	13	27	47	410
05:30 PM	11	89	7	107	17	21	14	52	30	138	24	192	8	26	33	67	418
05:45 PM	3	84	9	96	22	15	11	48	31	127	31	189	8	15	41	64	397
Total	33	354	27	414	79	70	50	199	126	524	97	747	32	74	128	234	1594
Grand Total	55	697	57	809	163	141	104	408	246	1014	188	1448	72	131	241	444	3109
Apprch %	6.8	86.2	7.0		40.0	34.6	25.5		17.0	70.0	13.0		16.2	29.5	54.3		
Total %	1.8	22.4	1.8	26.0	5.2	4.5	3.3	13.1	7.9	32.6	6.0	46.6	2.3	4.2	7.8	14.3	

	PALM DRIVE Southbound				PIERSON BOULEVARD Westbound				PALM DRIVE Northbound				PIERSON BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	33	354	27	414	79	70	50	199	126	524	97	747	32	74	128	234	1594
Percent	8.0	85.5	6.5		39.7	35.2	25.1		16.9	70.1	13.0		13.7	31.6	54.7		
05:30 Volume	11	89	7	107	17	21	14	52	30	138	24	192	8	26	33	67	418
Peak Factor																	0.953
High Int.	05:15 PM				05:15 PM				05:15 PM				05:30 PM				
Volume	10	92	6	108	23	19	15	57	32	144	22	198	8	26	33	67	
Peak Factor				0.958				0.873				0.943				0.873	

CITY OF DESERT HOT SPRINGS
WEST DRIVE / 8TH STREET

Turning Movement Counts
October 2004

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: 8TH STREET
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSWEEIAM
Site Code : 01224030
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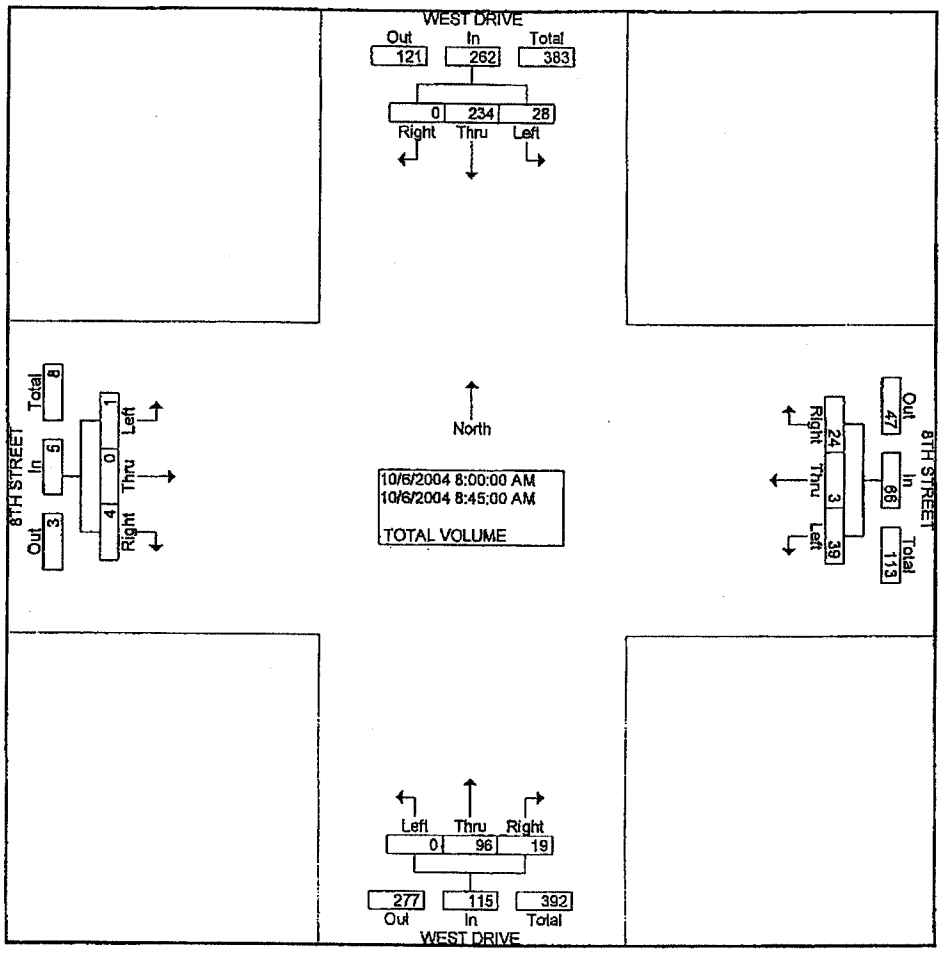

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1

By Approach	08:00 AM				08:00 AM				08:00 AM				07:00 AM			
Volume	28	234	0	262	39	3	24	66	0	96	19	115	2	5	6	13
Percent	10.7	89.3	0.0		59.1	4.5	36.4		0.0	83.5	16.5		15.4	38.5	46.2	
High Int.	08:30 AM				08:45 AM				08:45 AM				07:00 AM			
Volume	9	70	0	79	12	1	7	20	0	37	7	44	2	1	2	5
Peak Factor				0.829				0.825				0.653				0.650

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: 8TH STREET
WEATHER: SUNNY

File Name : DHSWEEIAM
Site Code : 01224030
Start Date : 10/6/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	WEST DRIVE Southbound				8TH STREET Westbound				WEST DRIVE Northbound				8TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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		
07:00 AM	8	69	1	78	13	0	0	13	1	25	7	33	2	1	2	5	129
07:15 AM	7	42	1	50	3	4	2	9	0	20	7	27	0	2	2	4	90
07:30 AM	10	35	0	45	1	1	6	8	0	21	0	21	0	0	1	1	75
07:45 AM	3	30	1	34	2	0	4	6	0	16	2	18	0	2	1	3	61
Total	28	176	3	207	19	5	12	36	1	82	16	99	2	5	6	13	355
08:00 AM	0	42	0	42	2	0	7	9	0	22	2	24	0	0	2	2	77
08:15 AM	7	55	0	62	12	1	6	19	0	13	2	15	1	0	1	2	98
08:30 AM	9	70	0	79	13	1	4	18	0	24	8	32	0	0	0	0	129
08:45 AM	12	67	0	79	12	1	7	20	0	37	7	44	0	0	1	1	144
Total	28	234	0	262	39	3	24	66	0	96	19	115	1	0	4	5	448
Grand Total	56	410	3	469	58	8	36	102	1	178	35	214	3	5	10	18	803
Apprch %	11.9	87.4	0.6		56.9	7.8	35.3		0.5	83.2	16.4		16.7	27.8	55.6		
Total %	7.0	51.1	0.4	58.4	7.2	1.0	4.5	12.7	0.1	22.2	4.4	26.7	0.4	0.6	1.2	2.2	

	WEST DRIVE Southbound				8TH STREET Westbound				WEST DRIVE Northbound				8TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	28	234	0	262	39	3	24	66	0	96	19	115	1	0	4	5	448
Percent	10.7	89.3	0.0		59.1	4.5	36.4		0.0	83.5	16.5		20.0	0.0	80.0		
08:45 Volume	12	67	0	79	12	1	7	20	0	37	7	44	0	0	1	1	144
Peak Factor																	0.778
High Int.	08:30 AM				08:45 AM				08:45 AM				08:00 AM				
Volume	9	70	0	79	12	1	7	20	0	37	7	44	0	0	2	2	
Peak Factor				0.829				0.825				0.653				0.625	

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: 8TH STREET
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSWEEIPM
Site Code : 01224030
Start Date : 10/6/2004
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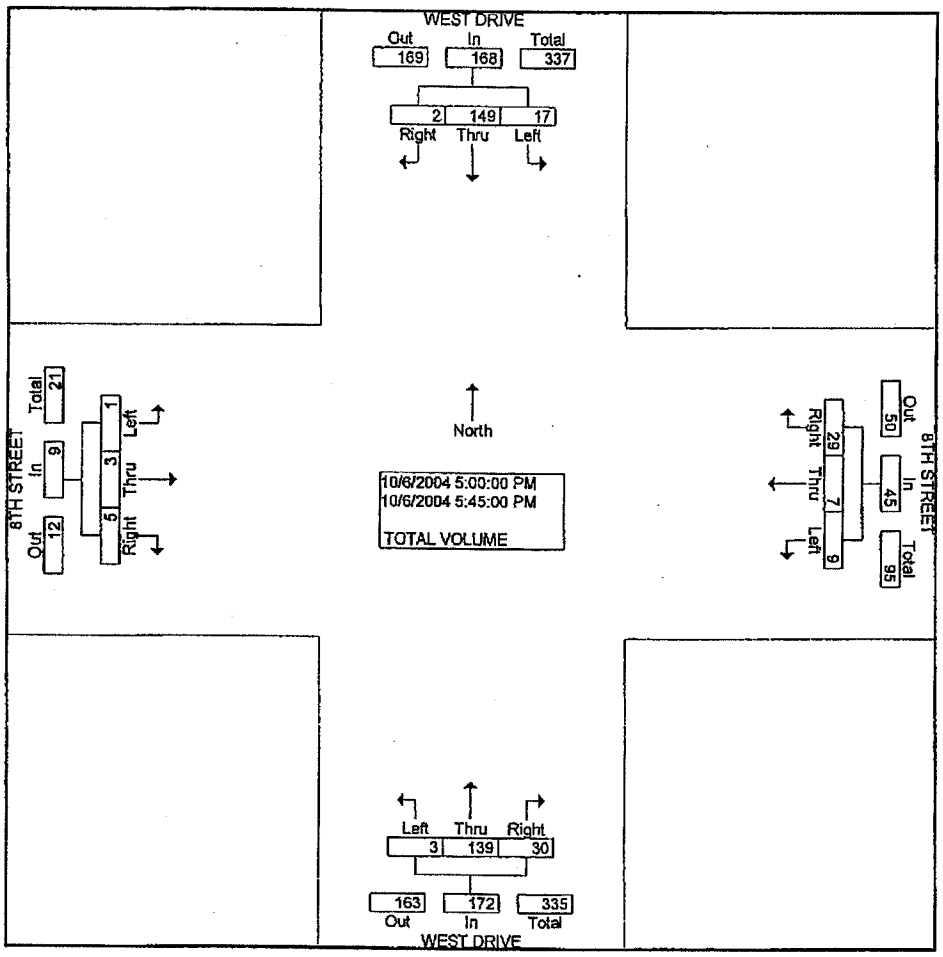

Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

By Approach	05:00 PM				04:45 PM				05:00 PM				04:30 PM			
Volume	17	149	2	168	10	6	31	47	3	139	30	172	0	5	5	10
Percent	10.1	88.7	1.2		21.3	12.8	66.0		1.7	80.8	17.4		0.0	50.0	50.0	
High Int.	05:30 PM				05:00 PM				05:30 PM				04:30 PM			
Volume	4	45	1	50	3	1	9	13	1	37	10	48	0	3	2	5
Peak Factor				0.840				0.904				0.896				0.500

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: 8TH STREET
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSWEEIPM
Site Code : 01224030
Start Date : 10/6/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	WEST DRIVE Southbound				8TH STREET Westbound				WEST DRIVE Northbound				8TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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	2	32	0	34	2	0	6	8	1	30	1	32	0	0	1	1	75
04:15 PM	3	34	0	37	5	3	8	16	1	30	2	33	0	0	1	1	87
04:30 PM	5	32	0	37	2	1	2	5	0	28	7	35	0	3	2	5	82
04:45 PM	4	33	0	37	4	0	7	11	1	28	4	33	0	0	1	1	82
Total	14	131	0	145	13	4	23	40	3	116	14	133	0	3	5	8	326
05:00 PM	4	44	0	48	3	1	9	13	0	33	8	41	0	1	1	2	104
05:15 PM	4	26	1	31	1	2	8	11	1	35	6	42	0	1	1	2	86
05:30 PM	4	45	1	50	2	3	7	12	1	37	10	48	1	1	3	5	115
05:45 PM	5	34	0	39	3	1	5	9	1	34	6	41	0	0	0	0	89
Total	17	149	2	168	9	7	29	45	3	139	30	172	1	3	5	9	394
Grand Total	31	280	2	313	22	11	52	85	6	255	44	305	1	6	10	17	720
Apprch %	9.9	89.5	0.6		25.9	12.9	61.2		2.0	83.6	14.4		5.9	35.3	58.8		
Total %	4.3	38.9	0.3	43.5	3.1	1.5	7.2	11.8	0.8	35.4	6.1	42.4	0.1	0.8	1.4	2.4	

	WEST DRIVE Southbound				8TH STREET Westbound				WEST DRIVE Northbound				8TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	17	149	2	168	9	7	29	45	3	139	30	172	1	3	5	9	394
Percent	10.1	88.7	1.2		20.0	15.6	64.4		1.7	80.8	17.4		11.1	33.3	55.6		
05:30 Volume	4	45	1	50	2	3	7	12	1	37	10	48	1	1	3	5	115
Peak Factor																	0.857
High Int.	05:30 PM				05:00 PM				05:30 PM				05:30 PM				
Volume	4	45	1	50	3	1	9	13	1	37	10	48	1	1	3	5	
Peak Factor				0.840				0.865				0.896				0.450	

CITY OF DESERT HOT SPRINGS
WEST DRIVE / DESERT VIEW AVENUE

Turning Movement Counts
October 2004

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: DESERT VIEW AVENUE
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSWEDVAM
Site Code : 01224021
Start Date : 10/6/2004
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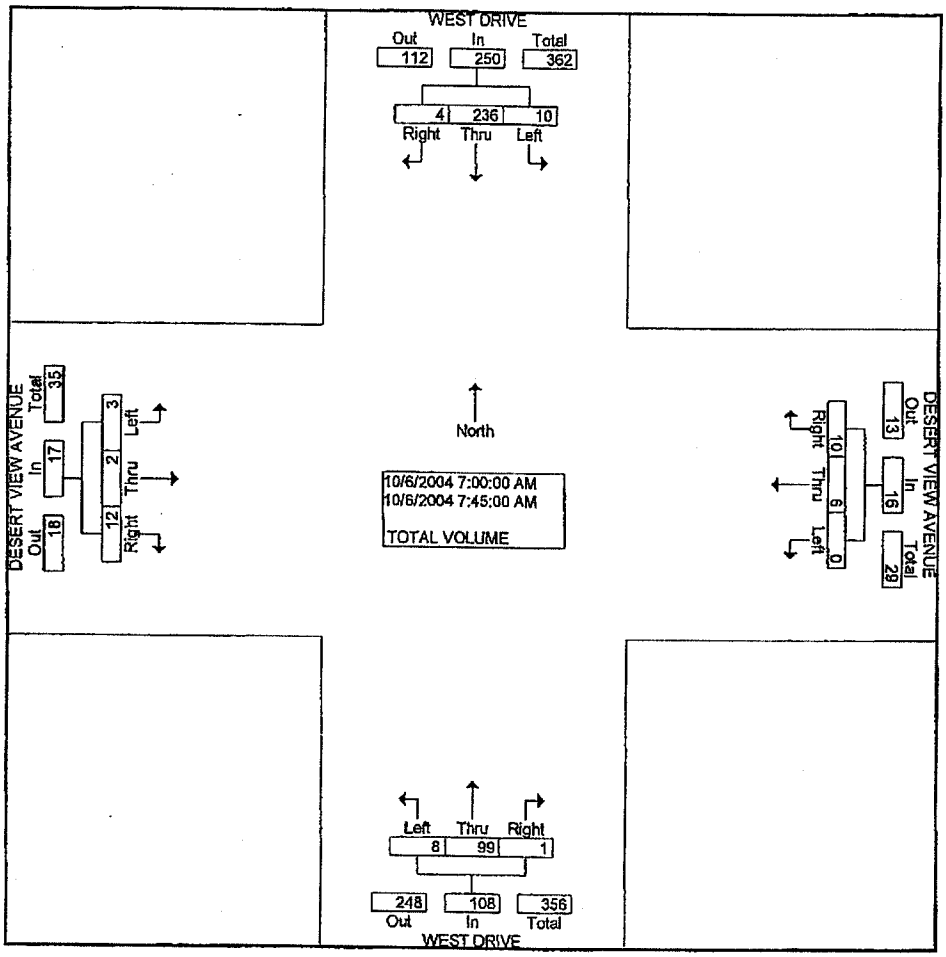

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1

By Approach	07:00 AM				07:30 AM				08:00 AM				07:30 AM			
Volume	10	236	4	250	10	3	13	26	1	113	7	121	5	4	11	20
Percent	4.0	94.4	1.6		38.5	11.5	50.0		0.8	93.4	5.8		25.0	20.0	55.0	
High Int.	07:15 AM				08:15 AM				08:30 AM				07:30 AM			
Volume	3	93	0	96	9	0	2	11	0	40	3	43	2	0	5	7
Peak Factor				0.651				0.591				0.703				0.714

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: DESERT VIEW AVENUE
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSWEDVAM
Site Code : 01224021
Start Date : 10/6/2004
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Groups Printed- TOTAL VOLUME

	WEST DRIVE Southbound				DESERT VIEW AVENUE Westbound				WEST DRIVE Northbound				DESERT VIEW AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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		
07:00 AM	2	59	1	62	0	2	0	2	1	23	0	24	0	1	1	2	90
07:15 AM	3	93	0	96	0	2	2	4	3	32	1	36	0	0	2	2	138
07:30 AM	1	50	1	52	0	1	5	6	4	28	0	32	2	0	5	7	97
07:45 AM	4	34	2	40	0	1	3	4	0	16	0	16	1	1	4	6	66
Total	10	236	4	250	0	6	10	16	8	99	1	108	3	2	12	17	391
08:00 AM	3	43	0	46	1	1	3	5	0	24	1	25	0	3	0	3	79
08:15 AM	3	47	1	51	9	0	2	11	1	18	2	21	2	0	2	4	87
08:30 AM	0	58	2	60	2	0	4	6	0	40	3	43	0	1	3	4	113
08:45 AM	0	31	0	31	1	0	0	1	0	31	1	32	0	0	1	1	65
Total	6	179	3	188	13	1	9	23	1	113	7	121	2	4	6	12	344
Grand Total	16	415	7	438	13	7	19	39	9	212	8	229	5	6	18	29	735
Apprch %	3.7	94.7	1.6		33.3	17.9	48.7		3.9	92.6	3.5		17.2	20.7	62.1		
Total %	2.2	56.5	1.0	59.6	1.8	1.0	2.6	5.3	1.2	28.8	1.1	31.2	0.7	0.8	2.4	3.9	

	WEST DRIVE Southbound				DESERT VIEW AVENUE Westbound				WEST DRIVE Northbound				DESERT VIEW AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	10	236	4	250	0	6	10	16	8	99	1	108	3	2	12	17	391
Percent	4.0	94.4	1.6		0.0	37.5	62.5		7.4	91.7	0.9		17.6	11.8	70.6		
07:15 Volume	3	93	0	96	0	2	2	4	3	32	1	36	0	0	2	2	138
Peak Factor																	0.708
High Int.	07:15 AM				07:30 AM				07:15 AM				07:30 AM				
Volume	3	93	0	96	0	1	5	6	3	32	1	36	2	0	5	7	
Peak Factor				0.651				0.667				0.750				0.607	

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: DESERT VIEW AVENUE
WEATHER: SUNNY

