NTWP-AM Alt 1	мед	Sep 13,	2006 08:03:20		Page 3-1	-1	NTWP-AM Alt 1		wed	Sep 13, 2006	06 08:03:20	3:20		Page	ge 4-1	ļ
	CLAREMO NEAR TERM WIT	CLAREMONT INN/OLD SCHOOL HOUSE TERM WITH PROJECT ALTERNATIVE 1 AM PEAK HOUR	OOL HOUSE TIA RNATIVE 1 CONDITIONS	TIONS	 	† 		CL/ NEAR TERM	AREMONT WITH F	CLAREMONT INN/OLD SCHOOL HOUSE TERM WITH PROJECT ALTERNATIVE 1 AM PEAK HOUR	CHOOL HOTEL	- 1	TIA			
	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alterna	Level Of Service Computation Report Operations Method (Base Volume Alte	utation Report se Volume Alter	native)		* * *	0 C * * * * * * * * * * * * * * * * * *	00 HCM ******	Level Of S Operations ********	Level Of Service Computation Report 00 HCM Operations Method (Base Volume Alternative) ************************************	mputati Base Vo ******	on Report lume Alte *******	cnative *****	**	* * * *	* * *
Intersection #1 ************** Cycle (sec): Loss Time (sec):	Intersection #1 Fothill Blvd/Towne Ave ************************************	1/Towne Ave ************************************	<pre>wne Ave ************************************</pre>	******** (X): (veb):	******** 0.825 34.3	* * * *	Cycle (sec): Loss Time (sec) Optimal Cycle:) * * " * ~	**************************************	100 4 (Y+R = 4 sec) Average Delay (sec/veh): 43	********* Critical Average D	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	(X): (veh):	* 0	0.762 27.4	* *
Street Name: Approach: Movement:	****** North L - I	**************************************	**************************************	* == ==	::::::::::::::::::::::::::::::::::::::	* * * * * * * * * * * * * * * * * * *	**************************************	****** North L - T	* * * * * * * * * * * * * * * * * * *	* E	* * * * * * * * * * * * * * * * * * *	ound East Bound Eart Bound Eart Bound Eart Bound Eart Bound	Foothill Bound [- R	Blvd West L - '	vd West Bound	
Control: Rights: Min. Green: Lanes:	Prot+Permit Include 0 0 0 0 1 0 2 0 1	Prot+Permit Include 0 0 0	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ed	Protected Include 0 0 0		Control: Rights: Min. Green: Lanes:	Prot+Permit Include 0 0 1 0 1 1		Prot+Permit Include 0 0 0	it e 0	Prot+Permi Include 0 0 1 0 1 1	mit de 0 1 0	Prot+	Prot+Permit Include 0 0 0	00
Volume Module: Base Vol: Growth Adj: 1		329 920 1.00 1.00 1	466 1.00 466	103 1 1.00 1.	640 1.00 640	172 1.00 172	Volume Module: Base Vol: Growth Adj: 1	105 244 .00 1.00 105 244	•	146 376 1.00 1.00 146 376	-	108 895 1.00 1.00 108 895	133 1.00 133	239 9 1.00 1. 239 9		1.00
User Adj: PHF Adj: PHF Volume: Reduct Vol:	1.00 0.97 775	1.00 1.00 0.89 0.89 369 1033 0 0	1.00 1.00 1.00 0.89 0.93 0.93 239 104 500 0 0 0		1.00 0.90 711	1.00 0.90 191		1.00 0.85 288 0		10				0.84 0. 284 10 0.84 10		0.84
Reduced Vol: PCE Adj: MLF Adj: Final Vol.:	1:0	369 1033 1.00 1.00 1.00 1.00 369 1033	239 104 500 1.00 1.00 1.00 1.00 1.00 1.00 239 104 500	111 2 1.00 1. 1.00 1.	216 711 1.00 1.00 1.00 1.00 216 711	191 1.00 1.00 191	Reduced Vol: PCE Adj: MLF Adj: Final Vol:	124 288 1.00 1.00 1.00 1.00 124 288	153 1.00 1 1.00 1 153	195 501 1.00 1.00 1.00 1.00 195 501	81 1.00 1 1.00 1 81	126 1042 1.00 1.00 1.00 1.00 126 1042	1.00 1.00 1.00 155	284 10 1.00 1. 1.00 1. 284 10	1,00 1. 1,00 1. 1,00 1.	1.00 1.00 74
Saturation Flow Module: Sat/Lane: 1900 1900 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610	1900 1900 1900 0.95 0.85 1.00 2.00 1.05 1615	1900 1900 0.95 0.92 1.00 1.62 1805 2849	1900 1900 1900 0.92 0.95 0.92 0.38 1.00 1.64 660 1805 2877	1900 19 0.92 0. 0.36 1. 636 18	1900 1900 0.95 0.92 1.00 1.58 1805 2754	1900 0.92 0.42 740	Saturation Fi Sat/Lane: Adjustment: Lanes: Final Sat.:	Flow Module: 1900 1900 0.95 0.90 1.00 1.30 1805 2233	1900 1 0.90 0 0.70 1 1190 1	1900 1900 0.95 0.93 1.00 1.72 1805 3041	1900 1 0.93 C 0.28 1 493 1	1900 1900 0.95 0.93 1.00 1.74 1805 3083	1900 0.93 0.26 458	1900 19 0.95 0. 1.00 1.	1900 19 0.94 0. 1.87 0. 3344 2	1900 0.94 0.13 230
Capacity Analysis Vol/Sat: Crit Maves: *** Green/Cycle: 0.43 Volume/Cap: 0.63 Delay/Veh: 24.4 Mijoel/Veh: 24.4 HCMZkAyg: 24.4	ysis Module: 0.11 0.21 0.14 0.43 0.30 0.30 0.63 0.73 0.48 24.4 34.1 29.7 1.00 1.00 1.00 24.4 34.1 29.7 6 12 6 12	0.20 0.36 0.59 0.44 0.63 0.83 1.00 1.00 1.00 1.00 21.9 28.5 21.9 28.5 9 19	0.36 0.06 0.17 0.44 0.07 0.23 0.83 0.83 0.77 28.5 79.8 40.7 1.00 1.00 1.00 28.5 79.8 40.7 19.6 11.00	0.17 0. 0.23 0. 0.23 0. 0.77 0. 40.7 52. 11.00 1. 11.	0.12 0.26 0.16 0.31 0.77 0.83 52.4 37.1 52.4 37.1 52.4 37.1	0.26 0.31 0.83 37.1 1.00 37.1 15.	Capacity Analysis Vol/Sat: Crit Moves: Green/Cycle: 0.26 Volume/Cap: 0.51 Delay/Veh: 31.9 User DelAdj: 1.00 Adjbel/Veh: 31.9 HCM2kavg: ##CM2kavg: 4 ************************************	Module 0.13 **** 0.17 0.76 45.6 1.00 45.6	0.13 0.17 0.76 45.6 45.6 45.6	0.11 0.16 **** 0.32 0.22 0.59 0.75 29.5 40.7 29.5 40.7 6 10	0.16 C 0.22 C 0.75 C 40.7 1 1.00 1 10 1 10 1	0.07 0.34 0.56 0.44 0.35 0.76 12.3 25.7 1.00 1.00 12.3 25.7 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.34 0.44 0.76 25.7 1.00 25.7 17.7 ****	0.16 0. 0.66 0. 0.63 0. 25.9 16. 25.9 16. 1.00 1. 25.9 16. 1.00 1.	0.32 0. 0.53 0. 0.60 0. 16.6 16. 12. 1. 12. 1.	0.32 0.53 0.60 1.00 12.6 12.4**

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Secretary Proposition Pr	NTWP-AM Alt 1 Wed Sep 13, 2006 08:03:20 Page 5-1	NTWP-AM Alt 1 Wed Sep 13, 2006 08:03:20 Page 6-1
Stock Devel Of Service Computation Report		TIA
North Bound East Bound Pothill Blvd	! * ! *	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)
North Bound South Bound East Bound West Bound North Bound South Bound East Bound West Bound Stop Sign Stop Sign Uncontrolled Uncolled Uncontrolled Uncontrolled Uncolled	Blvd/Colby Cir	Intersection #4 Foothill Blud/Berkeley Ave/Project Dwy ************************************
North Bound	Average Delay (sec/veh): 9.2 Morst Case Level Of Service: F[122.8]	Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[73.9]
Stop 549	Colby Cir North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R L - T - T - R L - T - T - T - T - T - T - T - T - T -	Street Name: Berkeley Ave/Project Dwy Foothill Blvd Approach: North Bound South Bound West Bound Wovement: L - T - R L - T - R L - T - R
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Stop Sign Stop Sign Uncontrolled Include Include O 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Stop Sign Stop Sign Uncontrolled Uncontrolled Include Includ
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	le: 0 0 0 19 0 88 78 1108 0 0 1038	1e: 0 0 75 4 0 42 39 1084 21 112 1070
100 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	1 0 0 0 19 0 88 78 1108 0 0 1038	0 0 75 4 0 42 39 1084 21 112 1070 : 0 0 75 4 0 42 39 1084 21 112 1070
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	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0 82 7 0 70 45 1240 24 129 1236
Critical Gap Module: Nove Module: Critical Gap Mode: Critical Gap Module: Critical Gap Module: Critical Gap Mode: Critical Gap Module: Critical Gap Mode: Critic	0 0 0 34 0 158 86 1227 0 0 1160 2	0 0 82 7 0 70 45 1240 24 129 1236
Capacity Module: XXXX XXXX XXXX XXXX XXXX XXXX XXXX X	6.8 xxxx 6.9 4.1 xxxx xxxxx xxxxx xxxx xxxx xxx xx xx x	6.9 7.5 xxxx 6.9 4.1 xxxx xxxxx 4.1 xxxx xx 3.3 3.5 xxxx 3.3 2.2 xxxx xxxxx 2.2 xxxx xx
Note that the potent cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	1957 xxxx 591 1182 xxxx xxxxx xxxxx	× ×××× 632 2245 ×××× 656 1318 ××××
	: XXXX XXXX XXXX 57 XXXX 455 598 XXXX XXXX XXXX XXXX XXXX XXXX XXX	428 24 xxxx 411 531 xxxx xxxxx 557 xxxx
Vice Module: XXXXX XXXX XXXX XXXX XXXX XXXX XXXX	XXXX XXXX XXXX 0.67 XXXX 0.35 0.14 XXXX XXXX XXXX	xxxx xxxx 0.19 0.45 xxxx 0.17 0.08 xxxx xxxx 0.23 xxxx
_		XXXXX

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NTWP-AM Alt 1 Wed Sep 13, 2006 08:03:20 Page 8-1	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	2000 H *****	Cycle (sec): 100 Critical Vol./Cap. (X): 0.467 Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 264 Optimal Cycle: 21	Street Name: Monte Vista Ave Foothill Blvd Approach: North Bound South Bound East Bound West Bound Movement: L T R L T R L T T L T T Movement:	Control: Protected Protected Protected Protected Rights: Include Inclu	131 165 503 57 63 571 149 135 640 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	e: 137 297 142 195 594 67 70 637 166 144 681 11	0 1	Capacity Analysis Module: Vol/Sat: Coid 0.08 0.09 0.06 0.13 0.13 0.04 0.18 0.10 0.08 0.24 0.24 Coit Moves: **** Green/Cycle: 0.08 0.22 0.22 0.14 0.28 0.28 0.08 0.41 0.41 0.19 0.52 0.52 Volume/Cap: 0.47 0.37 0.40 0.40 0.47 0.47 0.47 0.43 0.25 0.43 0.47 Volume/Cap: 0.47 0.37 0.40 0.40 0.47 0.47 0.47 0.43 0.59 0.43 0.47 Volume/Cap: 0.47 0.37 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Page 7-1		1 * * 1 * * 1 * * 1 * * 1 * * 1 * * 1 * * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 *	0.922 41.2 D	vd West Bound - T - R	Protected Include 0 0 0		100 1.00 1078 258 1078 258 1078 258 1.00 1.00 1.00 1.00	1900 1900 0.95 0.85 2.00 1.00 3610 1615	0.30 0.16 0.38 0.38 0.79 0.42 30.5 23.4 1.00 1.00 30.5 23.4
	! !	* * *	* * * * * * * * * * * * * * * * * * * *	Blvd We L	Pr.		1.00 1 194 1 194 1 194 1 1.00 1 194 1		0.11 0.12 0.92 0.92 1.00 84.7
03:20	HOUSE TIA IVE 1 CONDITIONS	ion Report 'olume Alternative'	* * * * * * * * * * * * * * * * * * * *	111 B1	I do	843 161 149 1.00 1.00 1.00 843 161 149		0 1900 1900 1900 5 0.93 0.93 0.95 0 1.68 0.32 1.00 5 2958 565 1805	7 0.33 0.33 **** 9 0.36 0.36 9 0.92 0.92 6 42.1 42.1 6 42.1 42.1
Sep 13, 2006 08:03:20	T INN/OLD SCHOOL HOUSE TIA PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	Service Computation Report ns Method (Base Volume Alternative) ************************************	* * * * * * * * * * * * * * * * * * * *	111 B1	Protected Protected Protected 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 229 115 843 161 149 1.00 1.00 1.00 1.00 1.00 1.00 388 229 115 843 161 149	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1900 1900 1900 0.93 0.93 0.95 1.68 0.32 1.00 2958 565 1.00	7 0.33 0.33 **** 9 0.36 0.36 9 0.92 0.92 6 42.1 42.1 42.1 42.1 21 21
Wed Sep 13, 2006 08:03:20	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR		1 Vol. (Cap. (X): Delay (sec/veh): f Service:	111 B1	Protected Protec	284 181 177 388 229 115 843 161 149 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1900 1900 1900 1900 1900 1900 1900 1.00 1.	0.35 0.25 0.07 0.33 0.33 0.38 0.38 0.09 0.36 0.36 0.92 0.64 0.79 0.92 0.92 46.5 27.4 65.6 42.1 42.1 10.0 1.00 1.00 1.00 1.00 24 5.5 27.4 65.6 42.1 42.1 24 11 6 5.1 42.1

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NIWP-AM Alt 1 Wed Sep 13, 2006 08:03:21	CLAREWONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT ALTERNATIVE I CONDITIONS AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) Therefore #R Proving Hourtrains History # ***********************************	**************************************	Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): Optimal Cycle: 34 Level Of Service:	Street Name: Indian Hill Blvd Arrow H Approach: North Bound South Bound East Bound Movement: L - T - R L - T - R	Protected Pr	Rights: Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume Module: Base Vol: 177 807 153 78 801 51 70 331 174	j: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	205 934 177 89 9 18 58 93 4 38 0 0 0 0 0 0 0	Vol: 205 934 177 89 918 58 93 438 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 934 177 89	Saturation Flow Module: SatVrane: 1900 1900 1900 1900 1900 1900 1900 190	0.95 0.93 0.93 0.95 0.94 0.94 0.95 0.95 1.00 1.68 0.32 1.00 1.88 0.12 1.00 2.00	2962 296 1805 3383	Cott Manalysis Module: Vol10 0.11 0.32 0.32 0.05 0.27 0.27 0.05 0.12 0.14 0.	0.17 0.49 0.49 0.08 0.40 0.00 0.07 0.24 0.24	7.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03	45.8 20.2 20.2 55.2 26.4 8 13 13 4 13	*********************
NTWP-AM Alt 1 Wed Sep 13, 2006 08:03:20 Page 9-1	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) ***********************************	**************************************	Colby Cir/Via 1	L T T L T R L T R L T L L L L L L L L L	Lanes: 1 0 1 1 0 1 1 0 0 0 11 0 0 0 11 0 0 0 10 0	35 633 2	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.64 0.64 0.64 0.67 0.67 0.67 0.67 0.67 0.75 0.75 55 995 3 56 1104 48 23 3 105 17 4	Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Module:	.2 xxxx xxx	Capacity Module: Cnflict Vol: 1152 xxxx xxxxx 998 xxxx xxxxx 1849 3148 676 1373 3370 A00	614 xxxx xxxxx 701 xxxx xxxxx 47 37 466 54 35 614 xxxx xxxxx 701 xxxx xxxxx 37 31 466 54 35	0.23 0.51 0.13 0	XXXX 0.3 XXXX XXXXX XXXXX XXXXX XXXXX		GEXXXXX XXXX XXXXX XXXX XXXXX XXXXX XXXX I39 XXXXX XXXX	xxxxx 123 xxxxx xxxxx 190 * F * F	185	

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**************************************	2000 HCM	Level Opera	Of Serv ions Me	rvice C Method	omputa (Base	tion Re Volume	port Alternativ	.ve)	* * * * *
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e (sec Time	#8 Arrow	1/KMH	ndian Hi. *******	11 B1	vd ***	* * * * * * * * * * * * * * * * * * *	. * . *	* * *	* * * * * *
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treet Name: pproach: ovement:	North B	ndian ound - R	Hill Bly	, 54 F	Bound B	******* East B	Arrow Sound	******* Hwy West	* * * * * * * * * * * * * * * * * * *
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Page 10-1