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

File Name : DHSWEDVPM
Site Code : 01224021
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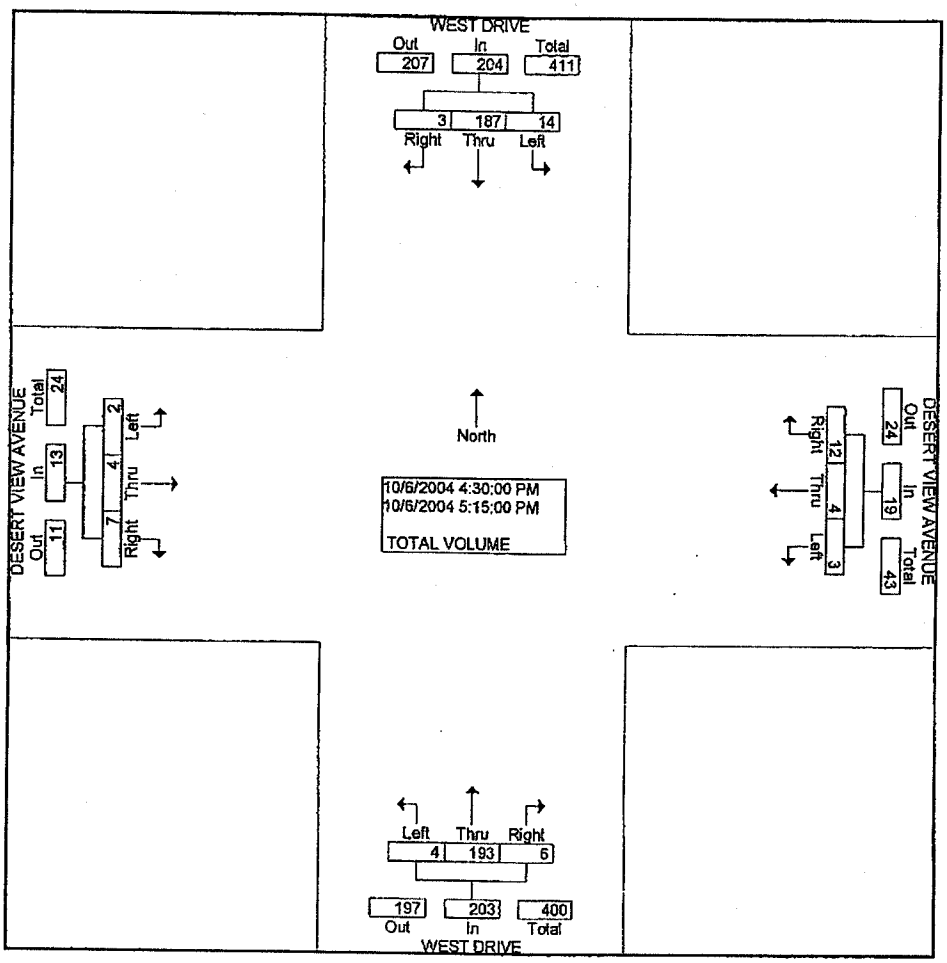

Peak Hour From 03:45 PM to 05:30 PM - Peak 1 of 1

By Approach	04:30 PM				03:45 PM				04:30 PM				03:45 PM			
Volume	14	187	3	204	6	4	16	26	4	193	6	203	3	6	8	17
Percent	6.9	91.7	1.5		23.1	15.4	61.5		2.0	95.1	3.0		17.6	35.3	47.1	
High Int.	04:45 PM				04:30 PM				05:00 PM				03:45 PM			
Volume	4	61	0	65	3	2	5	10	1	62	2	65	2	2	2	6
Peak Factor				0.785				0.650				0.781				0.708

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

CITY OF DESERT HOT SPRINGS
N/S: WEST DRIVE
E/W: DESERT VIEW AVENUE
WEATHER: SUNNY

File Name : DHSWEDVPM
Site Code : 01224021
Start Date : 10/6/2004
Page No : 1

Groups Printed- TOTAL VOLUME

	WEST DRIVE Southbound				DESERT VIEW AVENUE Westbound				WEST DRIVE Northbound				DESERT VIEW AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. 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		
03:45 PM	4	56	1	61	1	1	6	8	3	43	3	49	2	2	2	6	124
Total	4	56	1	61	1	1	6	8	3	43	3	49	2	2	2	6	124
04:00 PM	1	43	1	45	1	1	2	4	5	38	2	45	0	1	4	5	99
04:15 PM	2	37	0	39	1	0	3	4	1	31	3	35	1	2	0	3	81
04:30 PM	2	40	1	43	3	2	5	10	1	43	2	46	0	1	2	3	102
04:45 PM	4	61	0	65	0	0	5	5	0	38	1	39	1	1	0	2	111
Total	9	181	2	192	5	3	15	23	7	150	8	165	2	5	6	13	393
05:00 PM	2	45	1	48	0	0	1	1	1	62	2	65	1	0	5	6	120
05:15 PM	6	41	1	48	0	2	1	3	2	50	1	53	0	2	0	2	106
05:30 PM	3	38	1	42	1	1	6	8	1	36	1	38	0	0	2	2	90
Grand Total	24	361	6	391	7	7	29	43	14	341	15	370	5	9	15	29	833
Apprch %	6.1	92.3	1.5		16.3	16.3	67.4		3.8	92.2	4.1		17.2	31.0	51.7		
Total %	2.9	43.3	0.7	46.9	0.8	0.8	3.5	5.2	1.7	40.9	1.8	44.4	0.6	1.1	1.8	3.5	

	WEST DRIVE Southbound				DESERT VIEW AVENUE Westbound				WEST DRIVE Northbound				DESERT VIEW AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	14	187	3	204	3	4	12	19	4	193	6	203	2	4	7	13	439
Percent	6.9	91.7	1.5		15.8	21.1	63.2		2.0	95.1	3.0		15.4	30.8	53.8		
05:00 Volume	2	45	1	48	0	0	1	1	1	62	2	65	1	0	5	6	120
Peak Factor																	0.915
High Int.	04:45 PM				04:30 PM				05:00 PM				05:00 PM				
Volume	4	61	0	65	3	2	5	10	1	62	2	65	1	0	5	6	
Peak Factor				0.785				0.475				0.781				0.542	

APPENDIX C

Existing Conditions HCM Worksheets

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

Scenario Report

Scenario:	EX AM
Command:	EX AM
Volume:	EX AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	EX AM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	18.1	0.326	B	18.1	0.326	+ 0.000 D/V
# 2 Pierson @ Cholla	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 3 Pierson @ West	B	12.1	0.545	B	12.1	0.545	+ 0.000 V/C
# 4 Pierson @ Cactus	A	9.0	0.202	A	9.0	0.202	+ 0.000 V/C
# 5 Pierson @ Palm	C	20.1	0.342	C	20.1	0.342	+ 0.000 D/V
# 6 West @ 8th	A	8.7	0.328	A	8.7	0.328	+ 0.000 V/C
# 7 West @ Desert View	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec): 80 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 1!	0	0	0 1!	0	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	2	26	3	187	0	30	48	126	3	3	151	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	26	3	187	0	30	48	126	3	3	151	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	26	3	187	0	30	48	126	3	3	151	169
User Adj:	1.00	1.00	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:	2	27	3	197	0	32	51	133	3	3	159	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	27	3	197	0	32	51	133	3	3	159	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	2	27	3	197	0	32	51	133	3	3	159	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.72	1.00	0.72	0.95	1.00	1.00	0.95	0.87	0.87
Lanes:	0.06	0.84	0.10	0.86	0.00	0.14	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	120	1557	180	1184	0	190	1805	1850	44	1805	1662	1662
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.00	0.17	0.03	0.07	0.07	0.00	0.10	0.11
Crit Moves:				****			****					****
Green/Cycle:	0.51	0.51	0.51	0.51	0.00	0.51	0.09	0.35	0.35	0.06	0.33	0.33
Volume/Cap:	0.03	0.03	0.03	0.33	0.00	0.33	0.33	0.20	0.20	0.03	0.29	0.33
Delay/Veh:	9.8	9.8	9.8	11.8	0.0	11.8	35.6	18.2	18.2	35.3	20.1	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	11.8	0.0	11.8	35.6	18.2	18.2	35.3	20.1	20.4
HCMZkAvg:	0	0	0	5	0	4	2	2	3	0	3	3

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0	0	0 1!	0	1	0	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	6	2	3	11	4	10	4	260	3	2	214	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	3	11	4	10	4	260	3	2	214	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2	3	11	4	10	4	260	3	2	214	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	6	2	3	12	4	11	4	274	3	2	225	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	2	3	12	4	11	4	274	3	2	225	20
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	403	533	275	526	525	123	245	xxxx	xxxxx	277	xxxx	xxxxx
Potent Cap.:	562	455	768	466	461	934	1333	xxxx	xxxxx	1298	xxxx	xxxxx
Move Cap.:	550	453	768	461	458	934	1333	xxxx	xxxxx	1298	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.03	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	572	xxxxx	xxxx	577	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.4	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.4			11.5			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100	Critical Vol./Cap. (X):		0.545
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):		12.1
Optimal Cycle:	0	Level Of Service:		B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	76	68	9	60	190	61	44	178	116	22	214	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	68	9	60	190	61	44	178	116	22	214	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Put:	76	68	9	60	190	61	44	178	116	22	214	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	72	9	63	200	64	46	187	122	23	225	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	72	9	63	200	64	46	187	122	23	225	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	72	9	63	200	64	46	187	123	23	225	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.44	0.06	0.19	0.61	0.20	1.00	1.21	0.79	1.00	1.73	0.27
Final Sat.:	268	239	32	116	367	118	503	666	456	492	928	145
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.54	0.54	0.54	0.09	0.28	0.26	0.05	0.24	0.24
Crit Moves:	****				****			****			****	
Delay/Veh:	11.5	11.5	11.5	14.8	14.8	14.8	10.2	11.2	10.4	9.9	10.9	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	14.8	14.8	14.8	10.2	11.2	10.4	9.9	10.9	10.7
LOS by Move:	B	B	B	B	B	B	B	B	B	A	B	B
ApproachDel:		11.5			14.8			10.8			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			14.8			10.8			10.8	
LOS by Appr:		B			B			B			B	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100	Critical Vol./Cap. (X):		0.202
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):		9.0
Optimal Cycle:	0	Level Of Service:		A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	21	37	18	21	58	19	11	242	19	5	205	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	37	18	21	58	19	11	242	19	5	205	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Put:	21	37	18	21	58	19	11	242	19	5	205	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	39	19	22	61	20	12	255	20	5	216	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	39	19	22	61	20	12	255	20	5	216	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	22	39	19	22	61	20	12	255	20	5	216	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.49	0.24	0.21	0.60	0.19	1.00	1.85	0.15	1.00	1.92	0.08
Final Sat.:	180	317	154	141	389	127	615	1261	100	608	1280	57
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.02	0.20	0.20	0.01	0.17	0.17
Crit Moves:			****	****				****			****	
Delay/Veh:	8.8	8.8	8.8	9.0	9.0	9.0	8.5	9.1	9.0	8.5	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.0	9.0	9.0	8.5	9.1	9.0	8.5	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			9.0			9.1			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			9.0			9.1			8.9	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec): 90 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	152	280	32	34	439	17	26	78	150	70	75	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	280	32	34	439	17	26	78	150	70	75	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	280	32	34	439	17	26	78	150	70	75	29
User Adj:	1.00	1.00	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:	160	295	34	36	462	18	27	82	158	74	79	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	295	34	36	462	18	27	82	158	74	79	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	160	295	34	36	462	18	27	82	158	74	79	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.68	0.86	0.86	0.53	0.91	0.91
Lanes:	1.00	1.79	0.21	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	1805	3191	365	1805	3455	134	1284	1626	1626	1003	2494	964
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.02	0.13	0.13	0.02	0.05	0.10	0.07	0.03	0.03
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.59	0.59	0.06	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.34	0.16	0.16	0.36	0.34	0.34	0.08	0.18	0.34	0.26	0.11	0.11
Delay/Veh:	27.6	8.2	8.2	43.1	19.4	19.4	23.7	24.4	25.9	25.4	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	8.2	8.2	43.1	19.4	19.4	23.7	24.4	25.9	25.4	23.9	23.9
HCMJkAvg:	4	2	2	1	5	5	1	2	4	3	1	1

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #6 West @ 8th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Xnclude		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0 1	0	0	1 0	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	96	19	28	234	0	1	0	4	39	3	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	19	28	234	0	1	0	4	39	3	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	19	28	234	0	1	0	4	39	3	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	101	20	29	246	0	1	0	4	41	3	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	101	20	29	246	0	1	0	4	41	3	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	101	20	29	246	0	1	0	4	41	3	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.83	0.17	0.11	0.89	0.00	0.20	0.00	0.80	0.59	0.05	0.36
Final Sat.:	0	690	137	90	751	0	151	0	602	428	33	263
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.15	0.15	0.33	0.33	xxxx	0.01	xxxx	0.01	0.10	0.10	0.10
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	7.9	7.9	9.2	9.2	0.0	7.4	0.0	7.4	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	7.9	9.2	9.2	0.0	7.4	0.0	7.4	8.1	8.1	8.1
LOS by Move:	*	A	A	A	A	*	A	*	A	A	A	A
ApproachDel:		7.9			9.2			7.4			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			9.2			7.4			8.1	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing AM Peak Hour Conditions

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

Intersection #7 West B Desert View

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0	0 1 0
Volume Module:												
Base Vol:	8	99	1	10	236	4	3	2	12	0	6	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	99	1	10	236	4	3	2	12	0	6	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	99	1	10	236	4	3	2	12	0	6	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	8	104	1	11	248	4	3	2	13	0	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	104	1	11	248	4	3	2	13	0	6	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	253	xxxx	xxxxx	105	xxxx	xxxxx	402	394	251	xxxx	398	108
Potent Cap.:	1324	xxxx	xxxxx	1499	xxxx	xxxxx	563	546	793	xxxx	545	955
Move Cap.:	1324	xxxx	xxxxx	1499	xxxx	xxxxx	546	539	793	xxxx	537	955
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.02	xxxx	0.01	0.01
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.7	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	698	xxxxx	xxxx	xxxx	740
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	10.0
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			10.3			10.0		
ApproachLOS:	*			*			B			A		

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

Scenario Report

Scenario:	EX PM
Command:	EX PM
Volume:	EX PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	EX PM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base v/ C	Future LOS	Future Del/ Veh	Future v/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	14.2	0.146	B	14.2	0.146	+ 0.000 D/V
# 2 Pierson @ Cholla	B	11.7	0.000	B	11.7	0.000	+ 0.000 D/V
# 3 Pierson @ West	B	10.4	0.356	B	10.4	0.356	+ 0.000 V/C
# 4 Pierson @ Cactus	A	8.8	0.177	A	8.8	0.177	+ 0.000 V/C
# 5 Pierson @ Palm	B	17.8	0.308	B	17.8	0.308	+ 0.000 D/V
# 6 West @ 8th	A	8.1	0.210	A	8.1	0.210	+ 0.000 V/C
# 7 West @ Desert View	B	10.7	0.000	B	10.7	0.000	+ 0.000 D/V

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec):	80	Critical Vol./Cap. (X):	0.146
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 1!	0	0	0 1!	0	1	0	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	3	0	1	45	0	8	5	175	1	1	163	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	45	0	8	5	175	1	1	163	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	45	0	8	5	175	1	1	163	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	3	0	1	47	0	8	5	184	1	1	172	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	47	0	8	5	184	1	1	172	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	0	1	47	0	8	5	184	1	1	172	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	0.79	1.00	0.79	0.95	1.00	1.00	0.95	0.93	0.93
Lanes:	0.75	0.00	0.25	0.85	0.00	0.15	1.00	0.99	0.01	1.00	1.71	0.29
Final Sat.:	1250	0	417	1262	0	238	1805	1887	11	1805	3013	518
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.10	0.10	0.00	0.06	0.06
Crit Moves:				****				****		****		
Green/Cycle:	0.24	0.00	0.24	0.24	0.00	0.24	0.34	0.63	0.63	0.06	0.34	0.34
Volume/Cap:	0.01	0.00	0.01	0.16	0.00	0.16	0.01	0.16	0.16	0.01	0.17	0.17
Delay/Veh:	23.4	0.0	23.4	24.4	0.0	24.4	17.3	6.3	6.3	35.2	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	0.0	23.4	24.4	0.0	24.4	17.3	6.3	6.3	35.2	18.3	18.3
HCM2kAvg:	0	0	0	1	0	1	0	2	1	0	2	2

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh):	0.7	Worst Case Level Of Service:	B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1	0	1	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	9	1	1	7	1	4	9	240	3	3	235	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	1	7	1	4	9	240	3	3	235	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	1	7	1	4	9	240	3	3	235	11
User Adj:	1.00	1.00	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:	9	1	1	7	1	4	9	253	3	3	247	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	1	1	7	1	4	9	253	3	3	247	12
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	404	538	254	534	534	129	259	xxxx	xxxxx	256	xxxx	xxxxx
Potent Cap.:	561	452	789	460	455	926	1317	xxxx	xxxxx	1321	xxxx	xxxxx
Move Cap.:	553	448	789	455	451	926	1317	xxxx	xxxxx	1321	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	0.02	0.00	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	557	xxxxx	xxxx	548	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.6	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.6			11.7			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100	Critical Vol./Cap. (X):	0.356
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	52	128	20	41	135	36	54	149	49	22	144	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	128	20	41	135	36	54	149	49	22	144	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	128	20	41	135	36	54	149	49	22	144	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	55	135	21	43	142	38	57	157	52	23	152	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	135	21	43	142	38	57	157	52	23	152	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	135	21	43	142	38	57	157	52	23	152	57
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.64	0.10	0.19	0.64	0.17	1.00	1.51	0.49	1.00	1.45	0.55
Final Sat.:	161	395	62	121	399	106	529	877	299	523	837	327
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.36	0.36	0.36	0.11	0.18	0.17	0.04	0.18	0.17
Crit Moves:		****			****			****			****	
Delay/Veh:	11.1	11.1	11.1	11.1	11.1	11.1	9.9	9.7	9.4	9.5	9.8	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.1	11.1	11.1	9.9	9.7	9.4	9.5	9.8	9.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		11.1			11.1			9.7			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.1			9.7			9.7	
LOS by Appr:		B			B			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100	Critical Vol./Cap. (X):	0.177
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	35	56	23	21	52	13	10	187	9	20	183	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	56	23	21	52	13	10	187	9	20	183	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	56	23	21	52	13	10	187	9	20	183	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	37	59	24	22	55	14	11	197	9	21	193	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	59	24	22	55	14	11	197	9	21	193	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	59	24	22	55	14	11	197	9	21	193	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.49	0.20	0.24	0.61	0.15	1.00	1.91	0.09	1.00	1.85	0.15
Final Sat.:	208	332	136	162	402	101	606	1270	62	608	1238	103
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.14	0.14	0.14	0.02	0.15	0.15	0.03	0.16	0.15
Crit Moves:	****				****			****			****	
Delay/Veh:	9.0	9.0	9.0	8.8	8.8	8.8	8.6	8.8	8.8	8.6	8.8	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	8.8	8.8	8.8	8.6	8.8	8.8	8.6	8.8	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.0			8.8			8.8			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.8			8.8			8.8	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec): 90 Critical Vol./Cap. (X): 0.308
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	126	524	97	33	354	27	32	74	128	79	70	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	524	97	33	354	27	32	74	128	79	70	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	524	97	33	354	27	32	74	128	79	70	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	552	102	35	373	28	34	78	135	83	74	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	552	102	35	373	28	34	78	135	83	74	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.:	133	552	102	35	373	28	34	78	135	83	74	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.65	0.86	0.86	0.55	0.89	0.89
Lanes:	1.00	1.69	0.31	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.17	0.83
Final Sat.:	1805	2976	551	1805	3317	253	1241	1634	1634	1047	1973	1409
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.02	0.11	0.11	0.03	0.05	0.08	0.08	0.04	0.04
Crit Moves:		****		****					****			
Green/Cycle:	0.26	0.60	0.60	0.06	0.40	0.40	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.28	0.31	0.31	0.31	0.28	0.28	0.10	0.18	0.31	0.30	0.14	0.14
Delay/Veh:	26.7	8.8	8.8	41.9	18.2	18.2	24.9	25.4	26.5	26.8	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	8.8	8.8	41.9	18.2	18.2	24.9	25.4	26.5	26.8	25.1	25.1
HCM2kAvg:	3	4	4	1	4	4	1	2	3	3	1	1