NTWP-AM Alt 1 Wed Sep 13, 200	CLAREMONT INN/OLD SCI NEAR TERM WITH PROJECT ALTI	Level Of Service Com 2000 HCM Operations Method (B: ************************************	Cycle (sec): 100 Cri. Loss Time (sec): 4 (Y+R = 4 sec) Ave. Optimal Cycle: 133 Lev.	Street Name: Indian Hill Blvd Approach: North Bound South Boun Movement: L - T - R L - T -	Control: Permitted Protected Rights: Include Include Min. Green: 0 0 0 0 0 0 Lanes: 0 0 2 1 1 1 0 2 0	814 441 517 1.00 1.00 1.00 814 441 517 1.00 1.00 1.00	e: 0.81 0.81 1: 0.1004 544 0.1: 0.1004 544 1: 0.1000 1.00 1:00 1.00 1.00 1:00 1.00 1.00	Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1 Adjustment: 1.00 0.86 0.86 0.95 0.95 1 Lanes: 0.00 2.59 1.41 1.00 2.00 C Final Sat.: 0 4248 2301 1805 3610	Capacity Analysis Module: Vol/Sat: Vol/Sat: Crit Moves: Green/Cycle: 0.00 0.25 0.25 0.35 0.60 (Volum/Cap: 0.00 0.95 0.95 0.95 0.44 (Delay/Veh: 0.00 49.5 49.5 55.7 11.0 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 HCM2kAvg: HCM2kAvg: ###################################
Page 11-1		* * * * * * * * * * * * * * * * * * *	0.690 26.0 26.0 C	Ramps West Bound L - T - R	Split Phase Include 0 0 0 1 0 1! 0 1	469 2 285 1,00 1,00 1,00	0.89 0.89 0.89 0.89 0.89 0.89 469 2 285 0 0 0 0 1.00 1.00 469 2 285 1.00 1.00 469 2 285	1900 1900 1900 0.89 0.89 0.89 1.62 0.01 1.37 2735 9 2325	0.17 0.22 0.12 0.33 0.33 0.33 0.53 0.69 0.38 27.8 31.2 26.1 1.00 1.00 1.00 27.8 31.2 26.1 8 12 26.1
08:03:21	HOUSE TIA	Level Of Service Computation Report Operations Method (Base Volume Alternative)	<pre>4 sec) Average Delay (X): 4 sec) Average Delay (sec/veh): Level Of Service: ************************************</pre>	I-10 WB East Bound L - T - R	Split Phase Include 0 0 0 0	1.00 1.00	1.00 1.00 1.00 0 0 0 0 0 0 0 0 0 0 0 0 0	1900 1900 1900 1.00 1.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00
Sep 13, 2006	CLAREMONT INN/OLD SCHOOL HOUSE ERM WITH PROJECT ALTERNATIVE 1 AM PEAK HOUR	Level Of Service Computation Report M Operations Nethod (Base Volume Alternati	**************************************	ill Blvd South Bound L - T - R	Permitted Include 0 0 0 0 0 0 10 10 10 10 10 10 10 10 10	840 1.00 840	0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85	1900 1900 1900 1.00 0.91 0.85 0.00 3.00 1.00 0 5187 1615	0.00 0.16 0.17 0.00 0.25 0.25 0.00 0.64 0.69 0.0 34.6 38.9 0.0 34.6 38.9 0.0 34.6 38.9
Wed	CLAREMONY NEAR TERM WITH	¥ ₹ ₹ €	**************************************		Protected Include 0 0 1 0 2 0 0	477 750 .00 1.00 477 750	0.94 0.94 0.94 0.94 0.94 0.94 47 750 0 477 750 0 1.00 1.00 1.00 477 750 0	low Module: 1000 1900 1900 0.95 0.95 1.00 1.00 2.00 0.00 1805 3610 0	ysis Module: 0.38 0.60 0.00 0.69 0.33 0.00 0.69 0.33 0.00 1.00 1.00 1.00 28.8 8.5 0.0 1.4 5 0.0
NTWP-AM Alt 1	 	2000 HC ************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:	Street Name: Approach: Movement:	Control: Rights: Min. Green: Lanes:	dule dule j:	User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: MLF Adj: MLF Adj: Final Vol:	Saturation Flow Mod Sat/Lane: 1900 1 Adjustment: 0.95 0 Lanes: 1805 3 Final Sat.: 1805 3	Capacity Analysis M Vol/Sat: 0.26 o Crit Moves: *** Green/Cycle: 0.38 o Volume/Cap: 0.69 o User Deladj: 1.00 1 Adjel/Veh: 28.8 HCM2RAvg: 14

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Critical Vol./Cap. (X): 0.951
4 sec) Average Delay (sec/veh): 36.0
Level Of Service: D

South Bound East Bound West Bound
L - T - R L - T - R
L - T - R - T - R

I-10 EB Ramps

ns Method (Base Volume Alternative)

/Indian Hill Blvd

Service Computation Report

PROJECT ALTERNATIVE 1 CONDITIONS

AM PEAK HOUR

T INN/OLD SCHOOL HOUSE TIA

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NTWP-PM Alt 1	Wed Sep 13, 2006 08:03:21	Page 1-1
	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR	1 1 1 1 1 1 1 1 1 1 1 1
Scenario:	Scenario Report NTWP-PM Alt 1	
Command:	NTWP-PM Alt 1	
Volume:	NTWP-PM Alt 1	
Geometry:	Existing	
Impact Fee:	Default Impact Fee	
Trip Generation:	Default Trip Generation	
Trip Distribution:	Default Trip Distribution	
Paths:	Default Paths	
Routes:	Default Routes	
Configuration:	Ex-PM	

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Wed Sep 13, 2006 08:03:22

NTWP-PM Alt 1

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		İ		CLAREMONT INN/ NEAR TERM WITH PROJE	OLD CT PEA	INN/OLD SCHOOL HOUSE TIA PROJECT ALTERNATIVE 1 CON PM PEAK HOUR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TIA	! !		1
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·	**	7	Foothill	Blvd/Towne Ave	2 2	· 6.	50	LOS Veh C D 42.4 0.909	+		D/V
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	*	Ŋ	Foothill	Blvd/Indian Hill Blvd	Ω	37.4 0.879	Ω	37.4 0.879	+	0.000 D	D/V
	*	Ø	Foothill	Blvd/Monte Vista Ave	C	29.6 0.708	O	29.6 0.708	+	0.000.0	D/V
-	*	7	Colby Cir	Colby Cir/Indian Hill Blvd	۵	31.1 0.000	۵	31.1 0.000	+	0.000	D/V
*	*	œ	Arrow	Hwy/Indian Hill Blvd	Ω	41.5 0.884	О	41.5 0.884	+	0.000 D,	D/V
-	*	9	I-10 WB R	Remps/Indian Hill Blvd	O	25.7 0.729	U	25.7 0.729	+	0.000.0	D/V
**	⊤	10	I-10	EB Ramps/Indian Hill Blvd	Ω	46.5 1.037	Q	46.5 1.037	+	+ 0.000 D,	D/V

Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alterna ***********************************	PM PEAK HOUR	NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR
	**************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************
<pre>cycle (sec):</pre>	**************************************	Cycle (sec): 100 Critical Vol./Cap. (X): Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): Optimal Cycle: 26
######################################	Blvd West Bound L - T - R	me: Mountain Ave North Bound South Bound L - T - R L - T - R
Protected Include 0 0 1 1 0	Protected Include 0 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0	Control: Prot+Permit Prot+Permit Prot+Permit Rights: Include Include Include Include Include Include Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0
, t	166 223 742 233 Base Vol: 00 1.00 1.00 1.00 Growth Ad 166 223 742 233 Initial B 100 1.00 1.00 1.00 User Ad; 189 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.	Volume Module: Base Vol: 117 147 51 150 167 41 63 1100 75 103 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
188 188 1.00 1.00 1.00	251 835 262 0 0 0 251 835 262 1.00 1.00 1.00 1.00 1.00 1.00 251 835 262	Vol: 120 151 52 159 177 44 67 1165 79 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
90.0	900 1900 1900 1900 Saturatio 93 0.95 0.92 0.92 Adjustmen .33 1.00 1.52 0.48 Lanes: 573 1805 2648 832 Final Sat	n Flow Mo 1900 t: 0.95 1.90
0.33 0.36 0.91 40.2 1.00 40.2	0.14 0.32 0.32 **** 0.15 0.35 0.35 0.91 0.90 0.90 73.2 40.3 40.3 1.00 1.00 1.00 73.2 40.3 40.3	Capacity Analysis Module: Vol/Sat: 0.07 0.06 0.06 0.09 0.06 0.06 0.04 0.35 0.35 0.07 Crit Moves: Green/Cycle: 0.23 0.10 0.10 0.26 0.12 0.12 0.66 0.60 0.60 0.72 Green/Cycle: 0.38 0.58 0.58 0.46 0.52 0.52 0.58 0.58 0.33 Delay/Veh: 32.6 45.5 45.5 31.0 42.2 42.2 7.6 12.9 12.9 8.5 Nosr DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0

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NTWP-PM Alt 1	Wed Sep 13,	13, 2006 08:03:22	:03:22	Page	je 7-1	NTWP-PM Alt 1	Wed	d Sep 13, 2006 08:03:22	3:03:22	Page 8-1
NEAR	CLAREMONT I	NN/OLD SCHOOL OJECT ALTERNA PM PEAK HOUR	HOUSE TIA	ONS	1 		CLAREMO NEAR TERM WIT	CLAREMONT INN/OLD SCHOOL HOUSE TERM WITH PROJECT ALTERNATIVE 1 PM PEAK HOUR	HOUSE TIA ATIVE 1 CONDITIONS	70
Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alterna ************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	ice Computa	tion Report Volume Alterna	ltive)			Level C 2000 HCM Operati ************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alte ************************************	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative) ************************************	(92) ************************************
Intersection #5 Foothill Blvd/Indian Hill Blvd ************************************	thill Blvd/India	n Hill Blvc ********	*******	******	******	********	***********	****		*****
<pre>Cycle (sec): Loss Time (sec): Optimal Cycle:</pre>	100 $4 (Y+R = 4 s)$	Critica 4 sec) Average Level O	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	t):	0.879 37.4 D	Cycle (sec): Loss Time (sec) Optimal Cycle:	100 : 4 (Y+ 36 ********	Critic: = 4 sec) Average = ************************************	<pre>R = 4 sec) Average Delay (sec/veh): Level Of Service: ************************************</pre>	. 29.6 . 29.6 . C
%xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	**************************************	********** Blvd South Bound - T - R	East Bound	hill B1	vd West Bound	Street Name: Approach: Movement:	Monte Vista Ave North Bound Sout L - T - R L -	sta Ave South Bound L - T - R	Foothill East Bound L - T - R	Blvd West Bound L T R
Control: Prot Rights: Ir Min. Green: 0 Lanes: 1 0	Protected Pro Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 0 0 0 0	Protected Include 0 0 1 1	Prote Inc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Control: Rights: Min. Green: Lanes:	Protected Include 0 0 0 0 2 0 1	Protected Include 0 0 0 0 2 0 2 10	Protected Include 0 0 0 1 1 0 2 0 1	Protected Include 0 0 0 0 1 1 0 1 1 0
- le: 286	164 143	338	100 942	209 189 931	931 240	Volume Module: Base Vol:	:: 256 652 153 1.00 1.00	168 469 77 1.00 1.00 1.00	91 999	181 762
j: 1.00 se: 286	164 143	338	100 942	189		Initial Bse: User Adi:	652	168 469 1.00 1.00 1	91 999 1.00 1.00	181 762 1.00 1.00
0.93	0.93 0.93 0.88	0.88 0.88	0.93 0.93 0	.93 0.89 0.	0.89 0.89 1046 270	PHF Adj: PHF Volume:	0.91 0.91 0.91 281 716 168	0.87 0.87 194 540	0.89 0.89 0.8 102 1120 26	0.87 0.8 209 88
	1 -		0 0 0	212		Reduct Vol: Reduced Vol:	0 716	194	0 0 102 1120	0 0 209 881
1.00 1.00 306	1.00 1.00 1.00 1.00 1.06 1.00	1.00 1. 1.00 1. 386	1.00 1.00 1 1.00 1.00 1 1.08 1016			PCE Adj: MLF Adj: Final Vol.:	1.00 1.00 1.00 1.00 1.00 1.00 281 716 168	1.00 1.00 1.00 1.00 194 540	1.00 1.00 1.00 1.00 1.00 1.00 102 1120 268	1.00 1.00 1.00 1.00 1.00 1.00 209 881 231
n Flow Mc 1900 t: 0.95 t: 1805	1900 1900 0.85 0.95 1.00 1.00 1615 1805	1900 1900 1.00 0.85 1.00 1.00 1900 1615	1900 1900 0.95 0.92 1.00 1.64 1805 2875	1900 1900 19 0.92 0.95 0. 0.36 1.00 2. 638 1805 36	1900 1900 0.95 0.85 2.00 1.00 3610 1615	ration F Lane: stment: s: 1 Sat.:	10w Module: 1900 1900 1900 0.92 0.95 0.85 2.00 2.00 1.00 3502 3510 1615	1900 1900 1900 0.92 0.89 0.89 2.00 2.58 0.42 3502 4362 716	1900 1900 19 0.95 0.95 0. 1.00 2.00 1. 1805 3610 16	1900 1900 1900 0.95 0.92 0.92 1.00 1.58 0.42 1805 2771 727
 nalysis 0.17	Module: 0.23 0.11 0.09	0.20 0.04	0.06 0.35 0	.35 0.12 0.2	29 0.17	Capacity Analysis Vol/Sat: 0.08 Crit Moves:	Lysis Module: 0.08 0.20 0.10	0.06 0.12	0.06 0.31	0.12 0.32
		0.23	0.09 0.40	0.13	0.44 0.44 0.65 0.38	Green/Cycle: Volume/Cap:	0.28	0.08 0.22 0.71 0.57	0.09 0.44 0.44 0.62 0.71 0.38	0.16 0.51 0.71 0.62 47 2 18 2
1.00	37.5 27.5 58.0 1.00 1.00 1.00		52.8 34.3 3 1.00 1.00 1 52 8 34 3 3	.4.3 71.1 22 .00 1.00 1. .4 3 71.1 22	22.7 18.9 1.00 1.00 22.7 18.9	Delay/ven: User DelAdj: AdiDel/Veh:	41.7 34.7 29.4 1.00 1.00 1.00 41.7 34.7 29.4		1.00 1.00 51.0 24.4	
Adjbel/ven: 60.9 3 HCM2kAvg: 13 **********	C	15.1 15 *****	* * * * * * * * * * * * * * * * * * *	*****	*	HCM2 kAvg:	11.		******	0 T 3

βŞ Traffix 7.7.0315 (c) 2005 Dowling Assoc. Licensed to K-H, PHOENIX,

NTWP-PM Alt 1		Wed Sep 13, 2006 08:03:22	8:03:22	Page 9-1	NTWP-PM Alt 1	Wed Sep 13, 2006 08:03:22	03:22
	CLARE NEAR TERM W	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT ALTERNATIVE 1 CON PM FEAK HOUR	THOUS TIA		NEAR 7	CLAREMONT INN/OLD SCHOOL HOUSE TIA TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR	HOUSE TIA
**************************************	Level Of Service Com 2000 HCM Unsignalized Method (Intersection #7 Colby Cir/Indian Hill Blvc	Level Of Service Computation Report nsignalized Method (Base Volume Alt ************************************	putation Report Base Volume Alternative)	* * * * * * * * * * * * * * * * * * *	Level Of Service Com 2000 HCM Operations Method ************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative Intersection #8 Arrow Hwy/Indian Hill Blvd	ion Report olume Alternativ
Average Dela	Average Delay (sec/veh): ************************************	4.5 Worst	Average Delay (sec/veh): 4.5 Norst Case Level Of Service: D[31.1]	D[31.1]	Cycle (sec): 10	*	**************************************
Street Name: Approach:	Indian North Bound	Indian Hill Blvd Bound South Bound	Colby Cir/Via la Salle East Round	a la Salle West Bound	*	4 (1+K = 4 sec) Average Delay (sec/veh): 77 Level Of Service:	4 sec) Average Delay (sec/veh): Level Of Service:
Movement:	L - T - R	L - T - R	T - T - 1			Indian Hill Blvd	**************************************
Control: Rights:	Uncontrolled Include	-	 Stop Sign Include	Stop Sign Include	Approach: North Bound Movement: L - T - 7	South Bound RELTRE	East Bound L - T - R
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 11 0 0	Control: Protected	Δ,	Protected
Volume Module Base Vol:		2 396	103		Min. Green: 0 0 Lanes: 1 0 1	ude include 0 0 0 0 0 1 0 1 0 1 1 0	Include 0 0 0 1 0 2 0 1
Growth Adj: 1.00 1.00 Initial Bse: 102 656		0 1.00 1.00 1.00 6 2 396 21	1.00 1.00 1.00 1 48 8 103	1.00 1.00 1.00 4 0 2	Volume Module:	-	
User Adj: PHF Adi.	1.00 1.00 1.00	1.00 1.00 1	1.00	1.00 1.00 1.00	185	158 187 959 86	
PHF Volume:		2 400	124		Growth Adj: 1.00 1.00 Initial Bse: 185 889	1.00 1.00 1.00 1.00 158 187 959 86	1.00 1.00 1.00
Reduct Vol:	0 0 0	0 0 0		0 0 0	1.00	1.00 1.00 1.00	
ringi voi::	113 /24 18	2 400 21	58 10 124) 	PHF Adj: 0.93 0.93	0.93 0.91 0.91 0.91	0.95 0.95 0.95
Critical Gap Module:	Module		-	-	202	66 7COT CO7 T/T	

Page 10-1

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371 632 632 0.01

× × × × × XXXX

1167 151 111 0.10

211 801 801 0.15

XXXX XXXXX 742 XXXX XXXXX 1002 1382 XXXX XXXX XXXX 874 XXXX XXXX 200 145 XXXX XXXXX XXXX 183 131 XXXX XXXX 0.00 XXX XXXX 0.32 0.07

Capacity Module:
Cnflict Vol: 422 xxxx xxxxx
Cnflict Cap: 1148 xxxx xxxxx
Move Cap: 1148 xxxx xxxxx
Volume/Cap: 0.10 xxxx xxxx v