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #6 West @ 8th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.210
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	3	139	30	17	149	2	1	3	5	9	7	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	139	30	17	149	2	1	3	5	9	7	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	139	30	17	149	2	1	3	5	9	7	29
User Adj:	1.00	1.00	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:	3	146	32	18	157	2	1	3	5	9	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	146	32	18	157	2	1	3	5	9	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	146	32	18	157	2	1	3	5	9	7	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.81	0.17	0.10	0.89	0.01	0.11	0.33	0.56	0.20	0.16	0.64
Final Sat.:	15	699	151	85	746	10	85	254	423	156	121	502
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.21	0.21	0.21	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:			****		****		****			****		
Delay/Veh:	8.1	8.1	8.1	8.3	8.3	8.3	7.4	7.4	7.4	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	8.3	8.3	8.3	7.4	7.4	7.4	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			8.3			7.4			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.3			7.4			7.6	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing PM Peak Hour Conditions

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

Intersection #7 West @ Desert View

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	193	6	14	187	3	2	4	7	3	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	193	6	14	187	3	2	4	7	3	4	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	193	6	14	187	3	2	4	7	3	4	12
User Adj:	1.00	1.00	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:	4	203	6	15	197	3	2	4	7	3	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	203	6	15	197	3	2	4	7	3	4	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	200	xxxx	xxxxx	209	xxxx	xxxxx	451	446	198	448	444	206
Potent Cap.:	1384	xxxx	xxxxx	1373	xxxx	xxxxx	522	510	848	524	511	839
Move Cap.:	1384	xxxx	xxxxx	1373	xxxx	xxxxx	505	503	848	511	504	839
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.01	0.01	0.01	0.01	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	645	xxxxx	xxxx	676	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.7			10.5		
ApproachLOS:	*			*			B			B		

APPENDIX D

Existing Plus Project Conditions HCM Worksheets

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project AM Peak Hour Conditions

Scenario Report

Scenario:	EX+PROJ AM
Command:	EX+PROJ AM
Volume:	EX AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	EX+PROJ AM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project AM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	18.1	0.326	B	18.2	0.325	+ 0.143 D/V
# 2 Pierson @ Cholla	B	11.5	0.000	B	12.9	0.000	+ 1.377 D/V
# 3 Pierson @ West	B	12.1	0.545	B	13.5	0.607	+ 0.062 V/C
# 4 Pierson @ Cactus	A	9.0	0.202	A	9.3	0.220	+ 0.018 V/C
# 5 Pierson @ Palm	C	20.1	0.342	C	20.7	0.376	+ 0.611 D/V
# 6 West @ 8th	A	8.7	0.328	A	9.0	0.366	+ 0.038 V/C
# 7 West @ Desert View	B	10.3	0.000	B	10.5	0.000	+ 0.167 D/V

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project AM Peak Hour Conditions

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec): 80 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 1!	0	0	0 1!	0	1	0	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	2	26	3	187	0	30	48	126	3	3	151	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	26	3	187	0	30	48	126	3	3	151	169
Added Vol:	0	0	0	0	0	0	0	30	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	26	3	187	0	30	48	156	3	3	160	169
User Adj:	1.00	1.00	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:	2	27	3	197	0	32	51	164	3	3	168	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	27	3	197	0	32	51	164	3	3	168	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	2	27	3	197	0	32	51	164	3	3	168	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.72	1.00	0.72	0.95	1.00	1.00	0.95	0.88	0.88
Lanes:	0.06	0.84	0.10	0.86	0.00	0.14	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	120	1557	180	1184	0	190	1805	1859	36	1805	1666	1666
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.00	0.17	0.03	0.09	0.09	0.00	0.10	0.11
Crit Moves:				****			****					****
Green/Cycle:	0.51	0.51	0.51	0.51	0.00	0.51	0.09	0.35	0.35	0.06	0.33	0.33
Volume/Cap:	0.03	0.03	0.03	0.33	0.00	0.33	0.33	0.25	0.25	0.03	0.31	0.33
Delay/Veh:	9.8	9.8	9.8	11.7	0.0	11.7	35.6	18.6	18.6	35.3	20.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	11.7	0.0	11.7	35.6	18.6	18.6	35.3	20.2	20.4
HCM2kAvg:	0	0	0	5	0	4	2	3	3	0	3	3

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project AM Peak Hour Conditions

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

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	6	2	3		11	4	10		4	260	3		2	214	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	2	3		11	4	10		4	260	3		2	214	19	
Added Vol:	0	0	0		13	0	4		14	16	0		0	5	43	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	2	3		24	4	14		18	276	3		2	219	62	
User Adj:	1.00	1.00	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:	6	2	3		25	4	15		19	291	3		2	231	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	6	2	3		25	4	15		19	291	3		2	231	65	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	452	630	292		600	599	148		296	xxxx	xxxxx		294	xxxx	xxxxx	
Potent Cap.:	522	401	752		416	418	904		1277	xxxx	xxxxx		1279	xxxx	xxxxx	
Move Cap.:	503	395	752		407	411	904		1277	xxxx	xxxxx		1279	xxxx	xxxxx	
Volume/Cap:	0.01	0.01	0.00		0.06	0.01	0.02		0.01	xxxx	xxxx		0.00	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		7.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx		524	xxxxx	xxxx		499	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx		0.1	xxxxx	xxxxx		0.3	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx		12.0	xxxxx	xxxxx		12.9	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		B	*	*		B	*	*	*	*		*	*	*	
ApproachDel:			12.0				12.9			xxxxxx				xxxxxx		
ApproachLOS:			B				B			*				*		

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project AM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100		Critical Vol./Cap. (X):		0.607	
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):		13.5	
Optimal Cycle:	0		Level Of Service:		B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	76	68	9	60	190	61	44	178	116	22	214	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	68	9	60	190	61	44	178	116	22	214	33
Added Vol:	30	0	0	0	0	16	5	18	9	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	68	9	60	190	77	49	196	125	22	274	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	72	9	63	200	81	52	206	132	23	288	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	72	9	63	200	81	52	206	132	23	288	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	72	9	63	200	81	52	206	132	23	288	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.37	0.05	0.18	0.58	0.24	1.00	1.22	0.78	1.00	1.79	0.21
Final Sat.:	293	188	25	104	330	134	477	634	432	472	912	111
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.61	0.61	0.61	0.11	0.33	0.30	0.05	0.32	0.31
Crit Moves:		****			****			****			****	
Delay/Veh:	13.1	13.1	13.1	17.2	17.2	17.2	10.7	12.2	11.3	10.3	12.2	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	17.2	17.2	17.2	10.7	12.2	11.3	10.3	12.2	12.0
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:		13.1			17.2			11.7			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			17.2			11.7			12.1	
LOS by Appr:		B			C			B			B	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project AM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100		Critical Vol./Cap. (X):		0.220	
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):		9.3	
Optimal Cycle:	0		Level Of Service:		A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	21	37	18	21	58	19	11	242	19	5	205	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	37	18	21	58	19	11	242	19	5	205	9
Added Vol:	0	0	0	0	0	0	0	18	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	37	18	21	58	19	11	260	19	5	265	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	39	19	22	61	20	12	274	20	5	279	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	39	19	22	61	20	12	274	20	5	279	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	22	39	19	22	61	20	12	274	20	5	279	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.49	0.24	0.21	0.60	0.19	1.00	1.86	0.14	1.00	1.93	0.07
Final Sat.:	173	305	148	136	374	123	606	1246	92	605	1285	44
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.16	0.16	0.16	0.02	0.22	0.22	0.01	0.22	0.22
Crit Moves:	****			****				****			****	
Delay/Veh:	9.0	9.0	9.0	9.2	9.2	9.2	8.6	9.4	9.3	8.5	9.4	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	9.2	9.2	9.2	8.6	9.4	9.3	8.5	9.4	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.0			9.2			9.3			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			9.2			9.3			9.4	
LOS by Appr:		A			A			A			A	

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

Intersection #5 Pierson @ Palm

Cycle (sec): 90 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	152	280	32		34	439	17		26	78	150		70	75	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	152	280	32		34	439	17		26	78	150		70	75	29	
Added Vol:	30	0	0		0	0	23		7	2	9		0	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	182	280	32		34	439	40		33	80	159		70	83	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	192	295	34		36	462	42		35	84	167		74	87	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	192	295	34		36	462	42		35	84	167		74	87	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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.:	192	295	34		36	462	42		35	84	167		74	87	31	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.94	0.94		0.66	0.86	0.86		0.51	0.91	0.91	
Lanes:	1.00	1.79	0.21		1.00	1.83	0.17		1.00	1.00	1.00		1.00	1.48	0.52	
Final Sat.:	1805	3191	365		1805	3266	298		1262	1625	1625		975	2571	898	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.09	0.09		0.02	0.14	0.14		0.03	0.05	0.10		0.08	0.03	0.03	
Crit Moves:	****					****					****					
Green/Cycle:	0.28	0.60	0.60		0.06	0.38	0.38		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.38	0.15	0.15		0.36	0.38	0.38		0.10	0.19	0.38		0.28	0.12	0.12	
Delay/Veh:	26.4	7.8	7.8		43.1	20.5	20.5		24.5	25.1	26.8		26.2	24.6	24.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.4	7.8	7.8		43.1	20.5	20.5		24.5	25.1	26.8		26.2	24.6	24.6	
HCM2kAvg:	5	2	2		1	5	5		1	2	4		3	1	1	

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

Intersection #6 West @ 8th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	1	0	0	1 0	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	96	19		28	234	0		1	0	4		39	3	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	96	19		28	234	0		1	0	4		39	3	24	
Added Vol:	0	9	0		0	30	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	105	19		28	264	0		1	0	4		39	3	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	111	20		29	278	0		1	0	4		41	3	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	111	20		29	278	0		1	0	4		41	3	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	111	20		29	278	0		1	0	4		41	3	25	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.85	0.15		0.10	0.90	0.00		0.20	0.00	0.80		0.59	0.05	0.36	
Final Sat.:	0	694	126		80	758	0		147	0	586		418	32	257	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.16	0.16		0.37	0.37	xxxx		0.01	xxxx	0.01		0.10	0.10	0.10	
Crit Moves:		****				****			****				****			
Delay/Veh:	0.0	8.1	8.1		9.6	9.6	0.0		7.5	0.0	7.5		8.2	8.2	8.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.1	8.1		9.6	9.6	0.0		7.5	0.0	7.5		8.2	8.2	8.2	
LOS by Move:	*	A	A		A	A	*		A	*	A		A	A	A	
ApproachDel:		8.1				9.6				7.5				8.2		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		8.1				9.6				7.5				8.2		
LOS by Appr:		A				A				A				A		

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

Intersection #7 West @ Desert View

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 1	0	0	0 0 0 1	0	
Volume Module:												
Base Vol:	8	99	1	10	236	4	3	2	12	0	6	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	99	1	10	236	4	3	2	12	0	6	10
Added Vol:	0	30	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	129	1	10	245	4	3	2	12	0	6	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	8	136	1	11	258	4	3	2	13	0	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	136	1	11	258	4	3	2	13	0	6	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	262	xxxx	xxxxx	137	xxxx	xxxxx	443	435	260	xxxx	436	136
Potent Cap.:	1314	xxxx	xxxxx	1460	xxxx	xxxxx	529	518	784	xxxx	517	918
Move Cap.:	1314	xxxx	xxxxx	1460	xxxx	xxxxx	512	511	784	xxxx	510	918
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.02	xxxx	0.01	0.01
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.8	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	678	xxxxx	xxxx	xxxx	706
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	10.2
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			10.5			10.2		
ApproachLOS:	*			*			B			B		

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Traffic Impact Analysis
Existing Plus Project PM Peak Hour Conditions

Scenario Report

Scenario:	EX+PROJ PM
Command:	EX+PROJ PM
Volume:	EX PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	EX+PROJ PM

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Traffic Impact Analysis
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	14.2	0.146	A	8.5	0.155	-5.752 D/V
# 2 Pierson @ Cholla	B	11.7	0.000	B	13.7	0.000	+ 1.989 D/V
# 3 Pierson @ West	B	10.4	0.356	B	11.3	0.397	+ 0.041 V/C
# 4 Pierson @ Cactus	A	8.8	0.177	A	9.2	0.208	+ 0.030 V/C
# 5 Pierson @ Palm	B	17.8	0.308	B	18.7	0.330	+ 0.927 D/V
# 6 West @ 8th	A	8.1	0.210	A	8.4	0.250	+ 0.040 V/C
# 7 West @ Desert View	B	10.7	0.000	B	11.0	0.000	+ 0.344 D/V

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec): 80 Critical Vol./Cap. (X): 0.155
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	3	0	1		45	0	8		5	175	1		1	163	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	0	1		45	0	8		5	175	1		1	163	28	
Added Vol:	0	0	0		0	0	0		0	14	0		0	32	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	0	1		45	0	8		5	189	1		1	195	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	3	0	1		47	0	8		5	199	1		1	205	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	0	1		47	0	8		5	199	1		1	205	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	0	1		47	0	8		5	199	1		1	205	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.87	1.00	0.87		0.79	1.00	0.79		0.95	1.00	1.00		0.95	0.93	0.93	
Lanes:	0.75	0.00	0.25		0.85	0.00	0.15		1.00	0.99	0.01		1.00	1.75	0.25	
Final Sat.:	1246	0	415		1279	0	227		1805	1888	10		1805	3097	445	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.04		0.00	0.11	0.11		0.00	0.07	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.22	0.00	0.22		0.22	0.00	0.22		0.06	0.64	0.64		0.06	0.64	0.64	
Volume/Cap:	0.01	0.00	0.01		0.17	0.00	0.17		0.05	0.17	0.17		0.01	0.10	0.10	
Delay/Veh:	24.1	0.0	24.1		25.2	0.0	25.2		35.4	5.9	5.9		35.2	5.6	5.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.1	0.0	24.1		25.2	0.0	25.2		35.4	5.9	5.9		35.2	5.6	5.6	
HCM2kAvg:	0	0	0		1	0	1		0	2	1		0	1	1	

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[13.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	9	1	1		7	1	4		9	240	3		3	235	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	1	1		7	1	4		9	240	3		3	235	11	
Added Vol:	0	0	0		45	0	15		7	7	0		0	17	20	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	1	1		52	1	19		16	247	3		3	252	31	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	9	1	1		55	1	20		17	260	3		3	265	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	9	1	1		55	1	20		17	260	3		3	265	33	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	435	599	262		584	585	149		298	xxxx	xxxxx		263	xxxx	xxxxx	
Potent Cap.:	535	418	782		426	426	903		1275	xxxx	xxxxx		1313	xxxx	xxxxx	
Move Cap.:	516	411	782		419	419	903		1275	xxxx	xxxxx		1313	xxxx	xxxxx	
Volume/Cap:	0.02	0.00	0.00		0.13	0.00	0.02		0.01	xxxx	xxxx		0.00	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		7.7	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	520	xxxxx	xxxx	489	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx
Shrd StpDel:	xxxxx	12.1	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.1				13.7				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project PM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100	Critical Vol./Cap. (X):	0.397
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	52	128	20	41	135	36	54	149	49	22	144	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	128	20	41	135	36	54	149	49	22	144	54
Added Vol:	14	0	0	0	0	7	17	64	32	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	128	20	41	135	43	71	213	81	22	172	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	135	21	43	142	45	75	224	85	23	181	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	135	21	43	142	45	75	224	85	23	181	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	135	21	43	142	45	75	224	85	23	181	57
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.60	0.09	0.19	0.62	0.19	1.00	1.45	0.55	1.00	1.52	0.48
Final Sat.:	177	342	53	109	358	114	516	822	326	497	829	269
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.40	0.40	0.40	0.14	0.27	0.26	0.05	0.22	0.21
Crit Moves:		****			****			****			****	
Delay/Veh:	12.4	12.4	12.4	12.3	12.3	12.3	10.5	10.9	10.4	9.9	10.5	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.4	12.3	12.3	12.3	10.5	10.9	10.4	9.9	10.5	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	A	B	B
ApproachDel:		12.4			12.3			10.7			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			12.3			10.7			10.4	
LOS by Appr:		B			B			B			B	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project PM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100	Critical Vol./Cap. (X):	0.208
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	35	56	23	21	52	13	10	187	9	20	183	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	56	23	21	52	13	10	187	9	20	183	15
Added Vol:	0	0	0	0	0	0	0	64	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	56	23	21	52	13	10	251	9	20	211	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	37	59	24	22	55	14	11	264	9	21	222	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	59	24	22	55	14	11	264	9	21	222	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	59	24	22	55	14	11	264	9	21	222	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.49	0.20	0.24	0.61	0.15	1.00	1.93	0.07	1.00	1.87	0.13
Final Sat.:	198	317	130	155	383	96	601	1272	46	597	1227	88
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.14	0.14	0.14	0.02	0.21	0.21	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.3	9.3	9.1	9.1	9.1	8.6	9.3	9.3	8.8	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.1	9.1	9.1	8.6	9.3	9.3	8.8	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.3			9.1			9.3			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.1			9.3			9.1	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project PM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec):	90			Critical Vol./Cap. (X):			0.330					
Loss Time (sec):	6 (Y+R = 4 sec)			Average Delay (sec/veh):			18.7					
Optimal Cycle:	60			Level Of Service:			B					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	126	524	97	33	354	27	32	74	128	79	70	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	524	97	33	354	27	32	74	128	79	70	50
Added Vol:	14	0	0	0	0	11	24	8	32	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	524	97	33	354	38	56	82	160	79	74	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	552	102	35	373	40	59	86	168	83	78	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	552	102	35	373	40	59	86	168	83	78	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.:	147	552	102	35	373	40	59	86	168	83	78	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.65	0.86	0.86	0.53	0.89	0.89
Lanes:	1.00	1.69	0.31	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.19	0.81
Final Sat.:	1805	2976	551	1805	3211	345	1241	1626	1626	999	2025	1368
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.02	0.12	0.12	0.05	0.05	0.10	0.08	0.04	0.04
Crit Moves:		****		****					****			
Green/Cycle:	0.26	0.56	0.56	0.06	0.36	0.36	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.32	0.33	0.33	0.33	0.32	0.32	0.15	0.17	0.33	0.27	0.12	0.12
Delay/Veh:	27.5	10.7	10.7	42.5	20.8	20.8	22.4	22.4	23.9	23.6	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	10.7	10.7	42.5	20.8	20.8	22.4	22.4	23.9	23.6	22.1	22.1
HCM2kAvg:	4	5	5	1	4	4	2	2	4	3	1	1