7.5 xxxx 3.5 xxxx

9.9

7.5 6.5 3.5 4.0

4.1 xxxx xxxxx 2.2 xxxx xxxxx

Critical Gap Module: Critical Gp: 4.1 xxxx xxxxx FollowUpTim: 2.2 xxxx xxxxxx

61 E	•	*****	- 7	n Hill Blvd	* * * * * * *	1	,				
Optimal Cycle:	· · · ·	100 4 (Y+R 77	4	<u> </u>	י סטי	- Δ	Cap (se		k k k	0.884 41.5 D	х д. г.) О * * *
Street Name: Approach: Movement:	North L - T	Indian Bound - R	1111 S	vd th B	und - R	* E		Arrow Bound C - R	× × × × × × × × × × × × × × × × × × ×	۵ * ط *	******* Bound
	1 14	ted		rotected Include	1	- I-I	rotected Include	1	P ₁	rotected Include	1
Min. Green: Lanes:	1 0 1	100	0 1	1 0	00 [۰ ت	0 2 0	0 1 0	100	۰,	1 0
ule:			187	959	86	150	924	184	223	566	σ α
Π.	.00.	Н	1.00	1.00	1.00	1.00	1.00	0	1.00	1.00	1.00
]: 	00.			1.00	1.00	150	924	184	223	566	980
Adj: 0	.93 0	Ç	0.91	6.	6.	0.95	0.95	CT.	0.85	0.85	0.85
PHF Volume:				1052	94	159	978	195	263	667	105
			205	1052	94	159	0 828	195	9 63	0 4	0 0
Adj: 1	.00	7		1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
dj: 1	.00 1.00	00'1'	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	1	205	1052	94	159	978	195	263	299	105
Saturation Flo	ow Module	- 	_		-				! ! ! !		
	006	Н		1900	1900	1900	1900	1900	1900	1900	1900
stment: 0	35	0		σ.	0.94	0.95	0.95	0.85	0.95	δ,	0.93
Lanes: Final Sat.: 1	.00 1.70 805 2995		1805	3273	0.16	1.00 1805	2.00 3610	1.00	1.00	3057	0.27
Anal	W W	1 (1)			-			-		1	-
Vol/Sat: 0 Crit Moves: **	.11 0.3	2 0.32	0.11	0.32	0.32	60.0	0.27	0.12	0.15	0.22	0.22
0:0	13 0			e,	0.36	0.14	0.31	m	0.16	0.34	3.4
0	.88 0.89	68.0 6	0.89	88.0	0.88	0.65	0.88	0.39	0.88	0.65	0.65
٠.	0			ς.	37.4	7.0	41.6	·	66.1	6	29.5
User DelAdj: 1	-10			۰.	1.00	00.	1.00	٥.	1.00	٥.	1.00
.,	,			4.7	37.4	47.0	41.6	٠.	66.1	29.5	29.5

NTWP-PM ALC 1	We	Wed Sep 13, 20	2006 08:03:22			Page 11-1	11-1	NTWP-PM Alt 1		Wed Sep 13, 2	00 6 08	- 1	1	Page 12-1	1
	CLAREMO NEAR TERM WIT	CLAREMONT INN/OLD SCHOOL HOUSE TERM WITH PROJECT ALTERNATIVE 1 PM PEAK HOUR	SCHOOL LTERNAT HOUR	HOUSE TIA IIVE 1 CONDITI	DITIONS				CLAR NEAR TERM	CLAREMONT INN/OLD SCHOOL HOUSE TERM WITH PROJECT ALTERNATIVE 1 PM PEAK HOUR	SCHOOL LTERNAT HOUR		CONDITIONS	1	
**************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alterna ************************************	Level Of Service Computation Report Operations Method (Base Volume Alternative ************************************	omputat (Base V *****	Computation Report (Base Volume Alte	ernative	* * * * * *	\	**************************************	Leve 2000 HCM Oper ************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) Intersection #10 I-10 ER Ramps/Indian Hill Blvd	Omputat. (Base V. ****** 11 Blvd	Computation Report (Base Volume Alter ************************************	:******	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
**************************************	Cycle (sec): 1 (Y+R = 4 sec) Average Delay (sec/ve Optimal Cycle: 39 Level of Service:	= 4 sec) Av	Critical Average Level Of	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:		* * * *	0.729	Cycle (sec): Loss Time (sec) Optimal Cycle: ************************************	100 3c): 4 (Y 3: 180	100 Critical Vol./Cap. (X): 4 (Y+R = 4 sec) Average Delay (sec/veh): 180 Level Of Service: ************************************	Critical Average Level Of	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	(X): 'veh):	1.037 46.5 D	* * * *
Street Name: Approach: Movement:	Indian F North Bound L - T - R	Indian Hill Blvd Bound South Bound - R L - T -	und - R	I-10 East Bound I - I -	I-10 WB ound - R	Ramps West Bound	Sound R	Street Name: Approach: Movement:	India North Bound L T -	Indian Hill Blvd Bound South Bound R L T -	nund - R	1-10 East Bound L - T -	E E E	Ramps West Bound L T T - T	ind - R
rol: ts: Green:	Protected Include 0 0 0 0 1 0 2 0 0	Permitted Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Split Phase Include 0 0 0 0 0 0	hase ude 0	Split Phase Include 0 0 1 0 1! 0	thase of the control	Control: Rights: Min. Green: Lanes:	Permitted Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 0 1 1 0 2 0	ed 0 0	Split Phase Include 0 0 0 1 0 1! 0	ase de 0 0 1	Split Phase Include 0 0 0 0 0	ase de 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
dule dule j:	349 896 .00 1.00 349 896	=	318 1.00 318	1.00		469 5 1.00 1.00 469 5		Volume Module Base Vol: Growth Adj: Initial Bse:	0 919 1.00 1.00 0 919		0 1.000	357 14 1.00 1.00 357 14		0 0 1.00 1.00 0 0 1.00 1.00	1.00
: ne: 51: 701:			1.00 0.86 371 371	1.00 1.00 1.00 1.00 0 0 0 0		1.00 1.0 0.91 0.9 516 0 516 516		USET AGJ: PHF AGJ: PHF Volume: Reduct Vol: Reduced Vol:		534 534 534 534 1.00	0.00	465 18 465 18 0 0 465 18			1.00
••	1.00 1.00 1.00 1.00 1.00 1.00 370 949 0	1.00 1.00 1.00 1.00 0 1119	1.00	1.00 1.00	7 FI	1.00 1	0 1.00 6 362 	MLF Adj: Final Vol.:	999		!		1.00 : 883	⊣ !	1.00
Saturation Flow Module: Sat/Lane: 1900 1900 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610	Ow Module: 1900 1900 0.95 0.95 1.00 1.00 2.00 0.00 1805 3610		1900 0.85 1.00 1615	1900 1900 1.00 1.00 0.00 0.00 0 0	1900	1900 1900 0.88 0.88 1.58 0.01 2648 21	1900 1900 10.88 1.41 1.357	Saturation F. Sat/Lane: Adjustment: Lanes: Final Sat.:	Flow Module: 1900 1900 15 1.00 0.86 0. 0.00 2.43 1. 0.3956 25	1900 1900 1900 0.86 0.95 0.95 1.57 1.00 2.00 2552 1805 3610	1900	1900 1900 0.82 0.82 1.33 0.03 2070 41	1900 0.82 1.64 2537	1900 1900 1.00 1.00 0.00 0.00 0 0	1,00 1,00 0,00
ity Analatic	ysis Module: 0.20 0.26 0.00 0.28 0.60 0.00 0.73 0.44 0.00 37.9 11.2 0.0 12 8 0 0.00 12 8 0.00	0.00 0.22 0.00 0.32 0.00 0.68 0.0 31.1 1.00 1.00 0.0 31.1 0.0 11.00	0.** 0.** 35. ***	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	0.00	0.19 0.27 0.36 0.36 0.54 0.73 25.54 0.73 1.00 1.00 25.5 29.8	77 0.15 6 0.36 8 24.0 8 1.00 8 24.0 8 24.0 8 24.0	Capacity Analysis Vol/Sat: 0.00 Crit Moves: Green/Cycle: 0.00 Volume/Cap: 0.00 Delay/Veh: 0.00 User DelAdj: 1.00 AdjDel/Veh: 0.0 HCMZkAvg: 0.0	Module 0.25 **** 0.24 1.04 70.5 1.00 70.5	0.25 0.30 0.29 0.24 0.29 0.53 1.04 1.04 0.55 70.5 85.2 16.0 70.5 85.2 16.0 70.5 85.2 16.0	0.00	0.22 0.45 **** 0.43 0.43 0.52 1.04 21.1 63.2 1.00 1.00 21.1 63.2 9 33.*	0.35 0.43 0.81 27.8 1.00 27.8	0.00 0.00 0.00 0.00 0.00 0.00 0.0 0.0 1.00 1.00 0.0 0.0	0.00

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### HOUSE TIA ation Report ation Report ation Report ation Report ation Report ation Report by Volume Alternative) ***********************************					1			(-		
Computation Report d (Base Volume Alternative) st Case Level Of Service: E[44.2] Foothill Blvd - R L - T - R L - T - R lound East Bound Meet Bound - R L - T - R L - T - R lound East Bound Meet Bound - R L - T - R L - T - R lound Ducontrolled Uncontrolled 0 1 0 2 0 0 0 1 1 0 1.00 1.00 1.00 1.00 1.00 1	C NEAR TERM WI	LAREMONT TH PROJEC	INN/OLE	SCHOOL RNATIVE	L HOUSE T	IA TED COND	TTIONS		 	Z	C NEAR TERM WI
Second Contine Foothil Blvd Second Sec	2000 HCM Un ************************************	evel Of S signalize ************************************	Service ed Metho	Comput:	ation Rep Wolume	ort Alternat ******	**************************************		Internation	2 ************************************	2000 HCM Un: ************************************
Foothill Blvd - R L - T - R L - T - R - T - R L - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R - R	erage Delay (sec/veh)	** ** **	1024 * * * *	St Cask	Level 0	f Service	* · · ·	E[44.2]	Aver	r*************************************	(sec/veh)
Cound	reet Name:	Colby Ci	ы			Foothi	11 Blvd	* * * * * * * * * * * * * * * * * * *	Stre	et Name:	******* GA75E
ign Uncontrolled Uncolled Unco	J	~	South E	Sound - R		Bound T - R	West L -	: Bound T - R	Appr	coach:	North Bol
ign Uncontrolled Uncontrolled ude Include Include 0 1 1 0 2 0 0 1 1 0 1 1 0 2 0 0 0 1 1 0 1 1 0 0 1 0 1 1 0 1 1 0 0 1 1 0 0 0 1 1 0 1 1 0 0 1 0 0 1 1 0 1 1 0 0 1 0 0 1 1 0 1 1 0 0 1 0 0 1 0 0 1 0 0 8 8 78 1112 0 0 1 1042 20 1 100 1.00 1.00 1.00 1.00 1.00 1 8 8 78 1112 0 0 1 104 20 1 1 0 0 0 0 0 0 0 0 0 0 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 5 8 6 1231 0 0 1 164 22 1 6 9 0 0 9 0 0 9 0 0 9 0 0 9 0 1 6 9 0 0 0 0 0 0 0 0 1 1						-					
0 1 1 0 2 0 0 0 11 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	 S	de de	Stop S	ign	Uncon In	trolled	Uncon	trolled	Cont	rol:	Stop Sig
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Z	NEAR TERM	3		H H	INN/OLD S T ALTERN	N/OLD SCHOOL ALTERNATIVE MM PEAK HOUR	 	OUSE TIA MITIGATED		CONDITIONS		1 1 1 1
Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternativ Intersection #4 Foothill Blud/Berkeley Ave/Project Dwy	2000 HCM *******	Level HCM Unsign ************************************	el Of gnali: ***** Blvd/1	Level Of Service Co Unsignalized Method	Service (ed Methoc ************************************	el Of Service Computation gnalized Method (Base Vol.	Level Of Service Computation Report HCM Unsignalized Method (Base Volume Alternative)	Report	E	* * * * * * * * * * * * * * * * * * *	*	* * * * * * * * * * * * * * * * * * * *
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Wed Sep 13, 2006 08:03:24

CLAREMONT INN/OLD SCHOOL HOUSE TIA	USE TIA ITIGATED N Report Lume Alte	CONDITIONS	070	
Devel Of Service Computation Report Level Of Service Filses	n Report lume Alte	1	a l	
Average Delay (sec/veh): 5.8 Worst Case Level Of Service: Street Name: Indian Hill Blvd East Bound Approach: L T R L T R L T R L T R L T R L L T R L L T R L L T R L L T R L L T R L L L T R L L L L		ernati:	ive) *******	* *
Approach: Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - R L - T - R L - R L - T - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R L - R	******** vel Of Se	**************************************	F F F F F F F F F F F F F F F F F F F	F[189.8]
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NEAR TERM WITH P CLARE	NTWP-PM Alt 1 mit Wed Sep 13, 2006 08:03:27 Page 5-1	NTWP-PM Alt 1 mit Wed Sen 13 2006 08:03-27
Stock Computation Report E E E E E E E E E	INN/OLD SCHOOL HOUSE TIA THERNATIVE 1 MITIGATED CONDITIONS PM PEAK HOUR	ERM W
Variable Brad/Colby Cir	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	Level Of Service Computation R 2000 RCM Unsignalized Method (Base Volum
North Boand	Blvd/Co ******	Intersection #4 Foothill Blvd/Berkeley Ave/Project D ***********************************
Stop Sign	ne: Colby Ci North Bound L - T - R L	Street Name: Berkeley Ave/Project Dwy Approach: North Bound South Bound Ea
Control Cont	: Stop Sign Stop Sign Uncontrolled Include Include Include Include 0 0 0 0 1 1 0 2 0 0	Stop Sign Stop Sign Include Include 0 0 0 0 1 1 1
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Vice Module:	2054 xxxx 678 1355 xxxx xxxxx 49 xxxx 400 514 xxxx xxxxx 47 xxxx 400 514 xxxx xxxxx 0.37 xxxx 0.18 0.05 xxxx xxxx	642 xxxx xxxx 756 1512 422 xxxx xxxx 355 448 422 xxxx xxxx 355 448 0.12 xxxx xxxx 0.45 0.18
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NEAR	AR TERM	CLAB	l fi b	INN/OLD S T ALTERNA PM PEAK	IN/OLD SCHOOL ALTERNATIVE	= -	OUSE TIA		CONDITIONS			1
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**************************************	<pre>********* (Sec/veh): ************************************</pre>		**************************************	****** Worst	st Case	********* e Level Of	* +	Service:	* :]5	******	
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				××××	355	448	XXXX	XXXXX	×××	XXXX	XXXXX	
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1 mit Wed Sep 13, 2006 08:03:27 Page 9-1	
NTWP-PM Alt 1 mit	

Z	TERM WI	CLAREMONT INN/OLD SCHOOL WITH PROJECT ALTERNATIVE PM PEAK HOUR	T INN/ FECT AI	NN/OLD SCHOOM ALTERNATIVE PM PEAK HOUR		HOUSE 1 MITIC	HOUSE TIA MITIGATED	CONDITIONS	rions		
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**************************************	2000 HCM Unsignalized Method (Base Volume Alternative) ************************************	Level Of Service Computation Report Level Of Service Computation Alternative) .************************************	[Servj ized Me ******	ce Com ethod (******	Service Computation ed Method (Base Volu	Jon Re Volume	Report me Alte	ernati	(0) * (0) * *	*	* * *
**************************************	(sec/veh):	* * *	**************************************	Worst	****** t Case	**************************************	***** OF 30	* * *	*	* 10 *	**************************************
**************************************	North Bo	Indian Hill Bound T - R L	South 1	rd th Bound T	, cc	च	Colby Ci East Bound	Colby Cir/Via st Bound T - R	a la W	la Salle West Bo	Dound R
Control: U	Uncontrolled Include	lled de	Unco	Uncontrolled Include	11ed de	St	Stop Sign Include	yn de	St	144	
Lanes: 1	0 1	1 0	1 0	-	1 0	0 1	0	0 1	0		0 0
ule		16		396	21	- 4- 0 80 0	(103	4.0	0 0	2 0
Growth Adj: 1.00	1.00	1.00	3.6	396	1.00 21	48	7.00 8	103	1.00		1.00
Adj: 1				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 0.91 bur Volume: 113	.91 0.91	19.0	96.0	400	23	0.0 0.0	0.0	124	•	20	
		0	0	0	0	0	0	0	Q	0	0
	113 724	18	7	400	21	. 58	10	124	11	0	5
 Gap	Module:	!	! !	1				•			
4		XXXXX	٦.		XXXXX	7.5	6.5	o i	•	×××	
_	2.2 xxxx	XXXXX	2.2	XXXX	XXXX	3.5	4.0	2.2		××××	5.5
Capacity Module: Capacity Module:	e: 422 xxxx	×××××	742	XXXX	- xxxx	1002	1382	211	1167	×××	371
-		XXXX			XXXXX	200	145	801	151	XXXX	632
		×××			XXXXX	183	131	801	111	×××	632
ne/cap:		XXXX			××××	0.32	0.07	0.15	0.10	×××	0.01
Level Of Service	 vice Module:			! ! !	 	 	((((((((
	0.3 xxxx	XXXXX		XXXX	XXXXX	XXXXX	XXXX	0.5	XXXXX	XXXX	XXXXX
ed Del:	8.5 xxxx		9.1		xxxx	XXXXX	xxxx	10.3	XXX	XXXX	XXXXX
	*	*	ĸ		*	*	*	m	*	*	* !
Movement: LT	I - LTR	- RT	II.	- LTR	- RT	LI	LIR	- RI	H		- RT
Shared Cap.: xxxx	xxxx xx	XXXXX	xxxx	xxxx	xxxxx	173	xxxx	xxxxx	XXXX		XXXXX
×			XXXXX	xxxx	xxxxx	1.7	xxxx	XXXXX	XXXXX	0	XXXXX
Shrd StpDel:xxxxx	×	XXXXX	xxxxx	XXXX	××××	38.6	×××	****	****	 	***
Shared LOS:	*	×	¥	k	ĸ	ı			:	,	
ApproachDel:	XXXXXX		×	xxxxx			50.3			: (

Page 1-1			
БОМК-AM ALT I Med Sep 13, 2006 08:03:32 Page 1-1	Claremont Inn/Old School House TIA	BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS	AM PEAK HOUR
BOWF-AM ALT I		180	

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Wed Sep 13, 2006 08:03:34

BOWP-AM Alt 1

Scenario:	Scenario Report BOWP-AM Alt 1
Command: Volume: Geometry: Impact Fer: Trip Generation: Trip Distribution: Paths: Configuration:	BOWP-AM Alt 1 BOWP-AM Alt 1 NT mitigated Default Impact Fee Default Trip Generation Default Trip Distribution Default Routes Ex-AM

1	-		1				1 1 D D D
ŀ	ļ	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 COND AM PEAK HOUR	Olc T.P.	nn/Old School House JECT ALTERNATIVE 1 AM PEAK HOUR	CONDITIONS	lions	
		Impact A Level	nal Of	Impact Analysis Report Level Of Service	 	; ()) !	• • • • • • • • • • • • • • • • • • •
I	nte	Intersection		e O	'	ure	Change
#	1	Foothill Blvd/Towne Ave	3 -	LOS Veh C	LOS Veh	Del/ V/ Veh C	ri o
ı			3	676.0		0.963	* 0.000 D/v
*	5	Foothill Blvd/Mountain Ave	C	24.2 0.732	C 24	24.2 0.732	4 0.000 b/v
*	co	Foothill Blvd/Colby Cir	Œ	37.0 0.000	E 37	37.0 0.000	4 0.000 b/v
*	4	Foothill Blvd/Berkeley Ave/Pro	Ç	15.6 0.000	c 15	15.6 0.000	4 0.000 b/V
#-	J.	Foothill Blvd/Indian Hill Blvd	۵	46.0 0.967	D 46	46.0 0.967	4 0.000 b/v
***	9	Foothill Blvd/Monte Vista Ave	Ų	28.5 0.607	c 28	28.5 0.607	4 0.000 b/v
*	7	7 Colby Cir/Indian Hill Blvd	Ŀ	51.4 0.000	F 51	51.4 0.000	+ 0.000 b/v
*	ω	Arrow Hwy/Indian Hill Blvd	υ	33.0 0.730	c 33	33.0 0.730	+ 0.000 b/v
**	σ	I-10 WB Ramps/Indian Hill Blvd	Ü	29.2 0.895	C 29	29.2 0.895	4 0.000 D/V
#	10	I-10 EB Ramps/Indian Hill Blvd	υ	33.1 0.919	c 33	33.1 0.919	4 0.000 D/V

BOWP-AM Alt 1	We	Wed Sep 13, 200	2006 08:03:34	3:34		Page	3-1	BOWP-AM Alt	it 1		Wed	Sep 13, 20	2006 08:0	08:03:34	1	Pa	Page 4-1	ļ
	Claremc BUILDOUT PLUS	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE I CONDITIONS AM PEAK HOUR	chool H ERNATIV	ouse TIA E 1 CONDIT	SNOIL					Cla	remont PLUS P	Claremont Inn/Old School UT PLUS PROJECT ALTERNAT AM PEAK HOUR	chool FERNATIV	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE I CONDITIONS AM PEAK HOUR	TIONS			} !
	level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternat. ************************************	Level Of Service Com Operations Method (P ************************************	mputati Base Vo	Computation Report	rnative)	* * *	1 * + 1	**************************************	200 ***********************************	Ley 0 HCM Ope ******* Foothill	Level Of Operation ******** 11 Blvd/M	Level Of Service Com 2000 HCM Operations Method (B. ***********************************	mputati ****** e ******	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ***********************************	*******	* * *	* * * * * * * * * * * * * * * * * * * *	* * *
<pre>cycle (sec): Loss Time (sec): Optimal Cycle:</pre>	**************************************	**************************************	****** itical erage D	Critical Vol./Cap. (X) Average Delay (sec/veh) Level Of Service:	(X): /veh):	* O * * * * * * * * * * * * * * * * * *	0.929 45.7 *****	Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	*	100	100 4 (Y+R = 4 sec 39 *******	Cr 4 sec) Av 1.************************************	Critical) Average I Level Of	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service: ************************************	(X): //veh):		0.732 24.2 C C	* *
**************************************	Towne Ave North Bound Si	a Ave South Bound	nd FR	Foot East Bound L - T -	Foothill ound - R	Blvd West L - T	Bound - R	Street Name: Approach: Movement:	. ⊢ i	Mou North Bound	Mountain Ave und Sou - R L -	th Bo	und - R	Foot East Bound L - T -	Foothill ound - R	Blvd West L - 1	Bound	_ e
Control: Rights: Min. Green: Lanes:	Prot+Permit Include 0 0 0 0	Prot+Permit Include 0 0 0	it e 0	Protected Include 0 0 0	ed de 0	Protected Include 0 0 0 1 1	otected Include 0 0	Control: Rights: Min. Green: Lanes:		Prot+Permit Include 0 0 0	it 0	Prot+Permit Include 0 0 0	mit de 0 1 0	Prot+Permit Include 0 0 0 1 0 1 1	rmit ide 10	Proti	Prot+Permit Include 0 0 0	0 0 1
dule dule j: se:	219 633 .00 1.00 219 633	496 1027 1.00 1.00 496 1027	_	113 621 1.00 1.00 113 621	160	326 961 1.00 1.00 326 961	250 1.00 1.250	Volume Modules Base Vol: Growth Adj: Initial Bse:	dule: 150 j: 1.00 se: 150	224 1.00 224 1.00	50 1.00 50 1.00	264 228 1.00 1.00 264 228 1.00 1.00		173 1086 1.00 1.00 173 1086 1.00 1.00				125 1.00 125 1.00
: ol: vol:		1.00 1.00 1.00 1.00 496 1027 0 0 496 1027		1.00 1.00 1.00 1.00 113 621 0 0 113 621	1.00			PHF Adj: PHF Volume: Reduct Vol: Reduced Vol		1.00 224 224 224		264 228 0 0 0 264 228	202	1.00 1.00 173 1086 0 0 173 1086	1.00	1.00 1 121 13 0 0 121 13		1.00 125 0 125 125
	1.00 1.00 1.00 1.00 1.00 1.00 219 633 277	1.00 1.00 1.00 1.00 496 1027	1.00 1 241	1.00 1.00 1.00 1.00 113 621	1.00	1.00 1.00 1.00 1.00 326 961	1.00 1.00 1.250	PCE Adj: MLF Adj: Final Vol	1.00	1.00	1.00	1.00 1.00 264 228	_	173 1086			1	1.00 125
ation Fl ane: tment: :	10w Module: 1900 1900 1900 0.95 0.95 0.85 1.00 2.00 1.00 1805 3610 1615	1900 1900 0.95 0.92 1.00 1.62 1805 2842	= =	1900 1900 0.95 0.92 1.00 1.59 1805 2781	1900 0.92 0.41 717	1900 1900 0.95 0.92 1.00 1.59 1805 2776	1900 2 0.92 9 0.41 6 722	Saturation Sat/Lane: Adjustment: Lanes: Final Sat.:		dule: 1900 0.92 1.64 2872	1900 0.92 0.36 641	1900 1900 0.95 0.88 1.00 1.06 1805 1780	1900 0.88 0.94 1577	1900 1900 0.95 0.94 1.00 1.80 1805 3191	1900 0.94 0.20 364	1900 1 0.95 0 1.00 1 1805 3	1900 19 0.94 0. 1.82 0. 3233 3	1900 0.94 0.18 327
Capacity Analysis Module: VolSat: O.12 0.18 0 Crit Moves: *** Green/Cycle: 0.33 0.20 0 Volume/Cap: 0.70 0.87 0 Delay/Veh: 33.8 49.2 5 User Deladj: 1.00 1.00 1 AdjDel/Veh: 33.8 49.2 5 HCM2KAvg: 8 12	ysis Module: 0.12 0.18 0.17 **** 0.33 0.20 0.20 0.70 0.87 0.85 33.8 49.2 56.6 1.00 1.00 1.00 33.8 49.2 56.6	0.27 0.36 **** 0.53 0.39 0.76 0.93 26.6 40.5 1.00 1.00 26.6 40.5 14 23 *****	0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.06 0.22 0.07 0.24 0.03 0.92 106.1 51.5 1.00 1.00 106.1 51.5	0.22 0.24 0.92 51.5 1.00 51.5 ****	0.18 0.35 0.20 0.37 0.92 0.93 67.3 41.8 1.00 1.00 67.3 41.8	5 0 35 3 0 37 3 0 93 8 41.8 8 41.8 0 1.00 8 41.8	Capacity Analysis Vol/Sat: Crit Moves: Green/Cycle: 0.23 Volume/Cap: 0.51 Delay/Veh: 34.1 User DelAdj: 1.00 Adjbel/Veh: 34.1 HCM2KAV9: 5 ************************************	naly 0 0 0 0 0 0 0 0 0 0 1 3 3 1 1 1 1 3 3 1 3 1	Module 0.08 **** 0.11 0.73 50.5 50.5 50.5	.11 .13 .00 .00 .05	0.15 0.13	0.13 0.19 0.69 41.3 11.00 41.3	0.10 0.34 **** 0.66 0.55 0.54 0.62 19.4 16.3 19.4 16.3 19.4 16.3	0.34 0.625 0.627 1.00 1.00 1.00 1.00 1.3	0.07 0 0.63 0 0.37 0 11.2 2 11.00 1 11.2 2	.38 .52 .73 0.0 0.0 ***	0.38 0.52 0.73 20.0 1.00 20.0

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### A MANS ###################################	## Continuation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Computation Report Comp	Eshool House TIA LIERNATIVE I CONDITIONS K HOUR Computation Report Forthill Blvd Cound East Bound Do 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOWP-AM Alt 1 Wed Sep 13, 2006 08:03:34 Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) ************************************		Approach: Derkeley Ave/Projec	Control: Stop Sign Stop Sign Uncontrolled Rights: Include Incl	Volume Module: 26 Base Vol: 0 0 94 0 0 42 39 1222 26 1.00 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	26 Initial Bse: 0 0 94 0 0 42 39 1222 26 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	26 PHF Volume: 0 0 94 0 0 42 39 1222 0 0 6 1222 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	xxxx Critical Gp Module: Cxxxx Critical Gp:xxxx xxxx 6.9 xxxx xxxx 6.9 4.1 xxx xxxx xxxx xxxx xxxx xxxx xxxx x	Capacity Module: Capacity Mod	xxxx	- RT Movement: LT - LTR - RT LT - XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX	***** *****
	School House Scho	School House School House Computation	Page IA MDITIONS	IA NDITIONS	* * *	**************************************	**************************************	d Uncor	0 0 0 1.00	1.00 1.00	000	XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	_	******	- RT XXXXX	* * * * * * * * * * * * * * * * * * *

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BOWP-AM ALL 1	W	Wed Sep 13, 20	2006 08:03:34	03:34		Page	7-1	BOWP-AM Alt	1	Wed	Sep 13,	2006 08:03:34	3:03:34		1	Page 8-1	- l
	Clarem BUILDOUT PLU	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	School FERNATI	House TIA	OITIONS		! ! !		BUILDOU	Claremon BUILDOUT PLUS	rt 1 PRO	nn/Old School JECT ALTERNAT AM PEAK HOUR		CONDITIONS		! ! !	ļ
	Level Of Service Computation Report	Level Of Service Computation Report Operations Method (Base Volume Alte	omputat (Base V	ion Repo	. + +	tive)	** ** **	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative	Z000 HCM C	Level Of Operation	Service	Computa d (Base	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	t ernativ	(e) *****	* * * * * * * * * * * * * * * * * * * *	*
**************************************	**************************************	d/Indian Hill	Blvd		. *	*****	* * * * * * * * * * * * * * * * * * * *	Intersection #6 Foothill Blvd/Monte Vista Ave	#6 Foothill	.l Blvd,	Blvd/Monte Vista Ave	sta Ave	***	* * * * *	*	****	* * *
<pre>cycle (sec): Loss Time (sec): Optimal Cycle:</pre>	100 100 c): 4 (Y+R = 163	Critical Vol./Cap. (X): = 4 sec) Average Delay (sec/veh): Level Of Service:	ritical rerage evel Of	Critical Vol./Cap. Average Delay (sec/ Level Of Service:	p. (X): ec/veh)		1,967 46.0 D	Cycle (sec): Loss Time (sec): Optimal Cycle:	 	(Y+R *	100 4 (Y+R = 4 sec) 28	Critic Average Level	Critical Vol./Cap. (X):) Average Delay (sec/veh): Level Of Service:	. (X): c/veh):	*	0.607 28.5 C	* * *
**************************************	****** North	**************************************	* * * * * * * * * * * * * * * * * * *	********* Footl East Bound L - T - I	Foothi Found Found	**************************************	**************************************	Street Name: Approach: Movement:	N _N J	Monte Vi: Bound - R	Vista Ave South	Bound - R	Foot East Bound L - T -	Foothill ound - R	B1 L	vd West Bound	ال ج
-	Protected Include	Prote	1	1 1	1	rote	ted	Control: Rights:	Protected Include	ed o	Protected Include	otected Include 0 0	Protected Include 0 0 0	ted ude	й 0	Protected Include	
Min. Green: Lanes:	1 0 1 0 1	0 0 1 0 1	0 1 0	1 0 1	0	1 0 2	0	Lanes:	0 2	0 1	2 0 2	1 0	1 0 2	0 1	1 0	1	0 1
dule			11		1 44.0	715 973	201	Volume Module:	Le: 250 477	147	156 615	5 113	_				178
	1.00	1.00 1		_		1.00 1		Growth Adj:	1.00 1	П	7	0 1.00 5 113	1.00				1.00 178
Initial Bse: User Adj:	230 408 232 1.00 1.00 1.00			102 908 1.00 1.00		1.00 1	Η.	User Adj:	1.00				1.00 1		1.00		1.00
PHF Adj: PHF Volume:	1.00 1.00 1.00 230 408 232		1.00	1.00 1.00		215		PHE Volume:	250 477				96		191		178
Reduct Vol:	408	275 651	0 248	0 0 102 908		215		Reduct Vol: Reduced Vol:	250		156 61		96		191		178
	1.00	1.00 1	1.00			1.00 1		PCE Adj: MLF Adj:	1.00 1.00	1.00	00 1	1.00	1.00 1.00	1.00		1.00	1.00
1.:	408	275	248	102 908	8 275	215	!	Final Vol.:	250 477	147	156 6	615 113	96	Į.	191	- !	8/1
Saturation Fl Sat/Lane: Adjustment: Lanes:	Flow Module: 1900 1900 1900 0.95 1.00 0.85	1900 1900 0.95 1.00 1.00 1.00	1900 1900 0.85 1.00	1900 1900 0.95 0.92 1.00 1.54	0 1900 2 0.92 4 0.46	-	404	•••	Flow Module: 1900 1900 0.92 0.95 2.00 2.00	1900	1900 1900 0.92 0.89 2.00 2.53	900 1900 .89 0.89 .53 0.47	1900 1900 0.95 0.95 0.95 0.95 0.95	1900 0.85 0.85	1900 0.95 1.00	1900	1900 0.93 0.32 567
Sat.:	1900	1805	1615	1805 2674	- 1	1805	1615	Final Sat.:	3502 3010 	- 1		- 1		- !	_		
- 4	ysis Module: 0.13 0.21 0.14	1 0.15 0.34	0.15	0.06 0.34	4 0.34	0.12 0.27	7 0.12	Capacity Anal Vol/Sat: Crit Moves:	alysis Module: 0.07 0.13 0 ****	le: 0.09	0.04 0.14		0.05				0.31
Green/Cycle:	0.13 0.28 0.28	0.20	0.35	0.08 0.35	15 0.35		9 0.39	Green/Cycle Volume/Cap:	0.12				0.09		0.23	0.52	0.52 0.61
	38.7		25.2	57.4 50.3		94.6		Delay/Veh:	44.5 31.5	30.2	1.00 1.00				1.00		1.00
User DelAdj: AdiDel/Veh:	1.00 1.00 1.00 92.3 38.7 30.8	3 1.00 1.00 3 46.3 58.4	1.00 25.2	1.00 1.00 57.4 50.3		94.6		AdjDel/Veh:	44.5			9 34.9	50.6	3 21.7	33.9	17.5	17.5
1	12 13 6	10	9 *	2 *	4 24	11	******	HCM2kAvg: ********	/. S	* * * 4	× * * * * * * * * * * * * * * * * * * *	******	*********	7 * * * *	***	*	* 1 * 1 *
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	BUILDOU	larem T PLU	Claremont Inn/Old School House TIA BUILDOUT PLUS FROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	nn/Old Schoo JECT ALTERNA: AM PEAK HOUR	OOL HO NATIVE UR	use TI	ADITIONS			, 	1
****	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	evel signa ****	Level Of Service Computation Report	Se Comp	utatio ase Vo	n Report	rt ternat *****	1.Ve) ******	* *	! *	
Intersection	Intersection #7 Colby Cir/Indian Hill Blvd ************************************	ir/In	dian Hil	Blvd	* * * * *	* * * *	***	****	***	* *	Intersection
Average Dela	Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[51.4]	* * *	2.3	Norst (ase Le	vel Of	2.3 Worst Case Level Of Service:		F[51.4]	4)	Cycle (sec):
Street Name: Approach:	India North Bound	dian J	Indian Hill Blvd Bound South	Blvd South Bound		Colby Ci	oy Cir/ Sound	Colby Cir/Via la Salle st Bound West Bo	a Salle West Bound	*	Doss Time (s Optimal Cycl
Movement:	. T - I	<u>م</u>	- I	-	R L		+	ا ب	ı F	ĸ	Street Name:
Control: Rights:	Uncontrolled	lled Je	Uncor	Uncontrolled		Stop Sign	ign idn	Stop	Stop Sign		Approach: Movement:
Lanes:	1011	0	10	1 1	0 0	-	0 1	0 0	1: 0 .	0	Control:
Volume Module		1								-	Rights:
Base Vol:	42 742	2 5				16 2	84			9	Min. Green: Lanes:
Tritial Bear	1.00 I.00	1.00	1.00 1			1.0		۲	_	00	
User Adj:	1.00 1	1.00	1.00	1,00 1.	3.00	1.00 1.00	1,00			ہ د	Volume Modul
PHF Adj:	1.00 1.00	1.00	1.00			1.00 1.00		1.00 1.00	00 1.00	2 0	Growth Adi:
PHF Volume:	42 742	010		874						9	Initial Bse:
Final Vol.:	42 742	⊃ (\	47 8	0 874	ဝတ္	0 4	0 0	0 4	0 °	0	User Adj:
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 -	- {	-	1	-	-	F	·	o -	PHF AGJ:
Critical Gap	Σ							-		-	Reduct Vol.
Critical Gp:	XXXX	XXXX	4.1 xx	xxxx xxxx		7.5 6.5	6.9	7.5 6	6.5 6	6	Reduced Vol:
FollowUpTim:	2.2 xxxx x	XXXXX	2.2 xx	****	:					3.3	PCE Adj:
Capacity Module:	ıle:			! ! !	<u> </u>	!	-	I		Ţ	MLF Adj:
Cnflict Vol:	913 xxxx xxxxx	XXXX	744 xx	xxxx xxxx		1444 1816	457	1359 1834		372	FINAL VOL.:
Potent Cap.:	755 xxxx xxxxx	xxxx		xxxx xxxx					.9 11	631	Saturation F
Move Cap.:	XXXXX XXXX CC/	XXXX	873 xx	^		83 71				11	Sat/Lane:
volume/cap:	. !	XXX	XX 60.0	XXXX XXXX	6T 0 X	60.03	0.15	0.19 0.	0.04 0.01		Adjustment:
Level Of Service Module:	/ice Module:	-						• •		_	Lanes: Final Cat .
Onene:	0.2 xxxx xxxxx	XXXX	0.2 xx	0.2 xxxx xxxxx		xxxx xxxx		XX XXXX	XXXX XX	×	
Stopped Del: 10.1 xxxx xxxxx	10.1 xxxx x	xxxx	9.4 xx	×××		×		12.6 xxxxx xxxx xxxxx	xx xxx	×	Capacity Ana.
LUS DY MOVE:	· .	* 6	∢ ,	*		*					Vol/Sat:
Shared Can . xxxx xxxx xxxx	- 717 - 77 XXXX XXXX	14.	LT - LTR	IR - RI	-	LT - LTR		i i			Crit Moves:
SharedOneue:xxxx xxxx xxxx	× ×××× ××××		*****	****		22 XXXX				×	Green/Cycle:
Shrd StpDel:xxxxx xxxx xxxxx	XXXX XXXX		XXXXX XXXX XXXXX	XXX		61.2 xxxx	××××	XXXXX 0.9	0.9 XXXXX	× >	Volume/Cap:
Shared LOS:	*		*	*		*	*			<	Detay/ven: Hear Deladi
ApproachDel:	XXXXXX		XXXXXX	×		21.2		51.4	4.		AdjDel/Veh:
Approach105:	*					U			(t.		HCM2 kAvg:

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		Ĭ	Claremont	ont Ir	Inn/01d	School	House	e TIA	1		i ! !	
	M	BUILDOUT	UT PLUS	1	JECT AL	PROJECT ALTERNATIVE AM PEAK HOUR	rive 1	COND	CONDITIONS			
**************************************	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	HCM * * * * *	Level Of S 10 HCM Operations ************************************	SG * # # # # # # # # # # # # # # # # # #	vice ethoc *****	Comput (Base *****	F *		port Alternative)	/e)	, * , * , * , * , * , *	* * *
(sec ime	(C) :		00 4 (Y+R 39	× 4 +	sec)	Critical Average Level Of	* 🕮	/Cap /Se ice:	. (X): c/veh):	* * * * * * * * * * * * * * * * * * * *	0.730 33.0 C	* * <u>0</u> 00
Street Name: Approach: Movement:		th B	ian nd R	; []]	uth	und - R	* Lil * Lil * .	* * * * * * * * * * * * * * * * * * *	Arrow ound		* + □ *	****** Bound - R
Control: Rights: Min. Green:	Pr 0	rotected Include 0	ed o	μ Δι Ο !	rotected Include	ed de	T C	rotected Include	ed lde	Prof	otected Include	ed de
Lanes:	1 0	1	1 0		0 1	1 0	1 0	2		, 0	1	1 0
Volume Modul Base Vol:	e: 298	821	243	-	,	106	8 7	385	156	246	755	143
Initial Bse:	298	821	243	137	736	1.00	1.00	385	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	Η.	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FHF AGJ: PHF Volume:	1.00 298	821	1.00	1.00	_	1.00	1.00	385	1.00	1.00	1.00	1.00
Reduct Vol:	0	0	0	0		0	0	0	0	0 ,))	244
ð.,	298	821	243	137	•	106		385	156	246	755	143
FLE Adj: M.F Adi:	7.00	1.00	1.00	1.00	1.0	1.00		1.00	1.00	1.00	1.00	1.00
	298	821	243	137	736	106	7.8	385	1.00	1.60	1.00	1.00
[tı	0	dule: 1900	1900	1900	90	90	006	1900	90	1 6	1900	1900
Adjustment: Lapes:	٠. د د	92.	0.92	0.95	ο'n	60.03	. 95	0.95	ω, α	ın ı	0.93	0.93
Final Sat.:	805	2691	796	1805	3096	446	1805	3610	1615	1805	1.68 2962	0.32 561
na :	sis.*	Modul 0.31	e: 0.31	0.08	0.24	0.24	0.04	0.11	0.10	0.14	0.25	0.25
Green/Cycle:	.23	0.44	0.44	0.11		ĸ,	90.		0.18	.23	0.35	0.35
Volume/Cap: Delaw/Woh:	. 7.3 R. 11	0.69	0.69	0,69		۲.	.73	• •	0.54	09.	7	0.73
User DelAdj:	1.00	1.00	1.00	1.00	32.2	1.00	~ ~	39.2	39.3	36.8	30.7	30.7
AdjDel/Veh:	10	3	23.8	52.8		ď	7.8	•	39.3	00		30.7

BOWP-AM Alt 1	Wed	Sep 13,	2006 08:03:34		Page 11-1	-1	BOWP-AM Alt 1	M	Wed Sep 13, 2006	5 08:03:34		Page 12-1	;
 	Claremoi BUILDOUT PLUS	Claremont Inn/Old School House TIA OUT PLUS PROJECT ALTERNATIVE 1 COND AM PEAK HOUR	Claremont Inn/Old School House TIA BUILDOUR PLUS PROJECT ALTERNATIVE 1 CONDITI	SNOI				Clarem BUILDOUT PLU	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE I CONDITIONS AM PEAK HOUR	NATIVE 1 COND	DITIONS		-
- + + + + + + + + + + + + + + + + + + +	Devel Of Service Computation Report 2000 HCM Operations Method (Base Volume Alterna ************************************	Level Of Service Comp Operations Method (Ba	Level Of Service Computation Report Operations Method (Base Volume Alternative) ************************************	cnative)		* * * * * * * * * * * * * * * * * * *	**************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	Of Service Comjoors Method (B. ***********************************	Service Computation Report S. Method (Base Volume Alte ************************************	ernative)	***************************************	* *
**************************************	######################################	**************************************	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	(X): /veh):	0.895 29.2 29.2 C	* * * * * * * * * * * * * * * * * * *	<pre>********** Cycle (sec): Loss Time (sec): Optimal Cycle: *********************************</pre>	* ~ *	**************************************	Critical Vol. Cap. (X): Average Delay (sec/veh): Level Of Service: ************************************	p. (X): ec/veh): :******	0.919 33.1 C	* *
***************** Street Name: Approach: Movement:	Street Name: Indian Hill Blvd I-10 Street North Bound East Bound Movement: L - T - R L - T - R L - T -	Indian Hill Blvd Bound South Bound - R L - T -	I=10 East Bound R L - T -	W W B	Ramps West Bound	und FR	Street Name: Approach: Movement:	Indian North Bound L - T - R	Indian Hill Blvd Bound South Bound - R L - T - 1	I-10 d East Bound R L T -	I-10 EB Ramps Bound We	Ramps West Bound L T F	_ &
Control: Rights: Min. Green: Lanes:	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Split Phase Include 0 0 0 0 0 0 1	ase de 0 0	Split Phase Include 0 0 0 1 0 1 0	asse de 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Control: Rights: Min. Green: Lanes:	Permitted Include 0 0 0 1 1	Protected Include 0 0 0 0 1 0 2 0	Split Phase Include 0 0 0 0 0 0	it Phase Include 0 0 1! 0 1	Split Phase Include 0 0 0 0	001
Volume Module: Base Vol: Growth Adj: 1	e: 464 1332 0 1.00 1.00 1.00 464 1332 0	0 1242 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	648 0 0 1.00 1.00 1.00 648 0 0	_	639 0 1.00 1.00 639 0	826 1.00 826	Volume Module Base Vol: Growth Adj: Initial Bse:	: 0 1036 1.00 1.00 0 1036	598 1382 1.00 1.00 598 1382	744 1.00 744	559 1.00 559	1.00 1.00 1.00	0000
User Adj: PHF Adj: PHF Volume:			0.85 1.00 1.00 1.00 1.00 1.00 551 0 0		1.0	0.89 1.00 733	User Adj: PHF Adj: PHF Volume:	1.00 1.0 1.00 1.0 1036 75	1,00 1,00 1 1,00 1,00 1 598 1382	1.00 1.00 1.00 1.00 1.00 1.00 0 744 0	0 1.00	2000	00.1
	438 1.00 1.00 438	0 0 0 1057 1.00 1.00 1.00 1.00	551 0 0 1.00 1.00 1.00 1.00 1.00 1.00 551 0 0	1.00	567 0 1.00 1.00 1.00 1.00 567 0	0 733 1.00 1.00 733	Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: Final Vol:	0 1036 758 1.00 1.00 1.00 1.00 1.00 1.00	598 1382 1.00 1.00 1.00 1.00 598 1382	1.0 1.0 1.0 74	55 1.0 1.0 55		1.000
Saturation Flow Module Sat/Lane: 1900 1905 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610	190	1900 1900 1.00 0.91 0.00 3.00	1900 1900 1900 0.85 1.00 1.00 11.00 0.00 0.00	1.00	1900 1900 0.90 1.00 1.44 0.00 2444 0	1900 0.90 1.56 2662	Saturation Fl Sat/Lane: Adjustment: Lanes: Final Sat.:	Flow Module: 1900 1900 1900 1.00 0.85 0.85 0.00 2.31 1.69	1900 1900 0.95 0.95 1.00 2.00 1805 3610	1900 1900 1900 1.00 0.91 1.00 0.00 1.57 0.00 0 2716 0	0 1900 0 0.91 0 1.43 0 2470	1900 1900 19 1.00 1.00 1. 0.00 0.00 0.	1900
Capacity Analysis Vol/Sat: Vol/Sat: Crit Moves: **** Green/Cycle: 0.27 Volume/Cap: 0.90 Delay/Veh: 53.8 User Deladj: 1.00 AdjDel/Veh: 53.8 HCM2Kavg: 17	Module: 0.35 0.0 0.65 0.0 0.53 0.0 9.5 0.1	0 0.00 0.20 0 0.00 0.38 0 0 0.00 0.53 0 0 0.00 0.53 0 0 0.00 0.10 0 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.00 1 0.	0.34 0.00 0.00 0.38 0.00 0.00 0.90 0.00 0.00 44.7 0.0 0.00 44.7 0.0 0.00 0.20 0.00 0.00	0.00	0.23 0.00 0.31 0.00 0.75 0.00 33.1 0.0 33.1 0.0 13.0 1.00 13.0 0.0	0.28 **** 0.31 0.90 1.00 1.00 **	Capacity Analysis Vol/Sat: 0.00 Crit Moves: Green/Cycle: 0.00 Volume/Cap: 0.00 Delay/Veh: 0.0 User DelAdj: 1.00 Adjbel/Veh: 0.0 HCM2 kAyq; 0 HCM2 kAyq;	Uysis Module: 0.00 0.28 0.28 0.00 0.30 0.30 0.00 0.92 0.92 0.041.3 41.3 1.00 1.00 1.00 0.0 41.3 41.3 0.0 41.3 41.3	0.33 0.38 0.35 0.66 0.92 0.58 48.7 9.6 18.7 9.6 23 12	0.00 0.27 0.00 0.00 0.30 0.00 0.00 0.92 0.00 0.0 43.8 0.0 1.00 1.00 1.00 0.0 43.8 0.0	0 0.23 0 0.30 0 0.76 0 33.8 0 1.00 0 33.8	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 1.00 * * * *

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Page 1-1
08:03:35
2006
13,
Wed Sep 13,
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BOWP-PM Alt

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS
PM PEAK HOUR

Scenario:
Scenario:
BOWP-PM Alt 1
Command:
Command:
BOWP-PM Alt 1
Volume:
BOWP-PM Alt 1
BOWP-PM Alt 1
Geometry:
NT mitigated
Impact Fee:
Default Impact Fee
Default Trip Generation
Trip Distribution:
Default Trip Distribution
Default Routes
Configuration:
Ex-PM

m ı	MO.	BOWP-PM Alt 1 Wed Sep 13,	3, 2006 08:03:36	9	Page 2-1
1	į	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR	nn/Old School Hous JECT ALTERNATIVE 1	House TIA	
		Impact Al	Impact Analysis Report Level Of Service	 	
H	nte	Intersection	Base Del/ V/	Future Del/ V/	Change
**	1	Foothill Blvd/Towne Ave	1.4	1.4	TT 0.000 +
***	2	Foothill Blvd/Mountain Ave	E 75.4 1.103	E 75.4 1.103	+ 0.000 b/v
#	ሮን	Foothill Blvd/Colby Cir	E 36.8 0.000	E 36.8 0.000	4 0.000 b/v
*	4	Foothill Blvd/Berkeley Ave/Pro	C 19.0 0.000	C 19.0 0.000	4 0.000 D/V
*	ഗ	Foothill Blvd/Indian Hill Blvd	F 157.5 1.420	F 157.5 1.420	A/G 000.0 +
*	9	Foothill Blvd/Monte Vista Ave	C 34.6 0.820	C 34.6 0.820	+ 0.000 D/V
*	7	7 Colby Cir/Indian Hill Blvd	D 34.1 0.000	D 34.1 0.000	4 0.000 b/V
*	œ	Arrow Hwy/Indian Hill Blvd	F 166.0 1.452	F 166.0 1.452	+ 0.000 b/v
*	6	I-10 WB Ramps/Indian Hill Blvd	F 96.7 1.369	F 96.7 1.369	V/d 0000.0 +
*	10	I-10 EB Ramps/Indian Hill Blvd	F 124.7 1.349	F 124.7 1.349	+ 0.000 b/v

BOWP-PM Alt 1	Wed S	Wed Sep 13, 200	2006 08:03:36	03:36			Page	3-1	BOWP-PM A	Alt 1		Wed	Wed Sep 13,	2006 0	08:03:36	1	1	Page	4-1	1
	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR	Inn/Old Schoo OJECT ALTERNA PM PEAK HOUR	chool 1 ERNATIN	House T	IA NDITIO	SN	1)) 1 1			μ.	C1 SUILDOUT	aremon1 PLUS 1	Inn/ol	Claremont Inn/Old School UT PLUS PROJECT ALTERNAT PM PEAK HOUR	House IVE 1 (TIA	SNC			!
Level Of Service Computation Report 2000 HCM Operations Mathod (Base Volume Alterna	16vel Of Service Computation Report 2000 HCM Operations Method (Base Volume Alterna	Bervice Col	mputat: Base V(ion Rep	ort lterna *****	.tive)		* * *	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative	5000	16 2000 HCM OF ********	Level Of Operation	Service s Metho	Comput.	<pre>Level Of Service Computation Report Operations Method (Base Volume Alternative) ************************************</pre>	eport Alterna	ative)	* * * *	* * * * * *	*
Intersection #1 Foothill Blvd/Towne Ave	oothill Blvd/Tc	wne Ave	* * * *	* * * * * *	* * * * *	* * * * * *	****	* * * *	Intersection #2 Foothill Blvd/Mountain Ave ***********************************	ion #2	Foothill *******	Blvd/!	4ountair •*****	Ave ****		* * * *	***	****	* * * *	*
Cycle (sec): Loss Time (sec): Optimal Cycle:	100 4 (Y+R = 4 sec) 180	Cr 4 sec) Av Le	ritical rerage wel Of	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	Ap. (X sec/ve se:) : h) :	1.461 141.1		Cycle (sec): Loss Time (sec): Optimal Cycle:	c): (sec): ycle:	100	0 4 (Y+R = 4 Se 0 ******	4 sec)	Critical Average I Level Of		Vol./Cap. (X) elay (sec/veh Service: *******	(): (he: ******	T5.4 75.4 E******	75.4 *****	*
**************************************	**************************************	**************************************	**** ind ''''	* H	******* Foot East Bound	********* Foothill Bl ound L L	Blvd West Boun	Bound	Street Name: Approach: Movement:		Mou North Bound	Mountain Ave und Sou - R L -	South	Ave South Bound - T - R	T. Eas	Foot East Bound	hill R	Blvd West Bound L - T -	Sound - R	. 1
) a	ot+Permit Include 0 2 0	Prot+Permit Include 0 0 0	nit de 0	Prot In 1 0	Protected Include 0 0 0 0	0 0 1	Protected Include 0 0 0 0 1 1	ed ed of	Control: Rights: Min. Green	<u> </u>	Prot+Permit Include 0 0 1	dit o	Prot+1	Prot+Permit Include 0 0 0		Prot+Permit Include 0 0		Prot+Permit Include 0 0 0	0 1	0_!
Volume Module:	1100 385	631 630	191	275 10	!	_		1	Volume Module Base Vol:	dule:		_			520	. 545	295	320 1091	305	ស៊ីឲ្
 se:	1.00 1.00 1100 385	630		1.00 1. 275 10	1034 1.00			1.00 649 1.00	Growth Adj: Initial Bse User Adj:				421 416 1.00 1.00		520					도 연 연
User Adj: 1.00 PHF Adj: 1.00 PHF Volume: 297	1.00 1.00 1.00 1.00 1100 385	1.00 1.00 631 630	1.00	1.00 1.275 10		.00 1.0	1.00 1.00 378 1001	1.00	PHF Adj: PHF Volume:	1.00 le: 298	0 1.00 8 266	1.00	1.00 1. 421 4	.00 1.00 416 453	1.00			00 1.00	305 1	5 TC C
••	0 0 1100 385 1.00 1.00			275 10 1.00 1.			378 1001 1.00 1.00	649 1.00	Reduct Vol: Reduced Vol PCE Adj:	1: 0 01: 298 1.00	8 266 0 1.00 0 1.00	1,00	421 416 1.00 1.00 1.00 1.00	45 1.0	520 1.00			320 1091 1.00 1.00 1.00 1.00	305 0 1.00 0 1.00	200
ф): Vo	1.00 1.00 1100 385	1.00 1.00 631 630	1.00	275 10	1034	- - ا	378 1001	1	Final Vol.:	1	8 266	172		- !	520	!	_		- !	- 52
Saturation Flow Mosat/Lane: 1900 Adjustment: 0.95 Lanes: 1.00 Final Sat.: 1805	dule: 1900 1900 0.95 0.85 2.00 1.00 3610 1615	1900 1900 0.43 0.92 1.00 1.53 826 2673	1900 0.92 0.47 810	1900 1900 1900 1900 1900 1900 1900 1900	1900 19 0.93 0. 1.70 0.	900 19 .93 0. .30 1.	1900 1900 0.95 0.89 1.00 1.21 1805 2061	1900 0.89 0.79 1336	Saturation Sat/Lane: Adjustment: Lanes: Final Sat.:	[Eq	low Module: 1900 1900 0.72 0.89 1.00 1.21 1371 2063	1900 0.89 0.79 1334	1900 1900 0.95 0.88 1.00 1.00 1805 1664	190 0.8 1.0 166	1900 0.46 1.00 869	1900 1 0.92 0 1.52 0 2652	1900 1: 0.92 0 0.48 1 828 1:	1900 1900 0.95 0.92 1.00 1.56 1805 2728	0 1900 2 0.92 6 0.44 8 763	000 92 44 53
Capacity Analysis Module Vol/Sat: 0.16 0.30 Crit Moves:	0.24	76	-	0.15 0		-			Capacity Analysis Vol/Sat: 0.22 Crit Moves: ****	Analysis 0.22 ss: ****	S Module:	e: 0.13	0.23 0.2	0 .2	0 * 0			0.18 0.40 ****	0 0.40	40
Green/Cycle: 0.43 Volume/Cap: 0.68 Delay/Veh: 25.7	0.23 1.05 100.4			0.11 0.29 1.35 1.17 229.0 121					Volume/Cap: Delay/Veh:			76.0 6.77			1.00	37.9	0.91 0 37.9 3	0.75 1.17 31.3 120 1.00 1.00		17 .6 00
*	1.00 1.00 203 100.4 36 19 *********	1.00 1.00 108.5 39.0 35 14 **********	1.00 39.0 2 14 ******	1.00 1.00 1.00 39.0 229.0 121 14 20 33 ***********		1.00 1.00 120.9 144.3 33 23 *********	1.00 1.00 144.3 193 23 53 ********	1.00 193.3 53 ******	OSEI DEIMU Adjbel/Veh: HCM2kAvg: *********		*	77.9	36.4 92 15 2 *****	21 25 21 25 2********	51.1 24 ******	37.9	*			v *