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project PM Peak Hour Conditions

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

Intersection #6 West @ 8th

Cycle (sec):	100			Critical Vol./Cap. (X):			0.250					
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			8.4					
Optimal Cycle:	0			Level Of Service:			A					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	3	139	30	17	149	2	1	3	5	9	7	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	139	30	17	149	2	1	3	5	9	7	29
Added Vol:	0	32	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	171	30	17	163	2	1	3	5	9	7	29
User Adj:	1.00	1.00	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:	3	180	32	18	172	2	1	3	5	9	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	180	32	18	172	2	1	3	5	9	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	180	32	18	172	2	1	3	5	9	7	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.84	0.15	0.09	0.90	0.01	0.11	0.33	0.56	0.20	0.16	0.64
Final Sat.:	13	719	126	78	748	9	82	246	410	151	118	488
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.23	0.23	0.23	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:		****			****		****			****		
Delay/Veh:	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.5	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.5	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			8.5			7.5			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.5			7.5			7.7	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Existing Plus Project PM Peak Hour Conditions

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

Intersection #7 West @ Desert View

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	193	6	14	187	3	2	4	7	3	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	193	6	14	187	3	2	4	7	3	4	12
Added Vol:	0	14	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	207	6	14	219	3	2	4	7	3	4	12
User Adj:	1.00	1.00	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:	4	218	6	15	231	3	2	4	7	3	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	218	6	15	231	3	2	4	7	3	4	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	234	xxxx	xxxxx	224	xxxx	xxxxx	499	494	232	497	493	221
Potent Cap.:	1346	xxxx	xxxxx	1356	xxxx	xxxxx	485	479	812	487	480	824
Move Cap.:	1346	xxxx	xxxxx	1356	xxxx	xxxxx	469	472	812	474	473	824
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.01	0.01	0.01	0.01	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.7	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	609	xxxxx	xxxx	647	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.0			10.7		
ApproachLOS:	*			*			B			B		

APPENDIX E

Near-Term Conditions HCM Worksheets

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

Scenario Report

Scenario:	NT without AM
Command:	NT without AM
Volume:	NT AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NT without AM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	19.7	0.367	C	20.2	0.488	+ 0.474 D/V
# 2 Pierson @ Cholla	B	11.9	0.000	C	18.3	0.000	+ 6.348 D/V
# 3 Pierson @ West	B	13.7	0.637	C	21.6	0.744	+ 0.106 V/C
# 4 Pierson @ Cactus	A	9.3	0.231	B	11.6	0.461	+ 0.230 V/C
# 5 Pierson @ Palm	C	20.4	0.383	C	24.3	0.637	+ 3.923 D/V
# 6 West @ 8th	A	9.1	0.371	A	9.1	0.371	+ 0.000 V/C
# 7 West @ Desert View	B	10.6	0.000	B	11.3	0.000	+ 0.718 D/V

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec): 80 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	2	26	3	187	0	30	48	126	3	3	151	169
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	29	3	209	0	34	54	141	3	3	169	189
Added Vol:	0	0	0	0	0	0	0	343	0	0	114	0
PasserByVol:	0	0	0	32	0	32	64	-32	0	0	0	0
Initial Fut:	2	29	3	241	0	66	118	452	3	3	283	189
User Adj:	1.00	1.00	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:	2	31	4	254	0	69	124	476	4	4	298	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	31	4	254	0	69	124	476	4	4	298	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.:	2	31	4	254	0	69	124	476	4	4	298	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.72	1.00	0.72	0.95	0.95	0.95	0.95	0.89	0.89
Lanes:	0.06	0.84	0.10	0.79	0.00	0.21	1.00	1.99	0.01	1.00	1.20	0.80
Final Sat.:	119	1552	179	1076	0	292	1805	3580	27	1805	2034	1360
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.24	0.00	0.24	0.07	0.13	0.13	0.00	0.15	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.00	0.48	0.14	0.38	0.38	0.06	0.30	0.30
Volume/Cap:	0.04	0.04	0.04	0.49	0.00	0.49	0.49	0.35	0.35	0.03	0.49	0.49
Delay/Veh:	10.9	10.9	10.9	14.5	0.0	14.5	33.2	18.0	18.0	35.3	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	14.5	0.0	14.5	33.2	18.0	18.0	35.3	23.3	23.3
HCM2kAvg:	1	0	0	7	0	8	4	4	6	0	5	5

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

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

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[18.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	6	2	3	11	4	10	4	260	3	2	214	19
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	7	2	3	12	4	11	4	291	3	2	240	21
Added Vol:	0	0	0	0	0	0	0	343	0	0	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	3	12	4	11	4	634	3	2	354	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	2	4	13	5	12	5	668	4	2	372	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	2	4	13	5	12	5	668	4	2	372	22
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	872	1078	336	733	1069	197	395	xxxx	xxxxx	671	xxxx	xxxxx
Potent Cap.:	248	220	666	313	223	817	1175	xxxx	xxxxx	929	xxxx	xxxxx
Move Cap.:	239	219	666	307	222	817	1175	xxxx	xxxxx	929	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.01	0.04	0.02	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	284	xxxxx	xxxx	378	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	18.3	xxxxx	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		18.3			15.3			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100			Critical Vol./Cap. (X):			0.744					
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			21.6					
Optimal Cycle:	0			Level Of Service:			C					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	76	68	9	60	190	61	44	178	116	22	214	33
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	85	76	10	67	213	68	49	199	130	25	240	37
Added Vol:	24	0	0	0	0	0	0	272	72	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	76	10	67	213	68	49	471	202	25	330	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	115	80	11	71	224	72	52	496	213	26	347	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	80	11	71	224	72	52	496	213	26	347	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	80	11	71	224	72	52	496	213	26	347	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.39	0.05	0.19	0.61	0.20	1.00	1.40	0.60	1.00	1.80	0.20
Final Sat.:	243	169	22	95	301	97	453	593	310	420	811	92
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.74	0.74	0.74	0.11	0.72	0.69	0.06	0.43	0.42
Crit Moves:		****		****				****			****	
Delay/Veh:	16.9	16.9	16.9	26.6	26.6	26.6	11.5	25.6	22.9	11.5	15.7	15.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.9	16.9	26.6	26.6	26.6	11.5	25.6	22.9	11.5	15.7	15.5
LOS by Move:	C	C	C	D	D	D	B	D	C	B	C	C
ApproachDel:		16.9			26.6			23.9			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.9			26.6			23.9			15.4	
LOS by Appr:		C			D			C			C	

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Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100			Critical Vol./Cap. (X):			0.461					
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			11.6					
Optimal Cycle:	0			Level Of Service:			B					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	21	37	18	21	58	19	11	242	19	5	205	9
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	24	41	20	24	65	21	12	271	21	6	230	10
Added Vol:	0	0	0	0	0	0	0	272	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	41	20	24	65	21	12	543	21	6	320	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	25	44	21	25	68	22	13	572	22	6	336	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	44	21	25	68	22	13	572	22	6	336	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	44	21	25	68	22	13	572	22	6	336	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.49	0.24	0.21	0.60	0.19	1.00	1.92	0.08	1.00	1.94	0.06
Final Sat.:	152	267	130	119	330	108	586	1239	49	553	1171	37
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.21	0.21	0.21	0.02	0.46	0.46	0.01	0.29	0.29
Crit Moves:	****				****			****			****	
Delay/Veh:	10.1	10.1	10.1	10.4	10.4	10.4	8.9	12.7	12.6	9.1	10.7	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	10.4	10.4	10.4	8.9	12.7	12.6	9.1	10.7	10.6
LOS by Move:	B	B	B	B	B	B	A	B	B	A	B	B
ApproachDel:		10.1			10.4			12.6			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.4			12.6			10.7	
LOS by Appr:		B			B			B			B	

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Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec):	90	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	152	280	32	34	439	17	26	78	150	70	75	29
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	170	314	36	38	492	19	29	87	168	78	84	32
Added Vol:	90	0	0	0	0	0	0	0	272	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	314	36	38	492	19	29	87	440	78	84	32
User Adj:	1.00	1.00	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:	274	330	38	40	518	20	31	92	463	83	88	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	330	38	40	518	20	31	92	463	83	88	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	274	330	38	40	518	20	31	92	463	83	88	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.67	0.83	0.83	0.36	0.91	0.91
Lanes:	1.00	1.79	0.21	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	1805	3191	365	1805	3455	134	1273	1579	1579	688	2494	964
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.10	0.02	0.15	0.15	0.02	0.06	0.29	0.12	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.24	0.42	0.42	0.06	0.24	0.24	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.64	0.25	0.25	0.40	0.64	0.64	0.05	0.13	0.64	0.26	0.08	0.08
Delay/Veh:	34.0	17.1	17.1	43.7	32.6	32.6	13.5	13.9	20.1	15.3	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	17.1	17.1	43.7	32.6	32.6	13.5	13.9	20.1	15.3	13.6	13.6
HCM2kAvg:	8	3	3	2	8	8	1	1	11	4	1	1

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

Intersection #6 West @ 8th

Cycle (sec):	100	Critical Vol./Cap. (X):	0.371
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	1 0	0	0	1 0	0	0	0	1 0	0	0	0	1 0	0	0
Volume Module:																
Base Vol:	0	96	19	28	234	0	1	0	4	39	3	24				
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12				
Initial Bse:	0	108	21	31	262	0	1	0	4	44	3	27				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	108	21	31	262	0	1	0	4	44	3	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	113	22	33	276	0	1	0	5	46	4	28				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	113	22	33	276	0	1	0	5	46	4	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	113	22	33	276	0	1	0	5	46	4	28				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.83	0.17	0.11	0.89	0.00	0.20	0.01	0.79	0.59	0.05	0.36				
Final Sat.:	0	680	135	89	744	0	145	0	581	426	32	256				
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.17	0.17	0.37	0.37	xxxx	0.01	0.00	0.01	0.11	0.11	0.11				
Crit Moves:		****			****		****					****				
Delay/Veh:	0.0	8.1	8.1	9.7	9.7	0.0	7.5	7.5	7.5	8.3	8.3	8.3				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	8.1	8.1	9.7	9.7	0.0	7.5	7.5	7.5	8.3	8.3	8.3				
LOS by Move:	*	A	A	A	A	*	A	A	A	A	A	A				
ApproachDel:		8.1			9.7			7.5			8.3					
Delay Adj:		1.00			1.00			1.00			1.00					
ApprAdjDel:		8.1			9.7			7.5			8.3					
LOS by Appr:		A			A			A			A					

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project AM Peak Hour Conditions

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

****

Intersection #7 West @ Desert View

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	8	99	1	10	236	4	3	2	12	0	6	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	9	111	1	11	264	4	3	2	13	0	7	11
Added Vol:	0	24	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	135	1	11	336	4	3	2	13	0	7	11
User Adj:	1.00	1.00	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:	9	142	1	12	354	5	4	2	14	0	7	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	142	1	12	354	5	4	2	14	0	7	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	359	xxxx	xxxxx	143	xxxx	xxxxx	551	542	356	xxxx	544	143
Potent Cap.:	1211	xxxx	xxxxx	1452	xxxx	xxxxx	448	450	692	xxxx	449	910
Move Cap.:	1211	xxxx	xxxxx	1452	xxxx	xxxxx	432	443	692	xxxx	442	910
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.02	xxxx	0.02	0.01
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.0	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	590	xxxxx	xxxx	xxxx	652
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	10.7
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			11.3			10.7		
ApproachLOS:	*			*			B			B		

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

Scenario Report

Scenario:	NT without PM
Command:	NT without PM
Volume:	NT PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NT without PM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	15.9	0.117	A	7.1	0.254	-8.771 D/V
# 2 Pierson @ Cholla	B	12.4	0.000	C	20.9	0.000	+ 8.482 D/V
# 3 Pierson @ West	B	11.2	0.416	C	19.1	0.684	+ 0.268 V/C
# 4 Pierson @ Cactus	A	9.2	0.205	B	12.0	0.452	+ 0.247 V/C
# 5 Pierson @ Palm	B	18.1	0.346	C	22.8	0.644	+ 4.753 D/V
# 6 West @ 8th	A	8.3	0.238	A	8.3	0.238	+ 0.000 V/C
# 7 West @ Desert View	B	11.1	0.000	B	12.0	0.000	+ 0.954 D/V

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec): 80 Critical Vol./Cap. (X): 0.254
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	3	0	1		45	0	8		5	175	1		1	163	28	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	3	0	1		50	0	9		6	196	1		1	183	31	
Added Vol:	0	0	0		0	0	0		0	228	0		0	388	0	
PasserByVol:	0	0	0		0	0	13		7	0	0		0	-6	6	
Initial Fut:	3	0	1		50	0	22		13	424	1		1	565	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	4	0	1		53	0	23		13	446	1		1	594	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	0	1		53	0	23		13	446	1		1	594	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	0	1		53	0	23		13	446	1		1	594	39	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	1.00	0.86		0.79	1.00	0.79		0.95	0.95	0.95		0.95	0.94	0.94	
Lanes:	0.75	0.00	0.25		0.70	0.00	0.30		1.00	1.99	0.01		1.00	1.88	0.12	
Final Sat.:	1224	0	408		1046	0	456		1805	3600	10		1805	3355	222	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.05		0.01	0.12	0.12		0.00	0.18	0.18	
Crit Moves:					****				****					****		
Green/Cycle:	0.19	0.00	0.19		0.19	0.00	0.19		0.06	0.67	0.67		0.06	0.67	0.67	
Volume/Cap:	0.02	0.00	0.02		0.26	0.00	0.26		0.12	0.18	0.18		0.01	0.26	0.26	
Delay/Veh:	26.2	0.0	26.2		28.0	0.0	28.0		35.9	5.0	5.0		35.2	5.3	5.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.2	0.0	26.2		28.0	0.0	28.0		35.9	5.0	5.0		35.2	5.3	5.3	
HCM2kAvg:	0	0	0		2	0	2		0	2	1		0	3	3	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[20.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	9	1	1		7	1	4		9	240	3		3	235	11	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	10	1	1		8	1	4		10	269	3		3	263	12	
Added Vol:	0	0	0		0	0	0		0	228	0		0	388	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	1	1		8	1	4		10	497	3		3	651	12	
User Adj:	1.00	1.00	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:	11	1	1		8	1	5		11	523	4		4	685	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	11	1	1		8	1	5		11	523	4		4	685	13	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	896	1251	263		982	1247	349		698	xxxx	xxxxx		526	xxxx	xxxxx	
Potent Cap.:	238	174	741		206	175	653		907	xxxx	xxxxx		1051	xxxx	xxxxx	
Move Cap.:	232	171	741		203	172	653		907	xxxx	xxxxx		1051	xxxx	xxxxx	
Volume/Cap:	0.05	0.01	0.00		0.04	0.01	0.01		0.01	xxxx	xxxx		0.00	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.0	xxxx	xxxxx		8.4	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	240	xxxxx	xxxx	xxxx	258	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	20.9	xxxxx	xxxxx	19.8	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.9				19.8				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100	Critical Vol./Cap. (X):	0.684
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	52	128	20	41	135	36	54	149	49	22	144	54
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	58	143	22	46	151	40	60	167	55	25	161	60
Added Vol:	81	0	0	0	0	0	0	180	48	0	307	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	143	22	46	151	40	60	347	103	25	468	60
User Adj:	1.00	1.00	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:	147	151	24	48	159	42	64	365	108	26	493	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	151	24	48	159	42	64	365	108	26	493	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	151	24	48	159	42	64	365	108	26	493	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.47	0.07	0.19	0.64	0.17	1.00	1.54	0.46	1.00	1.77	0.23
Final Sat.:	214	221	34	87	287	77	433	723	220	439	839	110
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.55	0.55	0.55	0.15	0.51	0.49	0.06	0.59	0.58
Crit Moves:	****				****			****			****	
Delay/Veh:	23.6	23.6	23.6	18.5	18.5	18.5	12.1	17.2	16.4	11.2	19.7	19.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.6	18.5	18.5	18.5	12.1	17.2	16.4	11.2	19.7	19.3
LOS by Move:	C	C	C	C	C	C	B	C	C	B	C	C
ApproachDel:		23.6			18.5			16.4			19.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.6			18.5			16.4			19.3	
LOS by Appr:		C			C			C			C	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100	Critical Vol./Cap. (X):	0.452
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	35	56	23	21	52	13	10	187	9	20	183	15
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	63	26	24	58	15	11	209	10	22	205	17
Added Vol:	0	0	0	0	0	0	0	180	0	0	307	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	63	26	24	58	15	11	389	10	22	512	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	41	66	27	25	61	15	12	410	11	24	539	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	66	27	25	61	15	12	410	11	24	539	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	66	27	25	61	15	12	410	11	24	539	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.49	0.20	0.24	0.61	0.15	1.00	1.95	0.05	1.00	1.94	0.06
Final Sat.:	166	266	109	129	319	80	543	1155	30	562	1191	39
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.19	0.19	0.19	0.02	0.36	0.35	0.04	0.45	0.45
Crit Moves:	****				****			****			****	
Delay/Veh:	11.0	11.0	11.0	10.6	10.6	10.6	9.3	11.7	11.6	9.2	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	10.6	10.6	10.6	9.3	11.7	11.6	9.2	12.9	12.9
LOS by Move:	B	B	B	B	B	B	A	B	B	A	B	B
ApproachDel:		11.0			10.6			11.6			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			10.6			11.6			12.8	
LOS by Appr:		B			B			B			B	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec):	90			Critical Vol./Cap. (X):			0.644					
Loss Time (sec):	6 (Y+R = 4 sec)			Average Delay (sec/veh):			22.8					
Optimal Cycle:	60			Level Of Service:			C					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	126	524	97	33	354	27	32	74	128	79	70	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	141	587	109	37	396	30	36	83	143	88	78	56
Added Vol:	307	0	0	0	0	0	0	0	180	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	587	109	37	396	30	36	83	323	88	78	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	472	618	114	39	417	32	38	87	340	93	83	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	618	114	39	417	32	38	87	340	93	83	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	618	114	39	417	32	38	87	340	93	83	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.64	0.84	0.84	0.39	0.89	0.89
Lanes:	1.00	1.69	0.31	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.17	0.83
Final Sat.:	1805	2976	551	1805	3317	253	1224	1590	1590	739	1973	1409
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.21	0.02	0.13	0.13	0.03	0.05	0.21	0.13	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.41	0.55	0.55	0.06	0.20	0.20	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.64	0.38	0.38	0.39	0.64	0.64	0.09	0.17	0.64	0.38	0.13	0.13
Delay/Veh:	23.5	11.9	11.9	43.5	35.4	35.4	20.8	21.3	27.7	23.9	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	11.9	11.9	43.5	35.4	35.4	20.8	21.3	27.7	23.9	21.0	21.0
HCM2kAvg:	12	6	6	2	7	7	1	2	9	5	1	1

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #6 West @ 8th

Cycle (sec):	100			Critical Vol./Cap. (X):			0.238					
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			8.3					
Optimal Cycle:	0			Level Of Service:			A					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	3	139	30	17	149	2	1	3	5	9	7	29
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	156	34	19	167	2	1	3	6	10	8	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	156	34	19	167	2	1	3	6	10	8	32
User Adj:	1.00	1.00	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:	4	164	35	20	176	2	1	4	6	11	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	164	35	20	176	2	1	4	6	11	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	164	35	20	176	2	1	4	6	11	8	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.81	0.17	0.10	0.89	0.01	0.11	0.33	0.56	0.20	0.16	0.64
Final Sat.:	15	691	149	84	738	10	82	246	410	152	118	489
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.01	0.01	0.07	0.07	0.07
Crit Moves:			****	****					****	****		
Delay/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	7.5	7.5	7.5	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	7.5	7.5	7.5	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.5			7.5			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.5			7.5			7.7	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term Without Project PM Peak Hour Conditions

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

Intersection #7 West @ Desert View

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	193	6	14	187	3	2	4	7	3	4	12
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	216	7	16	209	3	2	4	8	3	4	13
Added Vol:	0	81	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	297	7	16	257	3	2	4	8	3	4	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	313	7	17	271	4	2	5	8	4	5	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	313	7	17	271	4	2	5	8	4	5	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	275	xxxx	xxxxx	320	xxxx	xxxxx	641	635	273	638	633	316
Potent Cap.:	1300	xxxx	xxxxx	1251	xxxx	xxxxx	390	399	771	392	400	729
Move Cap.:	1300	xxxx	xxxxx	1251	xxxx	xxxxx	374	392	771	379	393	729
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.01	0.01	0.01	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	528	xxxxx	xxxx	550	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.0			11.8		
ApproachLOS:	*			*			B			B		

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

Scenario Report

Scenario:	NT with AM
Command:	NT with AM
Volume:	NT AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NT with AM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	19.7	0.367	C	20.1	0.491	+ 0.447 D/V
# 2 Pierson @ Cholla	B	11.9	0.000	C	19.8	0.000	+ 7.834 D/V
# 3 Pierson @ West	B	13.7	0.637	D	26.8	0.814	+ 0.177 V/C
# 4 Pierson @ Cactus	A	9.3	0.231	B	12.1	0.484	+ 0.253 V/C
# 5 Pierson @ Palm	C	20.4	0.383	C	25.0	0.671	+ 4.680 D/V
# 6 West @ 8th	A	9.1	0.371	A	9.4	0.410	+ 0.039 V/C
# 7 West @ Desert View	B	10.6	0.000	B	11.5	0.000	+ 0.928 D/V

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec):	80			Critical Vol./Cap. (X):			0.491						
Loss Time (sec):	6 (Y+R = 4 sec)			Average Delay (sec/veh):			20.1						
Optimal Cycle:	60			Level Of Service:			C						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	26	3	187	0	30	48	126	3	3	151	169
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	29	3	209	0	34	54	141	3	3	169	189
Added Vol:	0	0	0	0	0	0	0	373	0	0	123	0
PasserByVol:	0	0	0	32	0	32	64	-32	0	0	0	0
Initial Fut:	2	29	3	241	0	66	118	482	3	3	292	189
User Adj:	1.00	1.00	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:	2	31	4	254	0	69	124	507	4	4	307	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	31	4	254	0	69	124	507	4	4	307	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.:	2	31	4	254	0	69	124	507	4	4	307	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.72	1.00	0.72	0.95	0.95	0.95	0.95	0.89	0.89
Lanes:	0.06	0.84	0.10	0.79	0.00	0.21	1.00	1.99	0.01	1.00	1.21	0.79
Final Sat.:	119	1552	179	1076	0	292	1805	3581	25	1805	2061	1336
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.24	0.00	0.24	0.07	0.14	0.14	0.00	0.15	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.00	0.48	0.14	0.38	0.38	0.06	0.30	0.30
Volume/Cap:	0.04	0.04	0.04	0.49	0.00	0.49	0.49	0.37	0.37	0.03	0.49	0.49
Delay/Veh:	11.0	11.0	11.0	14.7	0.0	14.7	33.3	18.0	18.0	35.3	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	14.7	0.0	14.7	33.3	18.0	18.0	35.3	23.1	23.1
HCM2kAvg:	1	0	0	7	0	8	4	5	6	0	6	6

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh):	1.0			Worst Case Level Of Service:			C[19.8]					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	2	3	11	4	10	4	260	3	2	214	19
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	7	2	3	12	4	11	4	291	3	2	240	21
Added Vol:	0	0	0	13	0	4	14	359	0	0	119	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	3	25	4	15	18	650	3	2	359	64
User Adj:	1.00	1.00	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:	7	2	4	27	5	16	19	684	4	2	378	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	2	4	27	5	16	19	684	4	2	378	68
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	921	1175	344	798	1143	223	445	xxxx	xxxxx	688	xxxx	xxxxx
Potent Cap.:	229	193	658	280	202	787	1126	xxxx	xxxxx	916	xxxx	xxxxx
Move Cap.:	217	189	658	272	198	787	1126	xxxx	xxxxx	916	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.01	0.10	0.02	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	257	xxxxx	xxxx	333	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	19.8	xxxxx	xxxxx	17.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	19.8			17.6			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec):	100		Critical Vol./Cap. (X):		0.814	
Loss Time (sec):	0	(Y+R = 4 sec)	Average Delay (sec/veh):		26.8	
Optimal Cycle:	0		Level Of Service:		D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	76	68	9	60	190	61	44	178	116	22	214	33
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	85	76	10	67	213	68	49	199	130	25	240	37
Added Vol:	54	0	0	0	0	16	5	290	81	0	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	76	10	67	213	84	54	489	211	25	391	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	146	80	11	71	224	89	57	515	222	26	411	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	80	11	71	224	89	57	515	222	26	411	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	80	11	71	224	89	57	515	222	26	411	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.34	0.04	0.18	0.59	0.23	1.00	1.40	0.60	1.00	1.83	0.17
Final Sat.:	258	141	19	87	275	109	430	654	294	405	792	76
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.81	0.81	0.81	0.13	0.79	0.76	0.06	0.52	0.52
Crit Moves:		****		****				****			****	
Delay/Veh:	20.4	20.4	20.4	34.1	34.1	34.1	12.2	32.9	29.1	11.9	18.7	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	20.4	20.4	34.1	34.1	34.1	12.2	32.9	29.1	11.9	18.7	18.5
LOS by Move:	C	C	C	D	D	D	B	D	D	B	C	C
ApproachDel:		20.4			34.1			30.3			18.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.4			34.1			30.3			18.4	
LOS by Appr:		C			D			D			C	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec):	100		Critical Vol./Cap. (X):		0.484	
Loss Time (sec):	0	(Y+R = 4 sec)	Average Delay (sec/veh):		12.1	
Optimal Cycle:	0		Level Of Service:		B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1 1 0
Volume Module:												
Base Vol:	21	37	18	21	58	19	11	242	19	5	205	9
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	24	41	20	24	65	21	12	271	21	6	230	10
Added Vol:	0	0	0	0	0	0	0	290	0	0	151	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	41	20	24	65	21	12	561	21	6	381	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	25	44	21	25	68	22	13	591	22	6	401	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	44	21	25	68	22	13	591	22	6	401	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	44	21	25	68	22	13	591	22	6	401	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.49	0.24	0.21	0.60	0.19	1.00	1.93	0.07	1.00	1.95	0.05
Final Sat.:	148	260	127	116	322	105	576	1219	46	549	1168	31
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.21	0.21	0.21	0.02	0.48	0.48	0.01	0.34	0.34
Crit Moves:			****		****			****			****	
Delay/Veh:	10.3	10.3	10.3	10.6	10.6	10.6	9.0	13.3	13.2	9.1	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.6	10.6	10.6	9.0	13.3	13.2	9.1	11.4	11.4
LOS by Move:	B	B	B	B	B	B	A	B	B	A	B	B
ApproachDel:		10.3			10.6			13.2			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			10.6			13.2			11.4	
LOS by Appr:		B			B			B			B	

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Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec):	90	Critical Vol./Cap. (X):	0.671
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	152	280	32	34	439	17	26	78	150	70	75	29
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	170	314	36	38	492	19	29	87	168	78	84	32
Added Vol:	121	0	0	0	0	23	7	2	281	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	314	36	38	492	42	36	89	449	78	92	32
User Adj:	1.00	1.00	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:	307	330	38	40	518	44	38	94	473	83	97	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	330	38	40	518	44	38	94	473	83	97	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	307	330	38	40	518	44	38	94	473	83	97	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.66	0.83	0.83	0.35	0.91	0.91
Lanes:	1.00	1.79	0.21	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.48	0.52
Final Sat.:	1805	3191	365	1805	3286	281	1262	1579	1579	665	2564	905
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.02	0.16	0.16	0.03	0.06	0.30	0.12	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.25	0.43	0.43	0.06	0.23	0.23	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.67	0.24	0.24	0.40	0.67	0.67	0.07	0.13	0.67	0.28	0.08	0.08
Delay/Veh:	34.1	16.3	16.3	43.7	33.4	33.4	14.3	14.7	21.9	16.3	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	16.3	16.3	43.7	33.4	33.4	14.3	14.7	21.9	16.3	14.4	14.4
HCM2kAvg:	9	3	3	2	8	8	1	2	11	4	1	1

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

Intersection #6 West @ 8th

Cycle (sec):	100	Critical Vol./Cap. (X):	0.410
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	1 0	0	1 0	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	96	19	28	234	0	1	0	4	39	3	24
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	108	21	31	262	0	1	0	4	44	3	27
Added Vol:	0	9	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	117	21	31	292	0	1	0	4	44	3	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	123	22	33	307	0	1	0	5	46	4	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	123	22	33	307	0	1	0	5	46	4	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	123	22	33	307	0	1	0	5	46	4	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.85	0.15	0.10	0.90	0.00	0.20	0.01	0.79	0.59	0.05	0.36
Final Sat.:	0	681	124	80	750	0	141	0	566	407	31	250
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.18	0.18	0.41	0.41	xxxx	0.01	0.00	0.01	0.11	0.11	0.11
Crit Moves:			****	****			****			****		
Delay/Veh:	0.0	8.3	8.3	10.1	10.1	0.0	7.6	7.6	7.6	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	10.1	10.1	0.0	7.6	7.6	7.6	8.4	8.4	8.4
LOS by Move:	*	A	A	B	B	*	A	A	A	A	A	A
ApproachDel:		8.3			10.1			7.6			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			10.1			7.6			8.4	
LOS by Appr:		A			B			A			A	

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Traffic Impact Analysis
Near-Term With Project AM Peak Hour Conditions

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

Intersection #7 West @ Desert View

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	8	99	1	10	236	4	3	2	12	0	6	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	9	111	1	11	264	4	3	2	13	0	7	11
Added Vol:	0	54	0	0	81	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	165	1	11	345	4	3	2	13	0	7	11
User Adj:	1.00	1.00	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:	9	174	1	12	363	5	4	2	14	0	7	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	174	1	12	363	5	4	2	14	0	7	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	368	xxxx	xxxxx	175	xxxx	xxxxx	592	583	366	xxxx	585	174
Potent Cap.:	1201	xxxx	xxxxx	1414	xxxx	xxxxx	421	427	684	xxxx	426	874
Move Cap.:	1201	xxxx	xxxxx	1414	xxxx	xxxxx	405	420	684	xxxx	419	874
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.02	xxxx	0.02	0.01
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	573	xxxxx	xxxx	xxxx	621
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	11.0
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			11.5			11.0		
ApproachLOS:	*			*			B			B		

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

Scenario Report

Scenario:	NT with PM
Command:	NT with PM
Volume:	NT PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NT with PM

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pierson @ Golden Eagle/Atlanti	B	15.9	0.317	A	6.9	0.265	-8.979 D/V
# 2 Pierson @ Cholla	B	12.4	0.000	D	28.7	0.000	+16.274 D/V
# 3 Pierson @ West	B	11.2	0.416	C	22.8	0.744	+ 0.328 V/C
# 4 Pierson @ Cactus	A	9.2	0.205	B	12.8	0.486	+ 0.280 V/C
# 5 Pierson @ Palm	B	18.1	0.346	C	23.6	0.679	+ 5.528 D/V
# 6 West @ 8th	A	8.3	0.238	A	8.6	0.278	+ 0.041 V/C
# 7 West @ Desert View	B	11.1	0.000	B	12.5	0.000	+ 1.394 D/V

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

Intersection #1 Pierson @ Golden Eagle/Atlantic

Cycle (sec): 80 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	3	0	1	45	0	8	5	175	1	1	163	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	0	1	50	0	9	6	196	1	1	183	31
Added Vol:	0	0	0	0	0	0	0	242	0	0	420	0
PasserByVol:	0	0	0	0	0	13	7	0	0	0	-6	6
Initial Fut:	3	0	1	50	0	22	13	438	1	1	597	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	4	0	1	53	0	23	13	461	1	1	628	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	1	53	0	23	13	461	1	1	628	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	0	1	53	0	23	13	461	1	1	628	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.79	1.00	0.79	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.75	0.00	0.25	0.70	0.00	0.30	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	1220	0	407	1044	0	455	1805	3601	9	1805	3367	211
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.13	0.13	0.00	0.19	0.19
Crit Moves:				****			****				****	
Green/Cycle:	0.18	0.00	0.18	0.18	0.00	0.18	0.06	0.68	0.68	0.06	0.68	0.68
Volume/Cap:	0.02	0.00	0.02	0.28	0.00	0.28	0.12	0.19	0.19	0.01	0.28	0.28
Delay/Veh:	26.7	0.0	26.7	28.6	0.0	28.6	35.9	4.8	4.8	35.2	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	0.0	26.7	28.6	0.0	28.6	35.9	4.8	4.8	35.2	5.2	5.2
HCM2kAvg:	0	0	0	2	0	2	0	2	1	0	3	3

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

Intersection #2 Pierson @ Cholla

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[28.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1 1 0		1	0 1 1 0
Volume Module:												
Base Vol:	9	1	1	7	1	4	9	240	3	3	235	11
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	10	1	1	8	1	4	10	269	3	3	263	12
Added Vol:	0	0	0	45	0	15	7	235	0	0	405	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	1	53	1	19	17	504	3	3	668	32
User Adj:	1.00	1.00	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:	11	1	1	56	1	21	18	530	4	4	703	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	1	1	56	1	21	18	530	4	4	703	34
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	927	1313	267	1029	1297	369	737	xxxx	xxxxx	534	xxxx	xxxxx
Potent Cap.:	226	160	737	191	163	634	878	xxxx	xxxxx	1044	xxxx	xxxxx
Move Cap.:	214	156	737	186	159	634	878	xxxx	xxxxx	1044	xxxx	xxxxx
Volume/Cap:	0.05	0.01	0.00	0.30	0.01	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	220	xxxxx	xxxx	226	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	22.3	xxxxx	xxxxx	28.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:	22.3			28.7			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

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

Intersection #3 Pierson @ West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	52	128	20	41	135	36	54	149	49	22	144	54
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	58	143	22	46	151	40	60	167	55	25	161	60
Added Vol:	95	0	0	0	0	7	17	245	80	0	335	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	143	22	46	151	47	77	412	135	25	496	60
User Adj:	1.00	1.00	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:	161	151	24	48	159	50	82	434	142	26	522	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	151	24	48	159	50	82	434	142	26	522	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	151	24	48	159	50	82	434	142	26	522	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.48	0.45	0.07	0.19	0.62	0.19	1.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	217	203	32	81	267	84	423	690	233	420	805	99
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.60	0.60	0.60	0.19	0.63	0.61	0.06	0.65	0.64
Crit Moves:		****			****			****			****	
Delay/Veh:	28.5	28.5	28.5	20.8	20.8	20.8	13.0	22.2	20.9	11.6	23.3	22.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	28.5	20.8	20.8	20.8	13.0	22.2	20.9	11.6	23.3	22.8
LOS by Move:	D	D	D	C	C	C	B	C	C	B	C	C
ApproachDel:		28.5			20.8			20.8			22.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.5			20.8			20.8			22.8	
LOS by Appr:		D			C			C			C	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

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

Intersection #4 Pierson @ Cactus

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	35	56	23	21	52	13	10	187	9	20	183	15
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	63	26	24	58	15	11	209	10	22	205	17
Added Vol:	0	0	0	0	0	0	0	245	0	0	335	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	63	26	24	58	15	11	454	10	22	540	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	41	66	27	25	61	15	12	478	11	24	568	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	66	27	25	61	15	12	478	11	24	568	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	66	27	25	61	15	12	478	11	24	568	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.49	0.20	0.24	0.61	0.15	1.00	1.96	0.04	1.00	1.94	0.06
Final Sat.:	162	259	107	125	311	78	538	1148	26	552	1171	37
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.20	0.20	0.20	0.02	0.42	0.42	0.04	0.49	0.48
Crit Moves:	****				****			****			****	
Delay/Veh:	11.3	11.3	11.3	10.9	10.9	10.9	9.3	12.7	12.7	9.4	13.8	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	10.9	10.9	10.9	9.3	12.7	12.7	9.4	13.8	13.7
LOS by Move:	B	B	B	B	B	B	A	B	B	A	B	B
ApproachDel:		11.3			10.9			12.6			13.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			10.9			12.6			13.6	
LOS by Appr:		B			B			B			B	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

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

Intersection #5 Pierson @ Palm

Cycle (sec):	90	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	126	524	97	33	354	27	32	74	128	79	70	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	141	587	109	37	396	30	36	83	143	88	78	56
Added Vol:	321	0	0	0	0	11	24	8	212	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	587	109	37	396	41	60	91	355	88	82	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	486	618	114	39	417	43	63	96	374	93	87	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	618	114	39	417	43	63	96	374	93	87	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	486	618	114	39	417	43	63	96	374	93	87	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.84	0.84	0.84	0.37	0.89	0.89
Lanes:	1.00	1.69	0.31	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.19	0.81
Final Sat.:	1805	2976	551	1805	3224	335	1216	1590	1590	694	2018	1372
Capacity Analysis Module:												
Vol/Sat:	0.27	0.21	0.21	0.02	0.13	0.13	0.05	0.06	0.24	0.13	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.40	0.53	0.53	0.06	0.19	0.19	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.68	0.39	0.39	0.39	0.68	0.68	0.15	0.17	0.68	0.39	0.12	0.12
Delay/Veh:	25.1	12.6	12.6	43.5	36.7	36.7	20.5	20.5	27.9	23.3	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	12.6	12.6	43.5	36.7	36.7	20.5	20.5	27.9	23.3	20.1	20.1
HCM2kAvg:	13	6	6	2	7	7	2	2	10	5	1	1

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

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

Intersection #6 West @ 8th

Cycle (sec):	100	Critical Vol./Cap. (X):	0.278
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	3	139	30	17	149	2	1	3	5	9	7	29
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	156	34	19	167	2	1	3	6	10	8	32
Added Vol:	0	32	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	188	34	19	181	2	1	3	6	10	8	32
User Adj:	1.00	1.00	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:	4	198	35	20	190	2	1	4	6	11	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	198	35	20	190	2	1	4	6	11	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	198	35	20	190	2	1	4	6	11	8	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.84	0.15	0.09	0.90	0.01	0.11	0.33	0.56	0.20	0.16	0.64
Final Sat.:	13	710	127	78	739	9	80	239	398	147	115	475
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.26	0.26	0.26	0.01	0.01	0.01	0.07	0.07	0.07
Crit Moves:		****				****	****					****
Delay/Veh:	8.7	8.7	8.7	8.7	8.7	8.7	7.6	7.6	7.6	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.7	8.7	8.7	7.6	7.6	7.6	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.7			8.7			7.6			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			8.7			7.6			7.8	
LOS by Appr:		A			A			A			A	

City of Desert Hot Springs Civic Center
Traffic Impact Analysis
Near-Term With Project PM Peak Hour Conditions

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

Intersection #7 West @ Desert View

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	193	6	14	187	3	2	4	7	3	4	12
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	216	7	16	209	3	2	4	8	3	4	13
Added Vol:	0	95	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	311	7	16	289	3	2	4	8	3	4	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	328	7	17	305	4	2	5	8	4	5	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	328	7	17	305	4	2	5	8	4	5	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	308	xxxx	xxxxx	335	xxxx	xxxxx	689	683	306	686	682	331
Potent Cap.:	1264	xxxx	xxxxx	1236	xxxx	xxxxx	362	374	738	364	375	715
Move Cap.:	1264	xxxx	xxxxx	1236	xxxx	xxxxx	347	368	738	352	368	715
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.01	0.01	0.01	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	498	xxxxx	xxxx	525	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.5			12.2		
ApproachLOS:	*			*			B			B		

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AIR QUALITY ASSESSMENT

for the
Civic Center Expansion Project

City of Desert Hot Springs
County of Riverside, State of California

Lead Agency:

CITY OF DESERT HOT SPRINGS
65-950 Pierson Boulevard
Desert Hot Springs, California 92240

Consultant:

RBF CONSULTING
14725 Alton Parkway
Irvine, California 92618
Contact: *Mr. Eddie Torres, INCE*
Project Manager, Environmental Services
949/855-3612

December 6, 2004

JN 20-100589

Attachment C

TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF TABLES

EXECUTIVE SUMMARY

The proposed Civic Center expansion project would provide a new civic center so that city services other than law enforcement can be vacated from the existing City Hall, where all city services are now located. This facility would comprise a new 50,000-square-foot City Hall complex, a 20,000-square-foot Community Center, a 20,000-square-foot Boys and Girls Club building, an Olympic-sized swimming pool and an amphitheatre with a seating capacity of at least 500. The City's top priority is to construct the new Civic Center facilities to facilitate the ongoing operations and future expansion of the Police Department. The project will be completed in five phases over a period of 6 years.