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BOWP-PM Alt 1 Wed Sep 13, 2006 08:03:36 Page 5-1	BOWP-PM Alt 1
Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR	Clarem BUILDOUT PLUI
Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	Level (2000 HCM Unsigna
Intersection #3 Foothill Blvd/Colby Cir	**************************************
Average Delay (sec/veh): 1.2 Worst Case Level of Service: E[36.8]	Average Delay (sec/veh):
Street Name: Colby Cir Foothill Blvd Approach: North Bound South Bound East Bound West Bound	Street Name: Berkeley Ave
~ I	
n Uncontrolled Uncontrolle	l: Stop Si Inclu
	Lanes: 0 0 0 0 1
Le: 0 0 0 0 16 0 64 30 1456 0	Volume Module; Base Vol: 0 0 35
): 1.00 1.00 1.00 1.00 1.00 \cdot 5e: 0 0 0 16 0	1.00
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00
0 0 0 16 0 64 30 1456 0	PHF Adj: 1.00 1.00 1.00 PHF Volume: 0 0 35
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00
	Critical Gap Module:
CILLCAL OP:XXXXX XXXX XXXXX 6.5 4.1 XXXX XXXXX XXXX XXXX XXXX F0110#UpTim:xxxx XXXX XXXXX 3.5 XXXX 3.3 2.2 XXXX XXXX XXXX XXXX XXXX	Critical Gp:xxxxx xxxx 6.9 FollowUpTim:xxxxx xxxx 3.3
652 1303 xxxx xxxxx xxxx xxxx xxxx	
XXX XXXX XXXX 416	Potent Cap.: xxxx xxxx 375 Move Cap.: xxxx xxxx 375
	Volume/Cap: xxxx xxxx 0.09
Level Of Service Module: Queue: xxxxx xxxx xxxxx 1.2 xxxx 0.5 0.2 xxxx vvvv vvvv vvvv	Of Service Module:
d Del:xxxxx xxxxx 123.2 xxxx 15.2 1	CXXXX XXXX (CXXXX XXXX 15
- RT	LOS by Move: * * C Movement: LT - LTR - RT
snated cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx	
Shrd StpDel:xxxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx	Shrd Stpbel:xxxx xxxx xxxx
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Clatemont Inn/Old School House TIA BUILDOUT FILES PRODECT ALTERNATIVE CONDITIONS PM PEAK HOUR Computation Report	BOWP-PM Alt 1		æ	Wed Sep	13,	2006 0	08:03:36	9			Page	6-1
Level Of Service Computation Report		BUILDO	Clarem UT PLU	ont Ir	in/old ECT A	Schoo LTERNA K HOUR	1 Hous	COND	TIONS		 	
resection #4 Foothill Blud/Berkeley Ave/Project Dwy rege Delay (secZveh):	* * * *	HCM U	Level nsigna *****	Of Ser lized	vice Metho	Comput d (Bas	ation e Volu	Repor	tternat	ive)		
rage Delay (sec/veh): 1.2 Worst Case Level Of Service: eet Name: Berkeley Ave/Project Day roach: North Bound South Bound East Bound Mese ment: L - T - R L - T - R L - T - R L trol: Stop Sign	Intersection #4	Foothi	11 Blv *****	d/Berk *****	eley ****	Ave/Pr	oject ****	Dwy.	k ,	k	k -	* .
Berkeley Ave/Project Dwy Foothill Blvd Fast Bound South Bound South Bound South Bound Fast Bound Wes Full Fu	Average Delay (se	ec/veh	*****	1.2	F80F	st Cas	e Leve	1 Of	Servic	4 U *		19.0]
North Bound South Bound East Bound Mest Bound Fight Bound Stop Sign L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - T - R L - T - R L - T - R L - T - R L - T - R L - T - T - R L - T - R L - T - R L - T - R L - T - R L - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T - T L - T - T - T L - T - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L - T - T - T L -	Street Name:	Berke		e/Proj					Foothi	11 Blv		
trol: Stop Sign	₽.	orth B	ound - R	So		ound - R	[2]		ound - R		est Br	ound - R
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De Cap : xxxx xxxx xxxx xxxx xxxx xxxx xxxx			02/	XXXX		121	1453		XXXXX	xxxx	XXXX	XXXXX
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15.6 19.0 xxxxxx C C ****************************	Shared LOS: *		*	*	*	*			* * *			××××
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BOWP-PM Alt 1

Claremont Inn/Old SC BUILDOUT PLUS PROJECT ALTE PM PEAK H Level Of Service Com Level Of Service Com Level Of Service Com Level Of Service Com A************************************	BUILDOUT	Claremont Inn/Old School House TR OUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR Level Of Service Computation Report Unsignalized Method (Base Volume Alternative)	Aremont Ind PLUS PROJE PN PN PN PN PN Vel Of Serv ignalized N	Inn/Old OJECT A: PM PEA	rt Inn/Old School Hou PROJECT ALTERNATIVE PM PEAK HOUR	1 House TIVE 1	e TIA	TIA CONDITIONS eport e Alternat	<i>m</i>		
**************************************	2000 HCM	Level Unsigna	Of Serv					t ternat		; ((
	#*************************************	Cir/In	****** dian Hi	vice (Methor	Comput d (Bas	Service Computation ed Method (Base Volu ************************************	Report	* * *	*	* * * * * * *	* * * *
Average Delay	Delay (sec/veh): 3.5 Morst Case Level Of Service: ************************************	h):	* * * * * * * * * * * * * * * * * * *	Worst	st Case	e Level	3 Of	of Service:	* 1	10	********** D[34.1]
Street Name: Approach: Movement:	North I	Indian Hill Blvd Bound South	Hill Bl Sou	Blvd South Bound	ound - R	Hi H	Colby Ci	Colby Cir/Via	1 1	la Salle West Bound	e Sound
Control: Rights: Lanes:	Uncont	rol lud	d d d	Uncontrolled Include	olled ide		Stop Sign Include	,	1	급하	1
		.	- 1	- !	1	- 1		1			o
Base Vol: Growth Adi:	125 776 1.00 1.00	6 20	1,00	439	25	55	e 5	118	4.0		-
			7	439	25		4	118	-	4	1.00
User Adj: PHF Adj:	1.00 1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.1	1.0
			2	439	25	•	4	118	-		
Reduct Vol:	125 776	0 0	۰٥	0 0	0 11	0 1	0 0	0 ;			
	, :		7	6 I	6 7 1 1 1	0 1	ת	7 18			2
Critical Gap Critical Gp:	Module:	xxxxx	4	×××	××××	7.5	, 70		_	, ,	
 E	2.2	×××	2.2		XXXXX	. w	4.0) M	. w		. w
Capacity Module:	16:	-	1	-	-		1				
Cnflict Vol:	4				xxxx	1093	1502	232	7	XXXX	398
Move Cap.:	1108 XXXX				xxxxx		123	176	H	xxxx	
e/Cap:	0.11 xxxx	XXXXX	0000	× × × × ×	××××	156	109 0	9//	60 C	XXXX	607
		1		-		- 1		-	<u>'</u>	- 1	
Queue:	0.4 xxxx	XXXXX	0.	××××	xxxxx	xxxx	×××	0.5	xxxx	×××	××××
Stopped Del: LOS by Move:	8.7 xxxx	*****		××××	××××	xxxx	XXXX	10.5		××××	
Movement:	1	ı	- 1	α	- RT	- T.I	1 TR	ין מיני	* E	* LT	* <u>F</u>
Shared Cap.: >	xxxx xxxx	XXXXX	XXXX		xxxx		XXX	XXXXX	XXXX	130	2
SharedQueue:xxxxx Shrd StbDel:www.x					xxxxx			xxxxx	xxxxx	0.1	
Shared LOS: *	****	****	× ××× *	~ × × × ×	××× ××××	4.7 F	××××	××××	××××	34.1	××××
ApproachDel:	XXXXX		×××	XXXXX			23.4			34.1	,
ApproachLOS:	*			*			+			; ; ;	

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1	•				PM PEAK	PM PEAK HOUR	1 2 4 1		CONDITIONS	0		
***** rsecti	* 500 * # # 200 * * #	HCM ****	Lev Ope		Service (s Method ************************************	Comput d (Base ******	ation R Volume	Repor	eport Alternative)	VE)	* * *	* * *
******* cle (sec ss Time timal Cy	*	******	* *	******* +R = 4	* * * *	******** Critical Average Level Of	***** 1 Vol Dela f Ser	ce:	. (X): c/veh)	* * * * * *	1.452 1.652 166.0	* * * * * * * * * * * * * * * * * * *
Street Name: Approach: Movement:	* OZ I *		dian dian und	******* Hill E Sc	* * th	****** Bound - R	*	* * * * * * * * * * * * * * * * * * *	Arrow ound	* * * * Hwy	* * * * * * * * * * * * * * * * * * *	
Control: Rights:	1 Ci	rot	ected clude	- E	1 2 4	tected nclude	<u> </u>	rotected Include	ted		Protected Trolude	ed
Min. Green: Lanes:	1 0	0 1	1 0	0 1	0	1 0	0 1	0	0 1	1 0	1 0	1 0
Volume Modul Base Vol:	ie: 676	066	392	_	1040		15.2	130			(
h Adj	1.00	, <u>, ,</u>	1.00	1.00	1.0	1.00	1.00	1.	1.00	-	1.0	1.00
initiai Bse; User Adi:	1.00	7	392	_		-	152	-	719		•	260
PHF Adj:	1.00	1.00	1.00	•	-		1.00		1.00	- -		1.00
PHF Volume:	676		392		1040		152	9	719		610	260
7 N	676	Φ	392		-		152	c	0.5	•		0 ;
Adj:	1.00	` -i	1.00	-	-	1	1.00	П	1.00	1.0	161	260
MLF Adj: Final Vol.:	1.00	1.00	1.00	1	1.00	1	1.00	Η,	1.00	Ή,	-	1.00
		, ¦	777	_	101	1	n i	196	67/	441	61	260
Saturation F Sat/Lane: Adjustment: Lanes:	190 190 0.9 1.0	Module: 0 1900 5 0.91 0 1.43	1900	1900	1900	1900 0.93 0.22	1900 0.95 1.00	1900 0.95 2.00	1900 0.85 1.00	1900 0.95 1.00	139	1900
apacity ol/Sat·	<u> </u>	: ξ <	1 1 0	e i c				3610	0 1	1805	241	1030
Crit Moves:	٠ *			0.21	ກ * ກ * ⊃ *	0.33	80.0	0.27	0,45 ***	0.24	0.25	0.25
Green/Cycle: Volume/Cap:	0.26	0.32	0.32	0.17	0.23	0.23	.12	0.31	0.31	0.17	۳.	0.36
	(161	160.6	18	24	· w		40.3	249.1	1.45 262.4	0.71	29.7
Oser DelAdj: AdiDel/Veb: 3	1.00	1.00	160 6	1.00	1.00	1.00	00.			- 3	0	1.00
	ì	7	000	0	7 4 7	4	_	*	000	·	<	

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	CI BUILDOUT	Laremon r PLUS	Claremont inn/old School House TIA BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS PM PEAK HOUR	nn/Old Schoo JECT ALTERNA PM PEAK HOUR	NOOL E	louse (E 1 C(TIA	SNO	i (BUILDOUT
	2000 HCM Operations Method (Base Volume Alternative)	evel Of peratio	Level Of Service Computation Report Operations Method (Base Volume Alte ************************************	Compod (Ba	outati ase Vo	on Rej	port Alterr	native	***	* *	* * *	16N 2000 HCM OD6	16v 2000 HCM Ope
Intersection #9 I-10 WB Ramps/Indian Hill Blvd	9 I-10 WB	Ramps/	Indian F	1111 B	31vd ****	Hill Blvd ************	* * * * *	* * * *	* * * * * *	*****	* * * *	Intersection #10 I-10 EB *******************	#IO I-IO E
**************************************	100	(Y+R =	critical Vol./Cap. (X): 1.369 = 4 sec) Average Delay (sec/veh): 96.7 Level Of Service:	Crit Aver Leve	Critical Average D Level Of	Critical Vol./Cap. (X): 4 sec) Average Delay (sec/veh): Level Of Service:	Cap. (sec/1	(X): veh):	**	1.369 96.7 *****	* * * *	Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	100 e: 4 ************************************
*********** Street Name: Approach: Movement:	 North L - T	C K	Indian Hill Blvd Bound South	Blvd South Bound	. T. K.	Eas L -	I-10 East Bound	I-10 WB ound - R	Ramps Wes	ips West Bound - T -	10 d	Street Name: Approach: Movement:	Ind. North Boun L - T -
Control: Rights: Min. Green:	Protected Include 0 0 0	ed de 0	Prote	Protected Include 0 0	0 1	Spli	Split Phase Include 0 0	000	Spli I 0	Split Phase Include 0 0	ise 1	Control: Rights: Min. Green: Lanes:	Permitti Includ 0 0 0
Volume Module:				!				-	5.5.3			Volume Module	e: 0 1117
Base Vol: Growth Adj:	544 1517 1.00 1.00	1.00	0 1679		1.00	1.00 1.00		1.00		1.00	1.00	Growth Adj:	1.00 1.00
Initial Bse:	544 1517	1.00	1.00 1.		1148	1.00 1	00.	1.00	1.00	1.00	1.00	User Adj:	1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.	1.00 1		1.00 1.00	00.	1.00	1.00 1	00.1	1,00	PHF Adj: PHF Volume:	0 1117
PRF Volume: Reduct Vol:	544 ISL/ 0 0	00			0	0	0	0	0	0	0	Reduct Vol:	0 0
Reduced Vol:	544 1517	1.00	0 16	1679 1.	1148	1.00 1		1.00	567 0 1.00 1.00	1.00	814 1.00	PCE Adj:	1.00
::	1.00 1.00 544 1517	1.00	1.00 1.		1.00		00.	1.00	1.00 1.00 567 0	00.1	3.00	MLF Adj: Final Vol.:	0 1117
Saturation Flow Module:	ow Module:	1900	1900 1900	1	1900	1900 1	ı	1900	1900	1900	1900	Saturation E Sat/Lane:	Flow Module: 1900 1900
:: '	0.95 0.95		1.00 0.		0.85	0.00	1.00	1.00	1.41	1.00	0.89	Adjustment: Lanes:	0.00 2.64
Lanes: Final Sat.:	1805 3610				-	0	!	0	2395	0	2699	Final Sat.:	0 4328
Ana]	ysis Module	le:	0 00 0	32 0	0.71	0.00	0.00	00.00	0.24	0.00	0.30	Capacity Analysis Vol/Sat: 0.00	
	7r - 0 00 00 * * * *				(* C			c	22	0	***	Crit Moves: Green/Cycle:	
Green/Cycle:	0.22 0.74	0.00	0.00		1.37	0.00	0.00	00.0	1.07	00.0		Volume/Cap:	0.00
Jelay/Veh: 2	220.2 6.1		0.0 17			0.0	0.0	0.0	96.6	0.0		Delay/Veh:	0.0 203
	1.00 1.00	1.00	1.00 1.	1.00 1	1.00	00	0.0	0.0	- vo	0.0	211.2	AdjDel/Veh:	
			0			0	0	0	21	0	35	HCM2 kAvg:	67