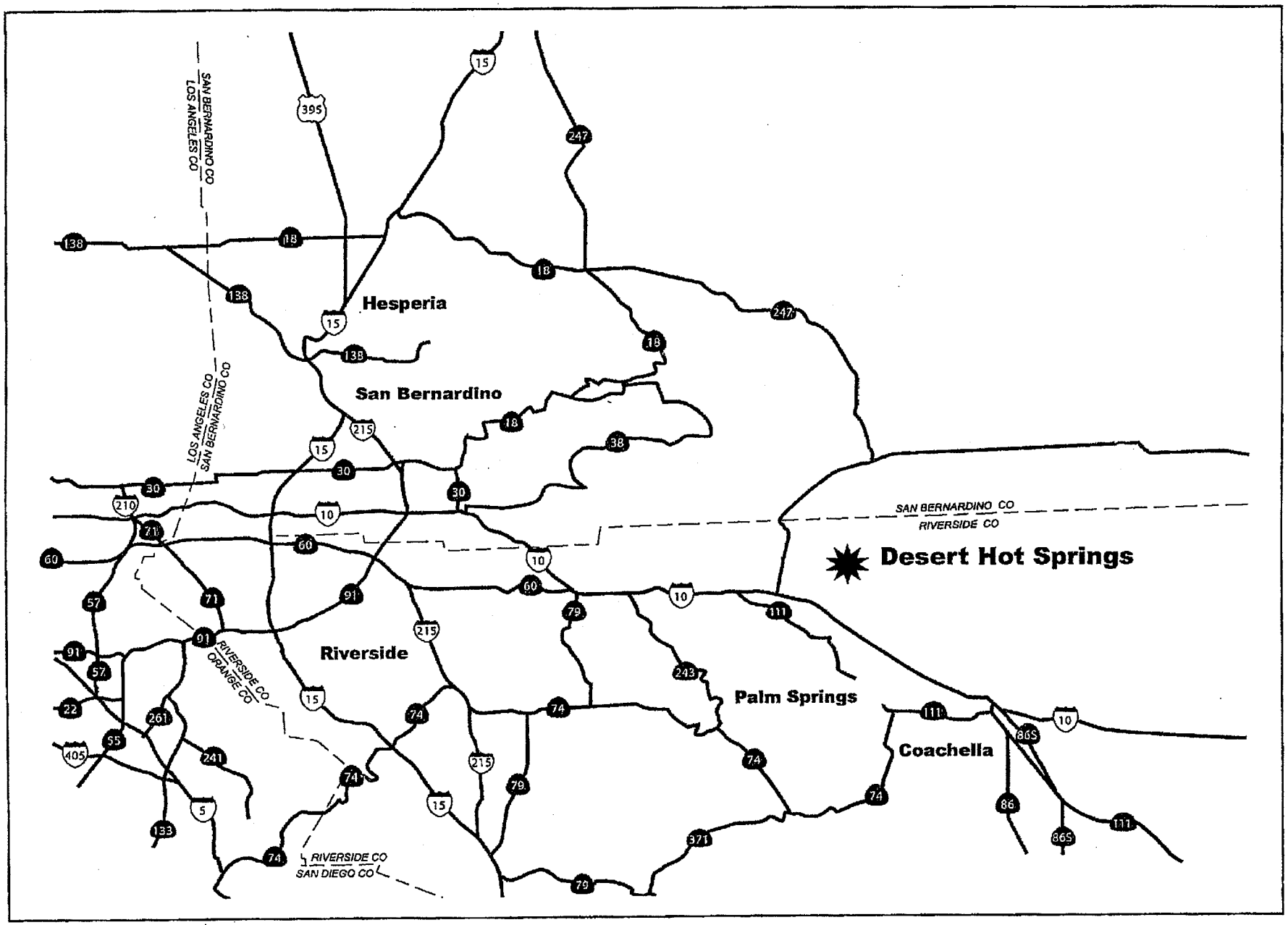
Based upon the results of the analysis conducted for this air quality assessment, Project implementation would neither result in an exceedance of the operational air pollutant thresholds nor result in daily construction emissions that exceed thresholds established by the South Coast Air Quality Management District (SCAQMD). However, to comply with SCAQMD Rule 403 and 403.1 (dust control), control measures are recommended during construction as outlined in Section 6, *Control Measures*.

1.0 INTRODUCTION AND PROJECT DESCRIPTION

The purpose of this air quality assessment is to evaluate potential short-term and long-term air quality impacts related to the proposed Civic Center Expansion project (Project) in the City of Desert Hot Springs (refer to Exhibit 1, *Regional Vicinity Map*).

The Project site is located adjacent to the existing City Hall building on Pierson Boulevard, and extends north and east to Cholla Drive (refer to Exhibit 2, *Site Vicinity Map*). The proposed Project would include a new 50,000-square-foot City Hall complex, a 20,000-square-foot Community Center, a 20,000-square-foot Boys and Girls Club building, an Olympic-sized swimming pool and an amphitheatre with a seating capacity of at least 500 (refer to Exhibit 3, *Conceptual Site Plan*). All current City functions except the Police Department would vacate the existing City Hall building, leaving it for the sole use of the Police Department.

The Project would be accessed from three unsignalized driveways: driveway on Pierson Boulevard would primarily serve the new City Hall, and two driveways (on Cholla Drive and Fourth Street) would primarily serve the Community Center, the Boys and Girls Club and the swimming pool.



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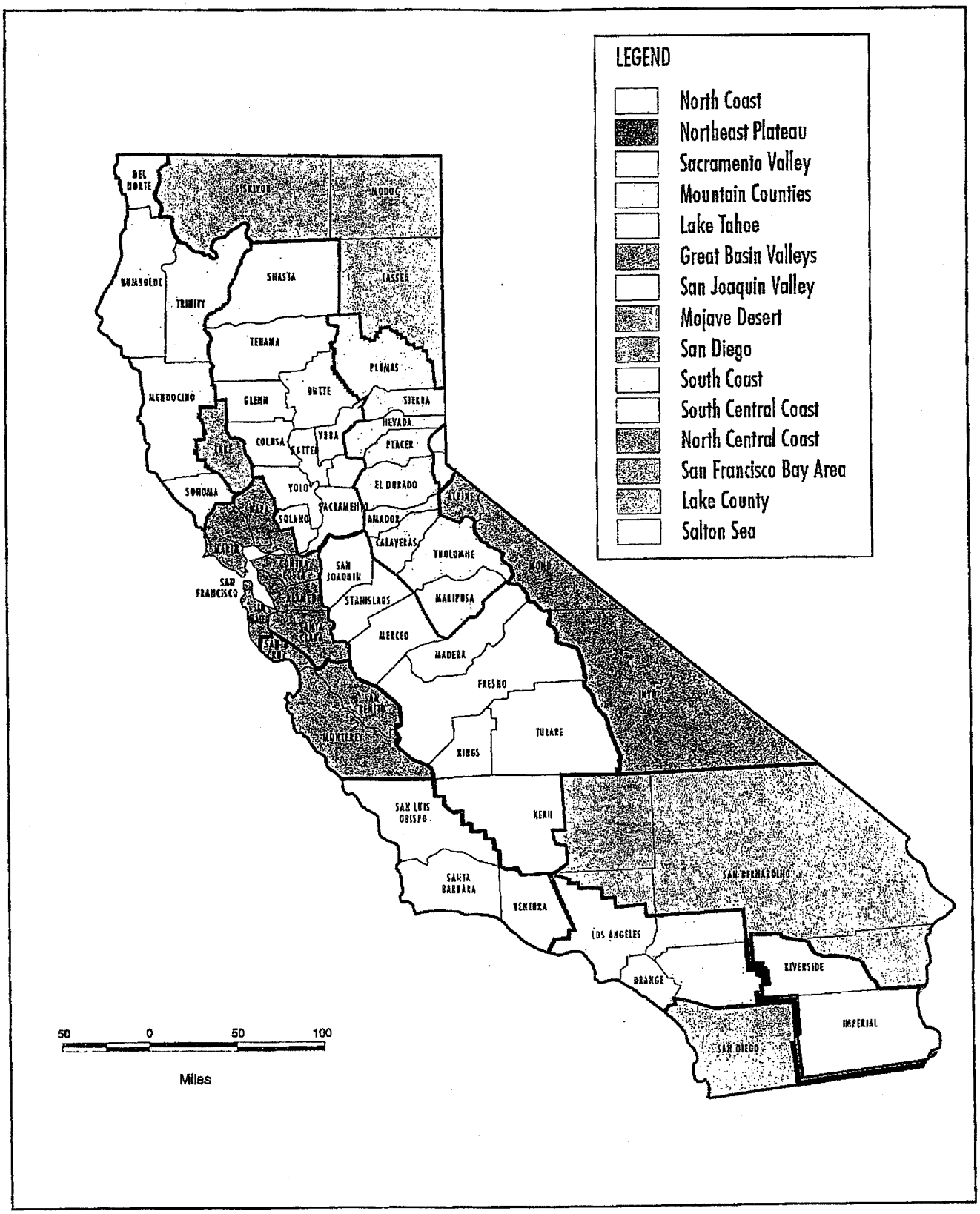
11/23/04 JN 20-100589

Regional Vicinity Map

Exhibit 1



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11/23/04 JN 20-100589

California Air Basins

Exhibit 4

2.0 ENVIRONMENTAL SETTING

The proposed Project site lies within the southwestern portion of the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD sets and enforces air pollutant regulations for stationary sources in the SSAB while CARB is charged with controlling motor vehicle emissions. The SSAB is composed of the western portions of Riverside County and all of Imperial County (refer to Exhibit 4, *California Air Basins*).

The southeastern edge of SSAB is bounded by the Colorado River. The western boundary follows the ridge line of a series of high mountain ranges: the San Gabriel, San Bernardino and San Jacinto ranges, which form both a physical and climatological barrier between the Salton Sea and South Coast Air Basins. The SSAB, including the Coachella Valley, has a desert climate characterized by low annual rainfall, low humidity, hot days, and very cool nights. The mean annual precipitation in the Coachella Valley averages approximately three inches, most of which occurs between October and January. Temperature in the City of Desert Hot Springs area varies greatly between summer and winter, ranging from the higher 30's in winter to over 107°F in the summer. Relative humidity is generally low in summer; afternoons are particularly dry. These clear, dry conditions result in intense solar radiation that, combined with high temperatures, is highly conducive to photochemical smog formation.

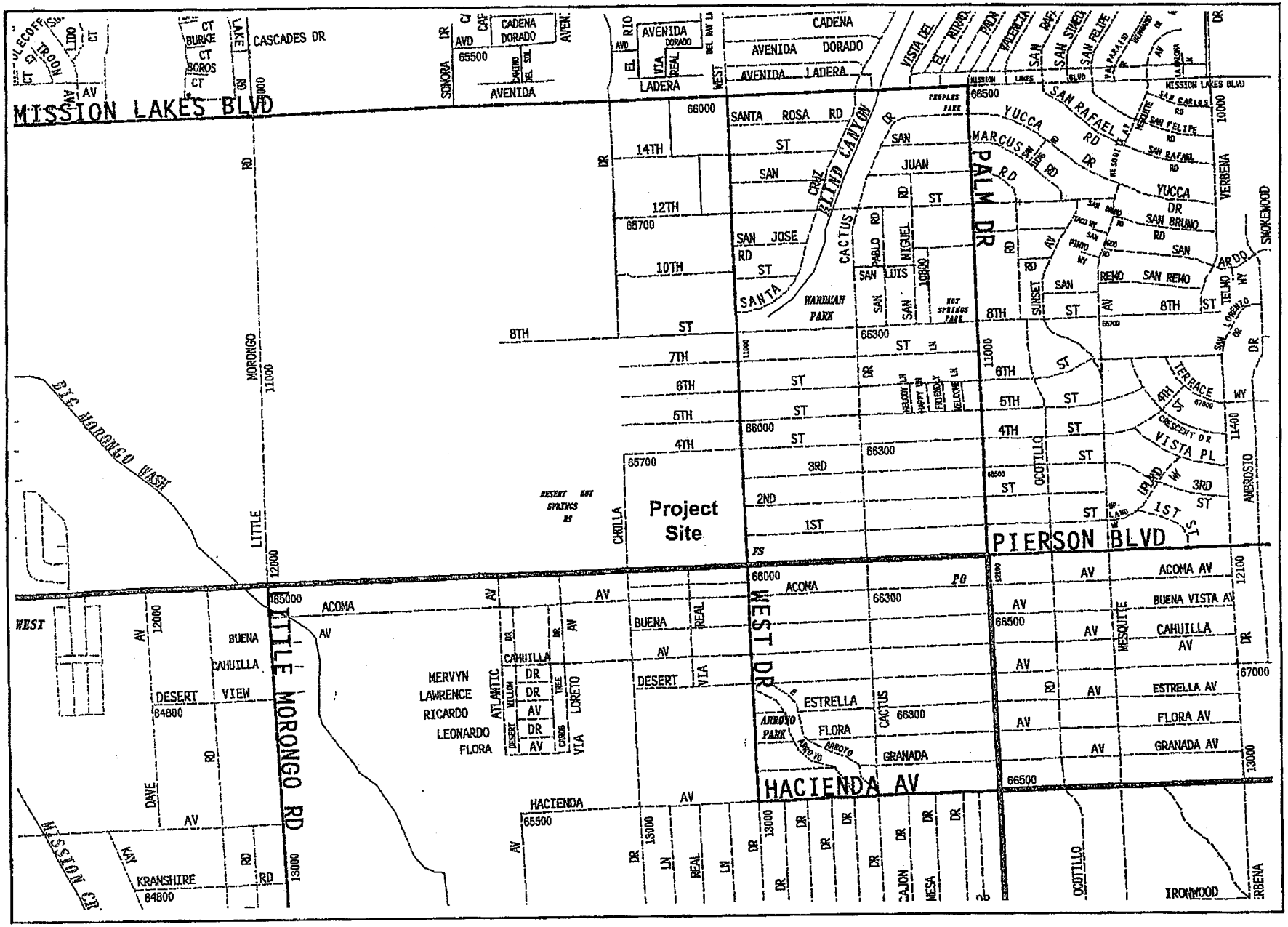
Wind direction and speed (which in turn affect atmospheric stability) are the most important climatological factors affecting the ambient air quality within the Project area. The onshore dominant daytime wind pattern is from the west between noon and 7:00 p.m., following the peak travel period (6:00 a.m. to 9:00 a.m.) in Los Angeles and Orange counties. Consequently, during periods of low temperature inversions and slow wind speeds, the photochemical smog formed in these counties is transported downwind into Riverside County and San Bernardino County. Within the vicinity of the Project site, the wind direction is generally to the southeast.

The Coachella Valley rarely experiences the summer temperature inversions that frequently "cap" polluted air layers in the Los Angeles basin area. However, inversions can form during cold nights with mild winds (typically during the winter), but usually dissipate during daytime heating. When these desert inversions form, they may trap pollutants near low-level emission sources, such as freeways or parking lots.

2.1 Air Quality Management

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the air pollutant concentrations considered safe to protect the public health and welfare. They are designed to protect the people who are the most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

The Federal Clean Air Act (FCAA), which was last amended in 1990, requires the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The FCAA established two types of national air quality standards. Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.



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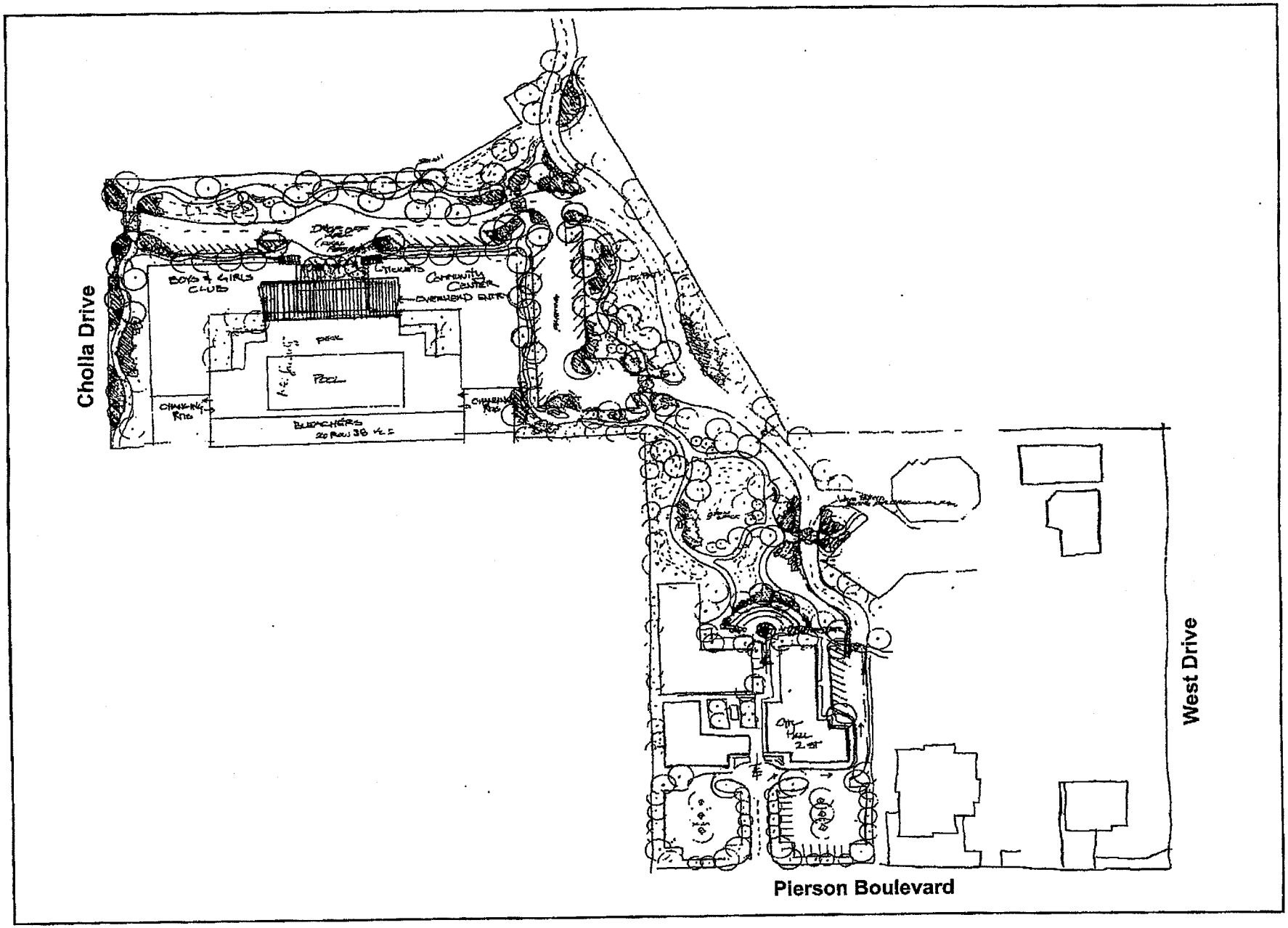
Site Vicinity Map

Exhibit 2



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11/23/04 JN 20-100569

Conceptual Site Plan

Exhibit 3

Despite implementing many strict emissions controls, the SSAB still fails to meet Federal and State air quality standards for two of the criteria pollutants: ozone (O_3) and particulate matter (PM_{10}). Because Federal pollution standards have not been achieved, the SSAB is considered a "nonattainment" area for Federal standards for these pollutants (refer to Table 1, *Federal and State Attainment Designations*). For State standards, the California Air Resources Board (CARB) designates areas of the State as attainment, nonattainment, or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that the data do not support either an attainment or non-attainment status. California Ambient Air Quality Standards (CAAQS) for pollutants and NAAQS are included in Table 2 – *National and California Ambient Air Quality Standards.*

Table 1
FEDERAL AND STATE ATTAINMENT DESIGNATIONS

	Attainment Status					Degree of Attainment/Nonattainment				
Standard	CO	O_3	NO_x	SO_x	PM_{10}	CO	O_3	NO_x	SO_x	PM_{10}
CAAQS	U	No	Yes	Yes	No	N/A	N/A	N/A	N/A	N/A
NAAQS	U	No	Yes	Yes	No	N/A	N/A	N/A	N/A	N/A

CO = Carbon Monoxide; O_3 = Ozone; NO_x = Nitrogen Oxides; SO_x = Sulfur Oxides; PM_{10} = Particulate Matter
U = Unclassified
Source: California Air Resources Board

Table 2
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards[1]	Federal Standards[2]	
		Concentration	Primary[3,4]	Secondary[3,5]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/ m³)	0.12 ppm (235 µg/m³)[6]	0.12 ppm (235 µg/m³)[6]
	8 Hour	N/A	0.08 ppm (157 µg/m³)	0.08 ppm (157 µg/m³)
Particulate Matter (PM_{10})	24 Hour	50 µg/m³	150 µg/m³	150 µg/m³
	Annual Arithmetic Mean	20 µg/m³	50 µg/m³	50 µg/m³
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard	65 µg/m³	65 µg/m³
	Annual Arithmetic Mean	12 µg/m³	15 µg/m³	15 µg/m³
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	9 ppm (10 mg/m³)
	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	35 ppm (40 mg/m³)
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	N/A	0.053 ppm (100 µg/m³)	0.053 ppm (100 µg/m³)
	1 Hour	0.25 ppm (470 µg/m³)	N/A	N/A
Lead	30 days average	1.5 µg/m³	N/A	N/A
	Calendar Quarter	N/A	1.5 µg/m³	1.5 µg/m³
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	N/A	0.030 ppm (80 µg/m³)	N/A
	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (365 µg/m³)	N/A
	3 Hour	N/A	N/A	0.5 ppm (1300 µg/m³)
	1 Hour	0.25 ppm (655 µg/m³)	N/A	N/A
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	Extinction Coeff. = 0.23 km@<70% RH	No Federal Standards	
Sulfates	24 Hour	25 µg/ m³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/ m³)		

ppm = parts per million; µg/ m³ = micrograms per cubic meter; mg/ m³ = milligrams per cubic meter; km = kilometers; RH = relative humidity; PST = pacific standard time; N/A = not applicable

Notes:

1 – California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter-PM_{10}, and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, the CARB identified vinyl chloride as a Toxic Air Contaminant and determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.

2 – National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) monitored air quality data show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over the three years, are equal to or less than the standard. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the EPA for further clarification and current federal policies.

3 – Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 millimeters (mm) of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume (micromoles of pollutant per mole of gas).

4 – National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

5 – National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Source: California Air Resources Board.

3.0 REGULATORY FRAMEWORK

3.1 Federal Clean Air Act

The FCAA (1977 amendments, 42 U.S. Code [USC] 7401 *et. seq.*) states that the Federal government is prohibited from engaging in, supporting, providing financial assistance for, licensing, permitting or approving any activity that does not conform to an applicable State Implementation Plan (SIP). Federal actions relating to transportation plans, programs, and projects developed, funded, or approved under 23 USC of the Federal Transit Act (40 USC 1601 *et. seq.*) are covered under separate regulations for transportation conformity.

In the 1990 FCAA amendments, the EPA included provisions requiring Federal agencies to ensure that actions undertaken in nonattainment or attainment-maintenance areas are consistent with applicable SIPs. The process of determining whether or not a federal action is consistent with an applicable SIP is called "conformity".

The EPA General Conformity Rule applies only to federal actions that result in emissions of nonattainment or maintenance pollutants, or their precursors, in Federally designated nonattainment or maintenance areas. The EPA General Conformity Rule establishes a process to demonstrate that federal actions would be consistent with applicable SIPs and would not cause or contribute to new violations of the NAAQS, increase the frequency or severity of existing violations of the NAAQS, or delay the timely attainment of the NAAQS. The emissions thresholds that trigger requirements of the conformity rule for Federal actions emitting nonattainment or maintenance pollutants, or their precursors, are called *de minimis* levels. The general conformity *de minimis* thresholds are defined in 40 Code of Federal regulations (CFR) 93.153(b).

3.2 California Clean Air Act

The CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 2, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility-reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires each local air district to prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for preparation of the SIP for the State of California.

CARB establishes policy and statewide standards and administers the State's mobile source emissions control program. In addition CARB oversees air quality programs established by State statute, such as Assembly Bill (AB) 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987.

3.3 California State Implementation Plan

The FCAA, as amended in 1990, requires a comprehensive attainment plan from every ozone nonattainment area classified as serious, severe, or extreme. There are six nonattainment areas in California subject to the 1994 ozone planning requirement: the Sacramento Metropolitan area (encompassing all or portions of the Sacramento, Placer, El Dorado, Feather River, and Yolo-Solano air districts), San Diego County, the San Joaquin Valley (including the eight unified counties and the nonunified portion of Kern County), the South Coast Air Basin, Ventura County, and the Southeast Desert Modified Air Quality Management Area (including portions of Los Angeles and Riverside counties and a section of Mojave Desert). The ozone plans were

submitted to the EPA by November 15, 1994, as a revision to the California State Implementation Plan (California SIP).

In addition, California state law gives the CARB authority to adopt statewide regulations affecting many mobile sources, fuels, and, more recently, consumer products. The California SIP contains the CARB's comprehensive plan for controlling emissions further from mobile sources and consumer products.

The California SIP provides for the needed reductions in mobile sources and consumer product emissions that, in combination with other measures, will provide ozone attainment in southern California and other areas of California. The mobile source element of the California SIP is the CARB's blueprint of technology- and market-based emission control strategies for achieving attainment of the Federal ambient ozone air quality standard. The proposed mobile source control measures in the California SIP are likewise far-reaching and based on continued technological progress.

Obtaining emission reductions from consumer products was only recently made a part of the clean air challenge through the enactment of the CCAA of 1988. This law resulted in regulations adopted by the CARB in the early 1990s that will provide significant statewide emission reductions from consumer products. Achieving additional emission reductions from consumer products is an important component of the California SIP. These products contain reactive organic gases (ROGs), emitted during product use.

The consumer products control program is a multipronged program that comprises near- term, mid-term, and long-term measures. These measures are based on the following five major elements:

1. Existing control measures plus new aerosol paints control measure;
2. Traditional control measures applied to currently unregulated consumer products;
3. Development of new and innovative technologies and market mechanisms;
4. Public education; and
5. Working with EPA on its consumer products control program.

The California SIP achieves the same objective as the Federal Implementation Plan (FIP) for Sacramento, South Coast and Ventura with a different combination of state, local, and federal measures. Therefore, it supercedes the FIP.

3.4 South Coast Air Quality Management District (SCAQMD)

The SCAQMD has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the five-percent annual reduction goal. The most recent AQMP was adopted in 2003. To accomplish its task, the AQMP relies on a multilevel partnership of governmental agencies at the federal, state, regional and local level. The 2003 AQMP relies on a multilevel partnership of governmental agencies at the Federal, State, regional and local level. The EPA, CARB, local governments, and the SCAQMD are the primary agencies that implement the AQMP programs. The 2003 AQMP proposes policies and measures to achieve Federal and State standards for improved air quality in the South Coast Air Basin (SCAB) and those portions of the SSAB (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction.

The 2003 AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient air quality measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP).

However, the 2003 AQMP points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) to offset increased emission estimates from mobile sources and to meet all Federal criteria pollutant standards within the time frames allowed under the FCAA.

4.0 MONITORED AIR QUALITY

The SCAQMD operates several air quality monitoring stations throughout the SSAB. The Project site is located within Source Receptor Area (SRA) 30, one of the 30 areas under the jurisdiction of the SCAQMD. The communities within an SRA have similar climatology and, therefore, similar ambient air pollutant concentrations. The closest monitoring station to the site within SRA 30 is the Indio-Jackson Street Monitoring Station, which monitors O_3, PM_{10} and particulate matter up to 2.5 microns ($PM_{2.5}$). The next closest monitoring station is the Palm Springs Fire Station Monitoring Station, which monitors, NO_2 and CO. The data collected at these stations is representative of the air quality experienced on-site. Air quality data from 1999 to 2003 for the Indio-Jackson Street and Palm Springs Monitoring Stations are provided in Table 3, *Local Air Quality Levels.* The following air quality information briefly describes the various types of pollutants.

Carbon Monoxide (CO)

Carbon monoxide is a colorless and odorless gas. Motor vehicles are the main source of this pollutant in the SSAB (82%). CO concentrations are generally higher along roadways, especially in the early mornings. The State CO standard is 35.0 ppm (parts per million), averaged over one hour at the Palm Springs Fire Station Monitoring Station. The readings averaged 1.47 ppm between 1999 and 2003.

Ozone (O_3)

Ozone, a colorless gas with a sharp odor, is one of a number of substances called photochemical oxidants (highly reactive secondary pollutants). These oxidants are formed when hydrocarbons, NO_X, and related compounds interact in the presence of ultraviolet sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the City of Desert Hot Springs. Ozone concentrations increase in the summer, and peak concentrations are the highest from late morning through afternoon. Because of the excellent dispersive capacity of desert air, the O_3 problem is primarily due to transport of O_3 into the Coachella Valley from other areas rather than from any local pollutant contribution. The State standard for O_3 is 0.09 ppm, averaged over 1 hour. At the Indio-Jackson Street Monitoring Station between 1999 and 2003, the maximum O_3 hourly concentration level was 0.126 ppm.

Nitrogen Dioxide (NO_2)

NO_2 is a reddish-brown gas with an odor similar to bleach, and is the by-product of fuel combustion resulting from mobile and stationary sources. NO_2 has complex diurnal concentrations that are typically higher at night. The SSAB has relatively low NO_2 concentrations, as very few monitoring stations have exceeded the State standard of 0.25 ppm (one-hour) Standard since 1988. NO_2 is itself a regulated pollutant, but it also reacts with hydrocarbons in the presence of sunlight to form O_3 and other compounds that make up photochemical smog. At the Palm Springs Fire Station Monitoring Station between 1999 and 2003, NO_2 levels have not exceeded the State one-hour standard (0.25 ppm) between 1999 and 2003.

Coarse Particulate Matter (PM_{10})

PM_{10} refers to suspended particulate matter that is smaller than 10 microns in diameter (ten one-millionth of a meter). PM_{10} arises from sources such as road dust, diesel fuel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and

significantly reduces visibility; these particulates also penetrate into lungs and can damage the respiratory tract. On June 19, 2003, the CARB amended the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25). The Federal 24-hour standard of 150 micrograms per cubic meter ($\mu g/m^3$) was retained. Approximately 1.07% of PM_{10} is a result of mobile sources within the SSAB. At the Indio-Jackson Street Monitoring Station maximum PM_{10} concentrations fluctuated from 119.0 $\mu g/m^3$ to 604.0 $\mu g/m^3$ between 1999 and 2003.

Fine Particulate Matter ($PM_{2.5}$)

Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. The Federal Standard is 65 $\mu g/m^3$ averaged over 24 hours.

On June 20, 2002, the CARB amended statewide annual ambient fine particulate matter air quality standards. These standards were revised because of increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some part of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.[1] Based upon a desire to set clean air goals throughout the State, the CARB created a new annual average standard for $PM_{2.5}$ of 12 $\mu g/m^3$. Currently, the CARB has issued a staff report that recommends the SSAB be designated as nonattainment for State and Federal $PM_{2.5}$ standards.[2]

Visibility

Visibility is the distance that atmospheric conditions permit a person to see at any given time. Technically, visibility is defined as the farthest distance an observer can distinguish a large black object against the horizon. Reduced visibility aesthetically impairs surroundings and also interferes with aircraft operations. Visibility may be impaired by natural or manmade sources, including natural aerosols such as precipitation, fog, soil particles, volcanic emissions, vegetation, sea spray, and organic decomposition products; and by manmade sources such as sulfates and nitrates. The greatest contribution to visibility reduction in the SSAB is from light scattering by "fine-particle" aerosols (0.1 to 2 microns in diameter). Visibility is not measured in SRA 30.

Total Suspended Particulates (TSP)

Total suspended particulates are the solid matter particles suspended in the atmosphere. Approximately 9.5% of TSP is generated by stationary sources. This complicated mixture of natural and manmade materials includes soil particles, biological materials, sulfates, nitrates, organic (carbon-containing) compounds, and lead. A high-volume sampler is used to determine TSP concentration by passing a measured column of air through a glass fiber filter. The filter then is weighed to determine the concentration of TSP, after which it is analyzed for lead, sulfate, and nitrate by an SCAQMD laboratory. TSP tends to be at higher concentrations in the day and has an unclear seasonal pattern. High dust levels result from strong winds and loose,

[1] California Air Resources Board, *Staff Report: Public Hearing To Consider Amendments to the Ambient Air Quality Standards for Particulate Matter and Sulfates,* May 3, 2002.

[2] California Air Resources Board, *Proposed Amendments to Area Designation Criteria and Area Designations for State Ambient Air Quality Standards and Maps of Area Designations for State and National Ambient Air Quality Standards,* December 5, 2003.

arid soil. Larger dust particles pose a less serious health threat than small particles produced by fossil fuel combustion. TSP monitoring was discontinued in 1991.

Table 3
LOCAL AIR QUALITY LEVELS

Pollutant	California Standard	Federal Primary Standard	Year	Maximum Concentration	Number of Days State/Federal Standard Exceeded
Carbon Monoxide (CO) at the Palm Springs Fire Station	9.0 ppm for 8 hours	9.0 ppm for 8 hours	1999	1.75 ppm	0/0
			2000	1.59	0/0
			2001	1.60	0/0
			2002	1.14	0/0
			2003	1.29	0/0
Ozone (O_3) (1-Hour) at the Indio-Jackson Street Station	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1999	0.126 ppm	13/1
			2000	0.112	7/0
			2001	0.114	21/0
			2002	0.114	24/0
			2003	0.123	24/0
Ozone (O_3) (8-Hour) at the Indio-Jackson Street Station	NA	0.08ppm for 8 hours	1999	0.107 ppm	NA/7
			2000	0.096	NA/7
			2001	0.098	NA/15
			2002	0.110	NA/15
			2003	0.105	NA/19
Nitrogen Dioxide (NO_x) at the Palm Springs Fire Station	0.25 ppm for 1 hour	0.053 ppm annual average	1999	0.068 ppm	0/NA
			2000	0.064	0/NA
			2001	0.081	0/NA
			2002	0.068	0/NA
			2003	0.081	0/NA
Fine Particulate Matter ($PM_{2.5}$) [3] at the Indio-Jackson Street Station	65 µg/m³ for 24 hours	65 µg/m³ for 24 hours	1999	29.6 µg/m³	NA/0
			2000	28.6	NA/0
			2001	33.5	NA/0
			2002	26.8	NA/0
			2003	26.8	NA/0
Particulate Matter (PM_{10}) [2,3] at the Indio-Jackson Street Station	50 µg/m³ for 24 hours	150 µg/m³ for 24 hours	1999	119.0 µg/m³	30/0
			2000	201.0	55/3
			2001	604.0	55/5
			2002	276.0	54/2
			2003	309.0	25/3

ppm = parts per million
µg/m³ = micrograms per cubic meter
NM = Not Measured
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
NA = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California standard.
2. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
3. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, *ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/welcome.html

Lead (Pb)

In the SSAB, atmospheric lead is generated almost entirely by the combustion of leaded gasoline. In recent years atmospheric lead concentrations have been reduced substantially by the lowering of the average lead content in gasoline. Exceedances of the State air quality standard for lead (monthly average concentration of 1.50 ug/m³) now are confined to the densely populated portions of Riverside County, where vehicle traffic is greatest.

Blowsand

Both the topography and meteorology that make up the Coachella Valley contribute to a unique annual sand migration process termed "blowsand". Although blowsand particles are larger than PM_{10}, there is still a direct relationship between blowsand and PM_{10}. In natural conditions, sand particles collide with each other, creating the natural uncontrollable portion of PM_{10}. In addition, after the winds subside, blowsand deposited in the streets is crushed by automobiles and resuspended into the air, thus creating additional PM_{10}.