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	C1 BUILDOUT	aremor PLUS	Inn/ ROJEC PM	Old Sc T ALTI PEAK	School Ho TERNATIVE : HOUR	use 1	TIA CONDITIONS	TONS		
******	2000 HCM O	Level Of S Operations	Service (26 Col	18 e *	tion Re Volume	Report e Alter	port Alternative) ********	****	* * *
Intersection	#10 I-10 EB	*	/India	n Hil ****	ill Blvd ********	*	****	*****	******	****
(sec ime	:: () ::	(Y+R	s s	_ ;	itical erage vel Of	Vol.	/Cap. (sec/ ice:	(X): veh):	1.349 124.7 ********	4.9
**************************************	*********** Ind North Bou	jan nd R	(2	Bou	<u>~</u>	H H	t Bo	10 E	Ramps West	Bound - R
Control: Rights: Min. Green: Lanes:	Permitted Include 0 0 0	ted de 0 1 1 1 1 1 1	Pro 1 0	Protected Include 0 0			it Ph Inclu 0 1!	ase de 0 0 1	Split Phas Include 0 0 0	de 0
ne Modul			ŗ			c c	c	716	c	C
Base Vol:	0 1117	577	116/1	217	00.	1.00	1.00	4 0	1.0	1.00
Growth Adj: Initial Bse:		577		21		929	2	416	0	0 (
·D	00 1	1.00		00.	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj: PHF Volume:	<u> </u>	577	1167 1	212		929	•	416		
ct Vol		0	0	0	0	0	0	0 9	0 (0
nced	0 0		167 1	212	•	929	_	1.00	1.0	1.0
PCE Adj: MLF Adj:	1.00 1.00	1.00		00.	1.00	1.00	• •	1.00		-
Final vol		-					1	-		
į	190	1900	1900 1	006	1900	1900	an a	1900	900 190	·
Adjustment:	00.	0.86	0.95 0	95	1.00	9	0.91	0.91	1.0	1.00
Lanes: Final Sat.:	00.	1.36	1.00 2 1805 3	.00	00.0	1.69		1.30 2262	00.	ָ ו
Capacity Ana Vol/Sat:	1ysis Mod 0.00 0.2	le: 0.26	i	0.34	00.0	0.32	0.39	0.18	0.00 0.00	00.00
Crit Moves:	* (* *	1		000	* <	0	0.00.0	0
Green/Cycle:			1.35	0.50	00.00	1.10		0.64	0.00	0
Volume/cap. Delay/Veh:	0.0		9.0	8.3	0	93.2		31.6	0.0	•
User DelAdj:	1.00 1.00	1.00	00.	1.00	1.00	1.00	~	1,00	1.00 1.00	1.00
AdiDel/Veh:	C									

	3-1 BOWP-AM Alt 1 mit		
	t Wed Sep 13, 2006 08:03:43 Page 3-1	Claremont Inn/Old School House TIA	BUILDOUT PLUS PROJECT CONDITIONS MITIGARD - ALTERNATIVE 1
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	AM PEAK HOUR		AM PE	AM PEAK HOUR				1			7708
***************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative	Level C	Level Of Service Computation Report Operations Method (Base Volume Alternative	Comput d (Base	ation F Volume	Report	lative			<u> </u>	1
Intersection #1 Footbill Blad/Towns have	# FOOT # 1	a 11	/Tomo Arr	k k k k	* * *	~ * * * * * * * .	* * * * *	***	***	* * * *	****
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Appendix D

Existing Reciprocal Parking Easements

EXISTING RECIPROCAL PARKING EASEMENTS

Figure D-1 depicts the existing reciprocal parking easements and shared parking agreements on parcels making up the greater Old School House/Claremont Inn block, located on the northwest corner of Indian Hill and Foothill Boulevards. Research and analysis conducted for the City of Claremont by GRC Associates in May 2001 yielded the following conclusions:

- The reciprocal or easement parking rights remain in place through December 2021 on all parcels.
- The Claremont Inn has rights to parking on the western office parcel and the Old School House parcels.
- The Old School House has rights to park on the Claremont Inn parcels.
- The western office has the right to park on a portion of the Claremont Inn property.
- Any change to the parking fields requires approval of all property owners.

Source: Memorandum to Tony Witt and Scott Miller, City of Claremont, by GRC Associates, Inc., May 15, 2001.

Appendix E

Water, Sewer, and Stormwater Study

WATER, SEWER, AND STORMWATER SYSTEMS REPORT

Claremont Inn/ Old School House Specific Plan Claremont, California.

Prepared By:

LIN Consulting, Inc.

21660 E. Copley Drive, Suite 270

Diamond Bar, CA 91765

December 14, 2005

I. INTRODUCTION

The purpose of this Utility Report is to identify potential impacts of the proposed project "Claremont Inn/ Old School House Specific Plan" located on the northwest corner of the intersection of Indian Hill Boulevard and Foothill Boulevard in the City of Claremont, California on the existing utilities. The report discusses the location of existing utility lines in and around the project site and identifies if there is any potential conflicts in terms of connectivity and capacity of the existing utility lines.

The project site consists of two primary components: the Claremont Inn and Old School House. An office complex located to the west of the project site is also connected to the site, but is not part of the Specific Plan.

II. SEWER

A 12-inch VCP sewer line exists within the sewer easement of City of Claremont along Foothill Boulevard in the east west direction to the north of the centerline on Foothill Boulevard. There is a 12-inch ACPU sewer line connecting the man hole located at the intersection of Colby Circle Drive and Santa Barbara Drive to the existing 12-inch VCP sewer along Foothill Boulevard.

An 8-inch VCP sewer line exists along Colby Circle Drive from the intersection of Colby Circle Drive and Santa Barbara Drive to the intersection of Colby Circle Drive and Oxford Avenue. This sewer line extends along the centerline of the Colby Circle Drive about 190 feet to the east of the centerline of Oxford Avenue. An 8-inch VCP sewer main runs north south 120 feet to the east of centerline of Oxford Avenue, within the sewer easement of City of Claremont. There is an existing 6-inch lateral line running north south and located 190 feet to the east of centerline of Colby Circle Drive.

An existing sewer line runs diagonally from the center of the intersection of Indian Hill Boulevard and Foothill Boulevard to the northwest corner of the intersection and into the project site.

For further information on storm drain infrastructure contact City Engineer Mr. Craig Bradshaw at (909) 399-5465 or through email at cbradshaw@ci.claremont.ca.us.

As per the information provided by the City Engineer Mr. Craig Bradshaw, the on-site sewer pipes are pretty old and the condition of these pipes has to be evaluated before the final design phase. The Average Daily and Hourly Sewage Flows for the proposed project are estimated based on the County of Los Angeles Sewage Flow Rates. Table 2 shows the average and peak daily sewage flow rates for various occupancies of the project. Table 3 shows the estimated increase in average and peak daily and hourly sewage quantity due to the proposed improvements. It is estimated that there will be an increase of 895 gallons of sewage flow during the peak hour flow due to the proposed improvements.

Table 2. Sewage Flow Rates

Осс	upancy	Average Daily Flow	Peak Daily Flow	Peak Hourly Flow
	Bachelor or Single D.U's	100 gal/D.U.	250 gal/D.U.	10.42 gal/D.U.
Apartment	1 Bedroom D.U's	150 gal/D.U.	375 gal/D.U.	15.63 gal/D.U.
Buildings	2 Bedroom D.U's	200 gal/D.U.	500 gal/D.U.	20.83 gal/D.U.
	3 Bedroom or more D.U's	250 gal/D.U.	625 gal/D.U.	26.04 gal/D.U.

100 gal/1000 sq ft gfa	250 gal/1000 sq ft gfa	10.42 gal/1000 sq ft gfa
150 gal/room	375 gal/room	15.63 gal/room
200 gal/1000 sq ft gfa	500 gal/1000 sq ft gfa	20.83 gal/1000 sq ft gfa
50 gal/seat	125 gal/seat	5.21 gal/seat
	200 gal/1000 sq ft gfa	150 gal/room 375 gal/room 200 gal/1000 sq ft gfa 500 gal/1000 sq ft gfa

D.U. - Dwelling Unit, gal - Gallon, gfa - Gross Floor Area

Table 3. Increase in Sewage Flow Rates

Development	Quantity	Average Daily Flow	Peak Daily Flow	Peak Hourly Flow
Single D.U's	168 D.U's	16,800 gal	42,000 gal	1,750 gal
Hotel	-86 Rooms	-12,900 gal	-32,250 gal	-1,345 gal
Office Building	-11,500 Sq Ft	-2,300 gal	-5,750gal	-24gal
Restaurant	140 Seats*	7,000 gal	17,500 gal	730 gal
Net To	otal	8,600gal	21,500 gal	895 gal

D.U. - Dwelling Unit, gal - Gallon, "-" Indicates Decrease in Quantity.

III. WATER

An existing 8-inch C.I. water line runs east west along the south side of the Santa Barbara Drive from the intersection of Colby Circle Drive and Santa Barbara Drive to the west of the intersection.

There is an existing 6-inch C.I. water line running along Colby Circle Drive to the north of Santa Barbara Drive connecting the existing 8-inch C.I. water line on Santa Barbara

^{* -} Established based on the assumption that the seating capacity of the restaurant will be based on 10 seats per 1000 square foot of building area.

Drive. This water line runs along Colby Circle Drive and through the project site onto Foothill Boulevard.

An existing 8-inch T.R. water line runs north south along the Oxford Avenue to the north of the Colby Circle Drive.

There is an existing 12-inch A.C. water line located 85 feet to the north of the centerline of Colby Circle Drive. This water line runs east west along Colby Circle Drive and connects to a 12-inch A.C. water line running north south along Colby Circle Drive, located 27 feet to the east of Colby Circle Drive and an existing 10-inch water line along Indian Hill Boulevard. There are three 6-inch water lines branching off from the 12-inch main on Colby Circle Drive.

There is an existing 8-inch C.I. water line located 17 feet to the east of the centerline of Berkley Avenue, which runs north south along Berkley Avenue and connects to the 8-inch T.R. water line along Foothill Boulevard located 42 feet to the north of centerline on Foothill Boulevard.

As per the information given by the Golden State Water Company, pending the details of the improvements water facilities may have to be relocated. Also, depending on the local Fire Departments' requirements and the proposed development water demands additional facilities and/or upgrades may be needed. As per the information given by the Golden State Water Company the company has no problem in providing water supply to the proposed project.

Table 4 shows the increase in water demand due to the proposed development. The total increase in water demand for the proposed project is 5,561 water supply fixture units or 720 gallons per minute.

Table 4. Project Water Demand

		Water Supply	Water Supply Fixture
		Fixture Units	Units
Fixture	Quantities	(EACH)	(TOTAL)
Water Closet	390	2.5	975.0
Dish Washer	168	1.5	252.0
Kitchen Sink	168	1.5	252.0
Shower	325	2	650.0
Mop Sink	168	1.5	252.0
Laundry Machine	168	4	672.0
Bathtub	325	4	1680.0
Lavatory	390	1	390.0
Hose Bibb	260	2.5	650.0
Refrigerator	168	1	168.0
Total in Water Supply Fix	cture Units		5561.0
Total in Gallons Per Minu	ute		720

For further information on water facilities contact Mr. Kyle Snay, Foot Hill District Engineer for Golden State Water Company at (909) 592-4271, ext. 103 or through email at KyleSnay@gswater.com or Mr. Eric Pivaroff, Region III New Business Contract Administrator for Golden State Water Company at (909) 937-0111, ext. 334.

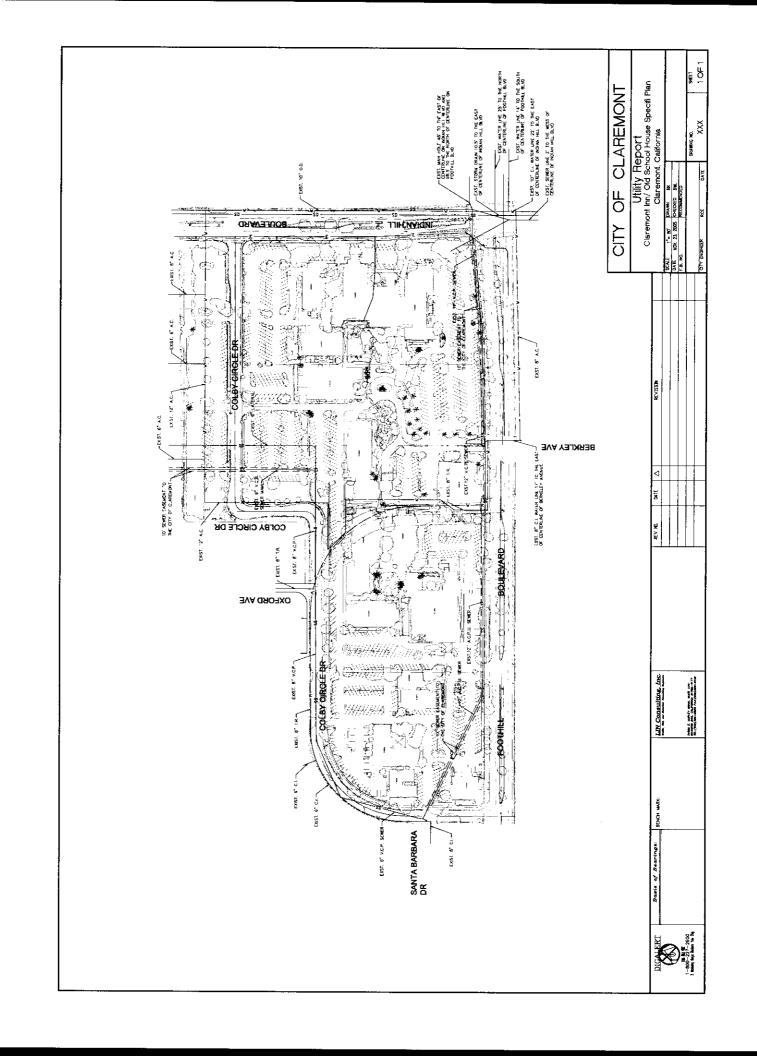
IV. STORM DRAIN

There is an existing storm drain infrastructure located about 10 feet to the east of the centerline on Indian Hill Boulevard and runs north south along Indian Hill Boulevard. The project site is not connected to this storm drain.

There is no existing underground storm drain pipes located on Foothill Boulevard in the project vicinity. The existing storm water from the project site is conveyed on to the

street gutter along Foothill Boulevard and then carried west to the nearest storm drain catch basin near Mountain Avenue. During the design stage, the on site storm water runoff and the capacity of the offsite storm drain system need to be further evaluated.

For further information on storm drain infrastructure contact City Engineer Mr. Craig Bradshaw at (909) 399-5465 or through email at cbradshaw@ci.claremont.ca.us.



Appendix F

Required Environmental Mitigation Measures

The following table is a compilation of the mitigation measures applicable to this project. If the proposed project is approved, these mitigation measures will be included as future conditions of approval.

The table provides the mitigation measure, the responsible party and timeframe for implementation, and the monitoring agency.

SPECIFICAL OF MITIGATION MEASURES SPECIFICAL FOR OLD SOHOOL HOUSE/CLAREMONT IN REVITALIZATION (FILE #06-8801) AND REZONING OF THE SUBJECT PROPERTY FROM 6M TO SP-9 (FILE #06-203)	TICATION MI CLOCL HOU SECH AND ON CM TOS	E <u>ASURES</u> SE/CLAREMONT INN REZONING OF THE P-9 (FILE #06-20a)	
Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
	BIOLOGICAL RESOURCES	ES	
Mitigation Measure A			
Any street or median tree damaged or removed to facilitate on- or off-site improvements shall be replaced with an approved species, sized at 24-inch box or larger, at a 1:1 replacement ratio. The Applicant shall post a landscaping bond with the Engineering Division at the time of grading or other on/off-site improvement permit issuance to ensure that affected trees are replaced and are warrantied to survive for no less than one year after installation. Landscaping bonds shall not be released during the warranty period.	Applicant	Prior to the release of landscaping bonds	City Planner &
CULTURAL	CULTURAL RESOURCES	S	
Mitigation Measure B			
Prior to the issuance of any demolition permits for any interior or exterior portion of the Old School House, prior to the issuance of grading permits to alter the grades abutting the site, and prior to the demolition of any interior features of the Old School House, the applicant shall, under the direction of Claremont. Heritage, submit a professionally prepared written and photographic record of the exterior and interior of affected portions of the building, for review and approval by staff. Conformance to HABS/HAER criteria is not required. The written record shall document approximate dates of construction for the features to be demolished. Once the written and photographic record is approved, three copies of the final document shall be submitted for permanent archiving at the City, Claremont Heritage, and Honnold Library Special Collection.	Applicant	Prior to issuance of demolition permits for any interior or exterior portion of the Old School House, prior to the issuance of grading permits to alter the grades abutting the site, and prior to the demolition of any interior features of the Old School House.	City Planner City Engineer & Building Official

Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
GEOLOGY	GEOLOGY AND SOILS		
Mitigation Measure C Prior to City approval of any tentative subdivision maps or architectural plans for the Colby Neighborhood component of the Specific Plan, the Applicant shall submit to the City of Claremont a Preliminary Geotechnical Investigation, prepared by an engineer licensed to perform such analyses, based upon the proposed location of new facilities. The Preliminary Geotechnical Investigation shall include a delineation of the Indian Hill Fault relative to the subject property, identify setback zones, as applicable, where human occupancy structures are prohibited, and foundation enhancement zones, as applicable, where the foundations for such structures must be reinforced.	Applicant	Prior to City approval of tentative subdivision maps or architectural plans for the Colby Neighborhood component of the Specific Plan, whichever occurs first.	City Engineer, Building Official and City Planner
Mitigation Measure D Prior to the completion of final plans and specifications for the Colby Neighborhood component of the Specific Plan, the Applicant shall submit to the City of Claremont a Final Geotechnical Investigation, prepared by an engineer licensed to perform such analyses, based upon the approved location of new facilities. The Final Geotechnical Investigation will define the foundation conditions present at each of the structure locations, and shall provide specific tests, analyses and recommendations for necessary soils engineering parameters, such as, but not limited to, allowable bearing capacities, liquefaction potential, expected settlements, and seismic parameters. The Final Geotechnical Investigation will provide plans and specifications for foundations. All reasonable plans shall be prepared, and specifications shall be taken, which are standard for the geotechnical industry precautions shall be taken, which are standard for the geotechnical industry to ensure the safety of all personnel and persons who may be involved in the investigations. Methods, techniques, and analyses shall be consistent with criteria established by the City of Claremont. This report shall be subject to review and approval by the City of Claremont.	Applicant	Prior to issuance of grading permits associated with the Colby Neighborhood	City Engineer, Building Official and City Planner

Mitigation Measure	Responsible Party	Timeframe	Monitoring
HAZARDS AND HAZARDOUS MATERIALS	ZARDOUS N	ATERIALS	Party
Mitigation Measure E			
Prior to the issuance of demolition permits for any buildings or portions of buildings within the Specific Plan area, the buildings shall be inspected for asbestos by a qualified professional. If asbestos is found within the structures, a report shall be prepared documenting that they were disposed of in compliance with State and Federal regulations. Compliance with Rule 1403 of the South Coast Air Quality Management District (SCAQMD) is required whether or not asbestos is found in the structures. Because the law requires AQMD permits prior to the issuance of demolition permits, separate mitigation measures are not necessary to ensure that abatement procedures are properly administered.	Applicant	Prior to the issuance of any building demolition permits	Building Official
TRANSPORT	TRANSPORTATION/TRAFFIC	FIC	
Mitigation Measure F			
Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the Applicant shall re-stripe the Colby Circle southbound approach at Foothill Boulevard to provide a southbound left-turn lane. This improvement shall be shown on street improvement plans submitted to the City Engineer for review and approval prior to the commencement of work.	Applicant	Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.	City Engineer & City Planner City Engineer & City Engineer & City Planner
Mitigation Measure G			
Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the applicant shall install signage at the Foothill Boulevard driveway facing Berkeley Drive to restrict southbound left-turn and through movements at all times.	Applicant	Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.	