The SCAQMD's AQMP is governed by State and Federal law and is part of the SIP submitted to the EPA. Although the Coachella Valley is within the SCAQMD jurisdiction, it is not included in the AQMP for PM_{10} attainment because PM_{10} is generated primarily within the Coachella Valley, rather than transported from sources in the SCAB. Therefore, a separate SIP for PM_{10} is required, and the SCAQMD is the appointed authority to prepare it. The SCAQMD's Final November 1994 SIP for PM_{10} in the Coachella Valley addresses the Valley's nonattainment designation for PM_{10}. The SIP focuses on reducing PM_{10} from manmade dust-producing activities and the reduction of blowsand intrusion into populated areas, and does not attempt to reduce naturally caused PM_{10} produced during desert wind storms.

SIP control measures are designed to reduce fugitive dust from five major source categories. These categories, and the percent of the fugitive dust generated by each in the Coachella Valley, are: open area erosion (62%); construction demolition activities (22%); paved roads (9%); unpaved roads (4%); and agricultural operations (3%). Generally, SIP control measures include chemical and water treatment of unpaved roads, paving of construction roads, stabilizing blowsand areas, covering trucks, limiting soil movement activities on windy days, and planting vegetation.

The SIP identifies candidate control measures to reduce fugitive dust from the five major sources. The applicability of the control measures depends on site-specific factors, primarily: wind conditions, soil type, crop type, and condition of the surrounding area. Based on the candidate control measures and input from the Coachella Valley Area Governments (CVAG) within the SIP area, the SCAQMD recommends control measures. These measures include, but are not limited to:

- Requiring watering of all active construction projects;
- Requiring the chemical treatment of unattended construction areas;
- Prohibiting all construction grading activities on days when the wind gusts exceed or are forecast to exceed 30 mph;
- Requiring construction trucks to maintain at least two feet of freeboard;
- Requiring all trucks hauling dirt, sand, soil, or other loose dirt material to be covered; and
- Encouraging the planting of vegetative ground cover as soon as possible on construction sites.

The SIP also provides supplementary (contingency) control measures, should the recommended measures fail to achieve the level of control specified in the SIP.

5.0 POTENTIAL AIR QUALITY IMPACTS

The *CEQA Air Quality Handbook* establishes thresholds for pollutant emissions generated both during and following construction. SCAQMD construction and operation thresholds are indicated in Table 4, *Salton Sea Air Basin Thresholds of Significance.* As noted previously, the SSAB is designated nonattainment for PM_{10} and O_3 under State and Federal standards.

Table 4
SALTON SEA AIR BASIN THRESHOLDS OF SIGNIFICANCE

Pollutant	Daily Emissions Thresholds	
	Construction	Operational
Reactive Organic Gases (ROGs)	75 pounds	75 pounds per day
Nitrogen Oxides (NO_x)	100 pounds	100 pounds per day
Carbon Monoxide (CO)	550 pounds	550 pounds per day
Particulate Matter (PM_{10})	150 pounds	150 pounds per day
Sulfur Oxides (SO_x)	150 pounds	150 pounds per day
Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.		

In addition, the significance of localized project impacts depends on whether ambient CO levels in the vicinity of the Project are above or below State and Federal CO standards. If the project causes an exceedance of either the state one-hour or eight-hour CO concentrations, the Project would be considered to have a significant local impact. If ambient levels already exceed a state or federal standard, then Project emissions would be considered significant if they increase one-hour CO concentrations by 1.0 ppm or more, or eight-hour CO concentrations by 0.45 ppm or more (refer to Table 5, *Federal and State Carbon Monoxide Standards).*

Table 5
FEDERAL AND STATE CARBON MONOXIDE STANDARDS

Jurisdiction	Averaging Time	CO Standard
Federal	1 Hour	35 ppm
	8 Hour	9 ppm
State	1 Hour	20 ppm
	8 Hour	9 ppm
Notes: ppm = parts per million		
Source: California Air Resources Board.		

5.1 Short-Term Impacts

5.1.1 Equipment Exhaust and Fugitive Dust

Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. The use of construction equipment on site will result in localized vehicular exhaust emissions. Vehicular exhaust emissions during site construction will vary as construction activity levels change. There is not much detail regarding the construction operation and schedule for the proposed project. Therefore, the following construction emissions estimates are based on projects similar to the proposed project refer to Table 6 - *Daily Construction Equipment Exhaust Emissions).*[3]

[3] Construction assumptions are primarily based on typically industry practices, as well as the following references: Paulson, B.C., S.A. Douglas, A. Kalk, A. Touran and G.A. Victor, *Simulation and Analysis of Construction*

Table 6
DAILY CONSTRUCTION EQUIPMENT EXHAUST EMISSIONS

Number and Equipment Type[1]	Number of Hours in Operation	Pollutants (pounds/day)				
		CO	ROG	NO_x	SO_x	PM_{10}
1 Tracked Loader	8	1.6	0.8	6.6	0.6	0.5
1 Tracked Tractor	8	3.5	1.2	13	1.4	1.1
1 Scraper	8	10	2.2	31	3.7	3.3
1 Roller	8	2.4	0.5	7.0	0.5	0.4
2 Motor Graders	8	2.4	0.6	11	1.4	1.0
2 Miscellaneous Equipment	8	11	2.4	27	2.3	2.2
24 Construction Worker Trips	50 miles/RT[2]	12	0.48	3.7	0.03	0.11
TOTAL[3]		43	8.1	99	9.9	8.6
SCAQMD Threshold		550	75	100	150	150
Exceed SCAQMD Threshold?		**NO**	**NO**	**NO**	**NO**	**NO**

CO = Carbon Monoxide; ROG = Reactive Organic Gases; O_3 = Ozone; NO_x = Nitrogen Oxides; SO_x = Sulfur Oxides; PM_{10} = Particulate Matter

Notes:
1. Emission factors provided by the U.S. Environmental Protection Agency, AP-42, Volume II (4th Edition, 1989; Supplement A, 1991).
2. RT = roundtrip
3. Emissions would be further reduced through the implementation of SCAQMD Rules 403 and 403.1, which include: watering exposed surfaces twice a day, covering stockpiles with a tarpaulin, and reducing speeds on unpaved roads to less than 15 mph.

PM_{10} emissions from site clearance and grading operations during a peak construction day are based on assumptions and past experience on similar-sized projects. The SCAQMD estimates that each acre of graded surface creates about 26.4 pounds of PM_{10} per workday during the construction phase of the project and 21.8 pounds of PM_{10} per hour from pushing dirt and debris per bulldozer or scraper. The entire site is not expected to be under construction at one time. It is assumed that up to one acre of land would be under construction or exposed on any one day. It is also assumed that one dozer or scraper would be used eight hours per day, together with other equipment. Therefore, a maximum of 200.8 pounds of PM_{10} per day would be generated from soil disturbance (without mitigation) during the construction phase. This level of dust emission would exceed the SCAQMD threshold of 150 pounds per day during construction.

With the implementation of the standard construction measures listed in Section 6 (providing 50-percent effectiveness) such as frequent watering (e.g., a minimum of twice per day), fugitive dust emissions from construction activities are expected to be reduced to 100 pounds or less per day.[4] Combined with the 9.6 pounds per day generated by equipment engine exhaust, the total mitigated dust emissions of 110 pounds per day would be below the SCAQMD threshold of 150 pounds per day. Based upon the conclusions provided in the tables above, Project construction does not have the potential to significantly impact short-term air quality. To minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices. Short-term construction PM_{10} emissions would be further reduced with the implementation of required dust suppression measures outlined within SCAQMD Rules 403 and 403.1. After construction of the Project is complete, all construction-related impacts would cease, thus resulting in a less than significant impact. Therefore, Project construction is not anticipated to violate State or Federal air quality

Operations - ASCE Journal of Technical Topics in Civil Engineering, August 1983 or Carr, R.I., *Simulation of Construction Project Duration - ASCE Journal of the Construction Division*, June 1979.

[4] Standard particulate matter control measures include SCAQMD Rules 403 and 403.1: watering exposed surfaces twice a day, covering stockpiles with a tarpaulin, and reducing speeds on unpaved roads to less than 15 mph.

standards or contribute to existing air quality violation in the SSAB as only minor earth movement is proposed.

5.1.2 Diesel Particulate Matter

Diesel particulate matter is part of a complex mixture that makes up diesel engine exhaust emissions. Diesel exhaust has two phases - gas or particles - both phases contribute to the risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particle phase also has different types of particles that can be classified by size or composition. The diesel particulates that are of greatest health concern are the fine and ultra-fine particles whose composition may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfates, nitrates, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on-road diesel engines of trucks, buses, and cars and the off-road diesel engines that include locomotives, marine vessels, and heavy-duty equipment.

Toxic air contaminants are not expected to be a significant source of pollution from Project operations. Health Risk Assessments (HRA) for diesel particulate matter (DPM) are typically conducted for areas that would expose sensitive receptors to high concentrations of DPM over a long period of time. Per a telephone conversation with Steve Smith, the Program Supervisor of the CEQA Section at the SCAQMD (June 30, 2004), estimating cancer risk for DPM is not required for construction activities because construction activities would occur for only a short period of time and therefore would not measurably increase cancer risk. Estimating individual cancer risk from DPM would be necessary only if activities that release DPM would last for seven or more years. The proposed Project would not require a Health Risk Assessment for DPM because construction activities would not occur over an extended period of time. Thus, the project construction is not expected to increase the number of diesel trucks traveling through the area, or bring these sources of DPM significantly closer to sensitive receptors.

5.1.3 Architectural Coatings

Architectural coatings contain volatile organic compounds (VOCs) that are similar to reactive organic gases (ROGs) and are O_3 precursors. The proposed Project would require architectural coatings on exterior and interior surfaces. An emissions estimate for architectural coatings is not provided in this analysis. Compliance with the SCAQMD Rules and Regulations on the use of architectural coatings is considered sufficient. In addition, emissions associated with architectural coatings could be reduced by using precoated or natural-colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency. For example, a high-volume, low-pressure (HVLP) spray method is a coating application system operated at air pressure between 0.1 and 10 pounds per square inch gauge (psig), with 65 percent transfer efficiency. Manual applications such as paintbrush, hand roller, trowel, spatula, dauber, rag, or sponge have 100-percent transfer efficiency.

5.2 Long-Term Impacts

5.2.1 Mobile and Stationary Source Emissions

Mobile Sources – Mobile source emissions are major contributors to air pollution within the City of Desert Hot Springs and the surrounding vicinity. As shown on Table 7, *Long-Term Emissions*, emissions from the proposed Project would not exceed SCAQMD thresholds for

ROG, NO_x, CO and PM_{10}. Operational emissions are based on 2,623 daily trips for the City Hall Facility, the Boys and Girls Club, the Community Center, and the swimming pool.

Stationary Source Emissions – Stationary source emissions would be generated by an increased demand for natural resources consumption with the development of the proposed Project (referred to below as "area source emissions"). The primary use of natural gas by the proposed land uses would be for combustion to produce space heating, water heating, and other miscellaneous heating or air conditioning. Note that, while construction-related emissions occur predominantly in the immediate Project area, operational emissions are dispersed throughout southern California (due to Project traffic). As shown in Table 7, emissions from the proposed Project would not exceed SCAQMD thresholds for ROG, NO_x, SO_x, CO or PM_{10}.

Table 7
LONG-TERM EMISSIONS

Project	Pollutant (Pounds/Day)				
	ROG[1]	NO_x	SO_2	CO	PM_{10}
• Area Source Emissions[2]	0.06	0.85	0.00	0.34	0.00
• Vehicle Emissions	13.15	17.76	0.07	136.05	13.88
Total Emissions	13.21	18.61	0.07	136.29	13.88
SCAQMD Threshold	75	75	150	550	150
Is Threshold Exceeded? **(Significant Impact?)**	**No**	**No**	**No**	**No**	**No**

CO = Carbon Monoxide; ROG = Reactive Organic Gases; O_3 = Ozone; NO_x = Nitrogen Oxides; SO_x = Sulfur Oxides; PM_{10} = Particulate Matter

NOTE:
1 – Based on URBEMIS2002 modeling results (refer to Appendix A – *Air Quality Modeling*), worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study.
2 – Area Source emissions excludes the use of fireplaces and wood burning stoves.

5.2.2 Carbon Monoxide Hotspots

Local air quality is a major concern along roadways. Carbon monoxide is a primary pollutant, and, unlike ozone, is directly emitted from a variety of sources. For this reason, CO concentrations usually indicate the local air quality generated by a roadway network and are used to indicate its impacts upon the local air quality. Comparisons of levels with State and Federal CO standards indicate the severity of the existing concentrations for receptors in the Project area. The Federal and State standards for CO are presented in Table 5, *Federal and State Carbon Monoxide Standards.*

An impact is potentially significant if the project produces emissions levels that exceed the State or Federal AAQS. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create "pockets" of CO called "hot spots". To identify CO hotspots, the SCAQMD criterion recommends performing a CO hotspot analysis when a project increases the intersection capacity utilization by 0.02 (two percent) for any intersection with an existing level of service (LOS) of D or worse. However, there are no existing intersections in the Project Traffic Study that operate at an LOS D or worse (refer to Table 8, *Level of Service*).

the goals, objectives, and assumptions outlined in the *2003 Air Quality Management Plan* and City of Desert Hot Springs General Plan to achieve the Federal and State air quality standards.

As indicated in SCAQMD's *CEQA Air Quality Handbook*, there are two main indicators of consistency:

- Whether the project would not increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and

- Whether the project would exceed the AQMP's assumptions for 2010 or increments based on the year of project buildout and phase.

The proposed Project is consistent with the City's General Plan and would not require an amendment. In addition, the Project is consistent with the anticipated growth within the area. The anticipated growth has been utilized within the SCAQMD *2003 Air Quality Management Plan*. Additionally, as indicated in Section 5.1, *Short-Term Impacts*, and Section 5.2, *Long-Term Impacts*, the proposed Project would not exceed SCAQMD thresholds for construction activities or long-term operations. Thus, impacts on air quality conformity would be considered less than significant.

5.4 Cumulative Impacts

Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of air pollutant emissions is from mobile sources, which travel far outside the local area. Therefore, from an air quality standpoint, the cumulative analysis extends beyond any local projects and, when wind patterns are considered, cover an even larger area. Accordingly, the cumulative analysis of a project's air quality impacts must be regional by nature. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, the greatest cumulative impact on the quality of regional air will be the incremental addition of pollutants (mainly from increased traffic from residential, commercial, and industrial development) and the use of heavy equipment and trucks associated with the construction of these projects. Note that the results of the air quality analysis illustrate that project implementation would not violate published air quality standards, and therefore would not present a significant cumulative impact. In addition, the Project does not exceed SCAQMD operational thresholds for ROG, NO_x, SO_x, CO, or PM_{10}. Thus, the project's cumulative impacts would be less than significant.

6.0 CONTROL MEASURES

6.1 Construction Impacts

The following particulate emissions control measures, while not required to reduce PM_{10} emissions to below the applcable threshold, are recommended (refer to Appendix B, *SCAQMD Dust Control Measures*):

AQ1 During clearing, grading, earthmoving, and excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust-preventive measures using the following procedures, as specified in the South Coast Air Quality Management Districts Rules and Regulations.

- Comply with AQMD Rule 403, particularly to minimize fugitive dust and noise in surrounding areas. SCAQMD Rule 403.1, as amended, ensuring that the cleanup of the construction-related dirt on approach routes to the site and the application of water and/or chemical dust retardants that solidify loose soils are implemented for construction vehicle access, as directed by the City Engineer. This includes covering, watering, or otherwise stabilizing all inactive soil piles (left more than 10 days) and inactive graded areas (left more than 10 days).
- On-site vehicle speed shall not exceed 15 miles per hour.
- Sufficiently water all material excavated or graded to prevent excessive amounts of dust. Water at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
- Water unpaved haul roads at least twice daily.
- Sufficiently water or securely cover all material transported on-site or off- to prevent releasing excessive amounts of dust.
- Minimize the area disturbed by clearing, grading, earthmoving, and excavation operations to prevent generating excessive amounts of dust.
- Include control techniques in Project specifications.

AQ2 Project grading plans shall show the duration of construction. Control ozone precursor emissions from construction equipment vehicles by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.

AQ3 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

AQ4 Whenever feasible the Construction Contractor shall use precoated or natural colored building materials, water-based or low-VOC coatings, and coating transfer or spray equipment with high transfer efficiency.

6.2 Operational Impacts

No mitigation is required.

7.0 REFERENCES

7.1 Preparer

RBF CONSULTING
14725 Alton Parkway
Irvine, California 95618
949/472-3505

Eddie Torres, I.N.C.E., Environmental Analyst

7.2 Documents

1. California Geological Survey, *Geologic Map of the Riverside East7.5' Quadrangle,* 2003.

2. City of Desert Hot Springs, *General Plan*, 2003.

3. Institute of Transportation Studies University of California at Davis, *Transportation Project-Level Carbon Monoxide Protocol*, December 1997.

4. RBF Consulting, *Sandhurst Estates Tentative Tract 32304 Traffic Impact Analysis*, October 2004.

5. South Coast Air Quality Management District, *CEQA Air Quality Handbook,* April 1993.

6. South Coast Air Quality Management District, *Final 2003 Air Quality Management Plan,* August 1, 2003.

7. South Coast Air Quality Management District, *Final 2003 Coachella Valley PM10 State Implementation Plan,* August 1, 2003.

8. Thomas Brothers, *2003 Riverside and San Bernardino County Street Guide and Directory*, 2003.

7.3 Web Sites and Software Programs

California Air Resources Board (prepared by Jones & Stokes Associates), *URBEMIS2002 – Air Emissions from Land Development*, July 11, 2003.

California Air Resources Board, *EMFAC2002*, September 23, 2002.

California Air Resources Board, www.arb.ca.gov.

South Coast Air Quality Management District, www.aqmd.gov.

APPENDIX

A. AIR QUALITY MODELING

URBEMIS 2002 For Windows 7.5.0

] . Name: I:\pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2002\Desert Hot Springs.urb
Project Name: Desert Hot Springs Civic center
Project Location: South Coast Air Basin (Los Angeles area)
C -Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

; EA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
.OTALS (lbs/day,unmitigated)	0.12	0.86	0.89	0.00	0.00

(ERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
.OTALS (lbs/day,unmitigated)	12.71	12.47	131.39	0.09	13.88

F"M OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
OTALS (lbs/day,unmitigated)	12.84	13.34	132.28	0.09	13.88

URBEMIS 2002 For Windows 7.5.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2002\Desert Hot Springs.urb
Project Name: Desert Hot Springs Civic center
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.06	0.85	0.34	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	13.15	17.76	136.05	0.07	13.88

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	13.21	18.61	136.39	0.07	13.88

URBEMIS 2002 For Windows 7.5.0

e Name:	I:\pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2002\Desert Hot Springs.urb
Project Name:	Desert Hot Springs Civic center
Project Location:	South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions	Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

REA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.02	0.16	0.11	0.00	0.00

PERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	2.35	2.60	24.26	0.02	2.53

UM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	2.36	2.75	24.37	0.02	2.53