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Mitigation Measure	Responsible	Timeframe	Monitoring Party
TEANSBODIATION/TRAFFIC (confinued)	TRAFFIC (C	putinued)	
NOTION DE LA COMPANION DE LA C			
Mitigation Measure H	-	,	
Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first The Applicant shall pay a fair-share contribution toward the future improvements to the intersection of Foothili Boulevard and Indian Hill Boulevard to improve pedestrian circulation to and from the Specific Plan area. This fair share contribution shall be 25% of the estimated improvement cost based on a preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted by the Applicant to the City preliminary intersection design submitted the Applicant to the City Excitose and City Presidents.	Applicant	Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.	City Engineer &
Engineer, and lourid acceptable to the City Engines.			
Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences, as part of the Colby Circle street improvements and with the development of the Colby Neighborhood residential	Applicant	Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences.	City Engineer & City Planner
development, the applicant shall stripe Colby Circle at Indian Hill Boulevard to provide a dedicated eastbound right-turn lane.			
Mitigation Measure J			
Prior to issuance of grading permits associated with the construction of the Colby Neighborhood residences, the Applicant shall post a five-year bond for the construction of a traffic signal the Colby Circle/Indian Hill Boulevard intersection. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.	Applicant	Prior to issuance of grading permits associated with the construction of the Colby Neighborhood residences.	City Engineer &
Mitigation Measure K			
Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the Applicant shall pay a fair-share contribution toward the widening of Foothill Boulevard at Towne Avenue to provide westbound right-turn lane and overlap phase. This fair share contribution shall be 1% of the improvement cost as long as the dinner theater remains a component of the Specific Plan. This contribution shall be increased to 3% of the improvement cost if the dinner theater site is redeveloped for an alternative use.	Applicant	Time Frame: 1% of the total improvement cost shall be paid prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, plus 2% of the total improvement cost prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.	City Engineer, Building Official & City Planner

Mitigation Measure	Responsible Party	Timeframe	Monitoring
TRANSPORTATION/TRAFFIC (confining)	TION/TRAFE	Continued)	Party
Mitigation Measure L		(command)	
If the dinner theater is redeveloped for an alternative use, the Applicant shall pay a fair-share contribution toward the widening of Arrow Highway at Indian Hill Boulevard to provide a northbound right-turn lane. This fair-share contribution shall be 3% of the estimated improvement cost.	Applicant	Prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.	City Engineer, Building Official &
Mitigation Measure M			City Pianner
If the dinner theater is redeveloped for an alternative use, the Applicant shall pay a fair-share contribution toward the addition of a second northbound left-turn lane to the I-10 westbound onramp. This fair-share contribution shall be 1.5% of the estimated improvement cost.	Applicant	Prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.	City Engineer, Building Official &
Mitigation Measure N			City Planner
Prior to design review approval for the parking structure, the Applicant shall submit to the City Planner for review and approval a parking management plan to address how the on-site, non-residential parking demand will be satisfied in the event that the reciprocal parking	Applicant	1) Approval of Parking Management Plan – Prior to design review approval for the parking structure.	City Planner
agreement with the neighboring property to the west is terminated. Implementation of the parking management plan shall commence no later than the date that the reciprocal parking agreement expires.		2) Implementation of Parking Management Plan - Expiration date of reciprocal parking agreement.	

	Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
	TRANSPORTATION/TRAFFIC (continued)	TION/TRAFFI	Continued)	
Mitigation Measure O				į
Prior to the Issua	Prior to the Issuance of grading permits for Building N1, the Applicant shall:	Applicant	Conducting of traffic counts, payment of deposits and posting of bonds – Prior to issuance of grading permits for Building N1.	City Engineer
A. Conduc	Conduct traffic counts for one week at the following intersections, during a normal school session:		2) Traffic and Transportation Commission Consideration of traffic-calming measures	
⊥జజే≥ీ>	Berkeley/Foothill Berkeley/Baughman Colby/Santa Barbara Colby/Lafayette Colby/Oxford		Within one (1) year tollowing the date of City Council adoption of the Specific Plan.	
B. Pay a del Engineering associated Commission measures fi	Pay a deposit of six thousand dollars (\$6,000.00) to the Engineering Division to cover staff and consultant costs associated with the preparation of Traffic and Transportation Commission agenda items to identify and consider traffic-calming measures for the following roadway segments:			
	The south leg of the Berkeley Avenue/Foothill Boulevard intersection and potential removal of westbound left turn pocket at Berkeley/Foothill;			
:=	Santa Barbara Drive between Mountain Avenue and Colby Circle; and			_
:≡	Study Colby Circle, Lafayette Road near Colby Circle and Oxford Drive near Colby Circle, and make recommendations for potential striping or signage changes, if warranted for safety.	\		
The Traffic matters wi adoption o Commissic Policy ("Tr	The Traffic and Transportation Commission shall consider these matters within one year following the date of City Council adoption of the Specific Plan. The Traffic and Transportation Commission shall refer to the City of Claremont Traffic Calming Policy ("Traffic Calming Policy") Basic Principles in its recommendation to the City Council.			

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RECORDING REQUESTED BY AND MAIL TO:

Claremont Courier 1420 N. Claremont Blvd., Suite 205-B Claremont, CA 91711 909 621-4761

PROOF OF PUBLICATION.

STATE OF CALIFORNIA, County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

CLAREMONT COURIER

a newspaper of general circulation, printed and published semi-weekly in the City of Claremont

County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of Los Angeles, State of California, under the date of 9/17, 1908, Case Number C134; that the notice, of which the annexed is a printed copy (set in type not smaller than nonparell), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

all in the year 20 9.7...

i certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Claremont

Samuel Forme

This space is for the County Clerk's Filing Stamp

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AN ORDINANCE OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING THE OLD SCHOOL HOUSE/CLAREMONT INN (#06-SP01) AND CORRESPONDING ZONE CHANGE (#06-Z03). APPLICANT – CLAREMONT STAR, L.P.

WHEREAS. on February 24, 2006, Claremont Star, L.P. ("Applicant") filed an application for a Specific Plan and Zone Change for the Old School House/Claremont Inn area, which encompasses approximately 21 acres situated at the northwest corner of the intersection of Foothill Boulevard and Indian Hill Boulevard; and

WHEREAS, the Specific Plan for Old School House/Claremont Inn Revitalization ("Specific Plan") proposes to serve as the long-term development plan for the Old School House/Claremont Inn area ("Specific Plan Area"), and provides for the development of commercial uses, residential uses, public improvements, on-street parking, off-street surface parking and a parking structure; and

WHEREAS, the Specific Plan area is further described as 415-555 West Foothill Boulevard and by Assessor's Parcel Numbers 8305-016-003, 8305-017-004, 8305-017-006, and 8305-017-009; and

WHEREAS, California Government Code Section 65450 et seq., authorizes the preparation of specific plans governing the development of private property; and

WHEREAS, implementation of the Specific Plan requires adoption of the proposed Zone Change (#06-Z03), which will change the existing zoning designation of the Specific Plan Area from CM Major Commercial to a new zoning category to be known as Specific Plan 9 (SP-9); and

WHEREAS, SP-9 contains three sub-areas, consisting of Residential, Hotel and Mixed Use, each of which has distinct development standards and permitted uses; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code §§21000 et seq.), the State CEQA Guidelines (14 CCR §§15000 et seq.), and the City of Claremont Local Guidelines for implementing CEQA ("Local Guidelines"), the City prepared an Initial Study and Draft Mitigated Negative Declaration for the proposed Specific Plan in order to analyze all potential adverse environmental impacts of Specific Plan implementation, and released it for public review on October 20, 2006; and

Negative Declaration concludes that the Proposed Use will not have a significant effect on the environment with mitigation measures in the areas of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and transportation/traffic; and

WHEREAS, on November 7, 2006, the Planning Commission held a duly noticed public hearing to consider the Mitigated Negative Declaration, Specific Plan and Zone Change, at which time all persons wishing to testify in connection with the Specific Plan were heard; and

WHEREAS, the Planning Commission fully studied the proposed Specific Plan and considered all public comments on the Specific Plan, Zone Change and Mitigated Negative Declaration; and

WHEREAS, based on the entire administrative record before the Planning Commission on the Specific Plan, including all written and oral evidence presented to the Planning Commission, the Planning Commission recommended on a 6-0 vote that the City Council take the following actions: (i) adopt the Mitigated Negative Declaration as proposed by staff, and direct staff to file a Notice of Determination; and (ii) approve Specific Plan #06-SP01 and Zone Change #06-Z03; and

WHEREAS, on December 12, 2006, the City Council held a duly noticed public hearing to consider the Mitigated Negative Declaration, Specific Plan and Zone Change, at which time all persons wishing to testify in connection with the Specific Plan were heard; and

WHEREAS, on December 12, 2006, under a separate resolution, the City Council adopted the Mitigated Negative Declaration for Specific Plan #06-SP01 and Zone Change #06-Z03 with all mitigation measures and monitoring timeframes set forth therein as proposed by staff;

WHEREAS, the City Council has determined that the Specific Plan conforms with the goals and policies of the General Plan and desires to adopt Specific Plan #06-SP01 and Zone Change #06-Z03.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLARE MONT DOES ORDAIN AS FOLLOWS:

Section A. The City Council hereby adopts the Specific Plan for Old School House/Claremont Inn Revitalization (#06-SP01) attached as Exhibit "A" hereto and finds as follows:

- 1. The Specific Plan systematically implements and is consistent with the General Plan in that:
- (a) The land uses proposed are consistent with the land use designations set forth in the Land Use, Community Character and Preservation Element.

(b)The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Goal 2-16 and all associated policies to "(t)ransform the Claremont Inn and Old School House property into a vibrant mixed-use development that includes

a hotel, conference center, retail space, entertainment/cultural space, and higher density residences with pedestrian connections between the different uses."

- (c) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Policy 2-4.2 to utilize mixed-use development approaches to create unique and varied housing by integrating residential with hotel, retail, office and open spaces.
- (d) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Policy 2-14.5 to continue to support retention and/or adaptive reuse of existing commercial buildings by providing for the renovation of the Old School House and the conversion of a former hotel building into residential condominiums.
- (e) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Policy 2-15.1 by providing a new opportunity in the Foothill Boulevard Corridor for mixed-use development.
- (f) The Specific Plan furthers General Plan Economic Development/Fiscal Element Policy 3-2.7 to "(f)acilitate creative, attractive, and beneficial redevelopment of the Old School House site, including provision of housing opportunities."
- (g) The Specific Plan furthers General Plan Economic Development/Fiscal Element Goal 3-4 to "(d)evelop a stronger visitor and tourism base," and Policy 3-4.1 to "(e)xpand lodging choices in the City by attracting and retaining high-quality facilities desired by visitors to our community." The Specific Plan Area currently contains a renovated hotel, a restaurant and dinner theater, and the implementation of the Specific Plan will add more retail space, including a specialty market. The hotel renovation further helps to meet the tremendous need for lodging options for the college community.
- (h) The Specific Plan furthers General Plan Open Space, Parkland, Conservation, and Air Quality Element Goal 5-14 and associated policies to "(i)ncorporate green building and other sustainable building practices into development projects" by requiring the use of energy-saving designs and devices in all renovation and new construction projects. The Specific Plan contains policies for new residential and commercial development, as well as the renovation of the Old School House, which require the incorporation of energy-saving designs and technologies, and consideration of eco-friendly materials and LEED design principles.

- (i) The Specific Plan furthers General Plan Human Services, Recreational Programs, and Community Facilities Element Policy 7-8.1 to preserve and restore historic resources where such actions will enhance appreciation and understanding of them through the renovation and re-use of the Old School House. As described in the Specific Plan, the renovation of the Old School House calls for bringing the building's exterior closer to its 1930sera appearance.
- (j) The Specific Plan furthers General Plan Housing Element Policy 8-3.2 to "(a)llow mixed-use development as a means of providing housing near commercial services" by integrating residential uses with retail, restaurants, offices, the hotel and public spaces.
- (k) The Specific Plan furthers General Plan Governance Element Policy 9-4.2 to encourage public participation in discussions, meetings and policy development. During the Specific Plan planning process, the Applicant worked with neighborhood members and community stakeholders to collect input on the development vision and identify issues to address in the Specific Plan. This included two workshops, a focused neighborhood meeting, and discussions with various community organizations, all initiated by the Applicant. The commission review process included two meetings before the Planning Commission, and one meeting each before the Architectural and Traffic Transportation Commissions. In response to the input from the public and commissions, the Applicant revised the Specific Plan, including reducing the residential density, revising the housing types proposed, and

refining design goals and policies. Further, in response to neighborhood concerns and the recommendations of the Traffic and Transportation Commission, the Applicant agreed to post bonds to fund potential trafficcalming improvements on Santa Barbara Drive, and at the intersection of Footbill Boulevard and Berkeley Avenue.

- 2. The Specific Plan furthers the goals of the Claremont Inn and Old School House Center Planning Principles, adopted by the City Council in 2001, particularly Goal #1: "To and thirty (30) days hereafter, it shall take revitalize the Claremont Inn and Old School effect and be in force. House Center properties, taking advantage of PASSED, APPROVED, AND ADOPTED their strategic location, to provide a mixeduse center including residential, hospitality, /s/ entertainment, art, and office uses."
- 3. The Specific Plan provides for the develop- ATTEST: ment of a comprehensively planned project that is superior to development otherwise /s/ Lynne E. Pahner allowed under the existing zoning classifica- City Clerk, City of Claremont

Section B. The City Council hereby adopt City Attorney, City of Claremont the Zone Change (#06-Z03) from Major Commercial (CM) to Specific Plan 9 (SP-9) and finds as follows:

The SP-9 zoning district designation is consistent with the Mixed Use General Plan designation of the Specific Plan Area.

- 2. The SP-9 zoning district designation is unique to the Specific Plan Area, and such designation is necessary to precisely identify the boundaries of the land governed by the Specific Plan.
- The proposed Zone Change will not have a significant adverse effect on the environment, as determined by the Mitigated Negative Declaration prepared for this project in accordance with the California Environmental Quality Act.

Section C. The property affected by the actions in Sections A and B above are located in the County of Los Angeles, State of California. The property consists of approximately 21 acres of land located in the central portion of the City of Claremont and generally bounded on the north by Colby Circle, on the east by Indian Hill Boulevard, on the south by Foothill Boulevard, and on the west by a north-south parcel line approximately parallel to and approximately 1,275 feet to the west of the centerline of Indian Hill Boulevard, legally described in Exhibit "B" as attached, depicted graphically on Exhibit "C," is hereby designated as the Old School House/Claremont Inn Revitalization Specific Plan (#06-SP01). The uses, types of development and development standards set forth in the Old School House/Claremont Inn Revitalization Specific Plan are the uses.

School House/Claremont Revitalization Specific Plan Copies of the Final Draft of the Old School House/Claremont Inn Revitalization Specific Plan, dated November 30, 2006, are available for public inspection and review at the City Clerk's Office in City Hall and Claremont Public Library. EXHIBIT "B"

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EXHIBIT "A"

Legal Description for the Old School House/Claremont Inn Revitalization Specific Plan and Corresponding Zone Change The complete legal description is provided on the following pages.

For publication purposes: The property comprising the Old School House/Claremont Inn Specific Plan Revitalization Corresponding Zone Change is also described as Assessor's Parcel Numbers 8305-016-003, 8305-017-004, 8305-017-006, and 8305-017-009. Due to the length and corresponding costs of publication, the Assessor's Parcel Numbers will be published in lieu of the Legal Description. The complete legal description is available for review at the City Clerk's office.

EXHIBIT "C" House/Claremont Old School Revitalization Specific Plan and Corresponding Zone

Change Map

types of development and development stan-The Specific Plan/zoning map is provided on dards permitted in that property described the following page. STATE OF CALIFORNIA COUNTY OF LOS ANGELES

Section D. The Community Development Director shall modify the Official Zoning Map in accordance with this ordinance to indicate thereon that the real property legally described in Exhibit "B" and depicted in Exhibit "C" as attached is within the Old School House/Claremont Inn Revitalization Specific Plan.

Section E. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption thereof and shall cause the same to be published in the Claremont Courier, a semi-weekly newspaper of general circulation, printed, published and circulated in the City of Claremont,

Peter Yao

Mayor, City of Claremont

APPROVED AS TO FORM: /s/ Sonia R. Carvalho

CITY OF CLAREMONT

I, Lynne Pahner, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Ordinance No. 2007-01 was introduced at a regular meeting of said council held on the 12th day of December, 2006, that it was regularly passed and adopted by said city council, signed by the mayor, and attested by the city clerk of said city, all at a regular meeting of said council held on the 9th day of January, 2007, and that the same was passed and adopted by the following vote:

COUNCILMEMBERS: AYES: CALAYCAY, TAYLOR, MCHENRY, BAL-DONADO, YAO NOES: COUNCILMEMBERS: NONE ABSTAINED: COUNCILMEMBERS: NONE ABSENT: COUNCILMEMBERS: NONE

/s/ Lynne E. Pahner City Clerk of the City of Claremont PUBLISH: January 13, 2007

OLD SCHOOL HOUSE/CLAREMONT INN SPECIFIC PLAN SP-9 ZONING DISTRICT BOUNDARIES

