CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 56 Level Of Service: C

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	199	750	224	329	920	213	97	466	103	194	640	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	750	224	329	920	213	97	466	103	194	640	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.89	0.89	0.89	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	206	775	231	369	1033	239	104	500	111	216	711	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	775	231	369	1033	239	104	500	111	216	711	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	775	231	369	1033	239	104	500	111	216	711	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.58	0.42
Final Sat.:	1805	3610	1615	1805	2849	660	1805	2877	636	1805	2754	740
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.14	0.20	0.36	0.36	0.06	0.17	0.17	0.12	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.43	0.30	0.30	0.59	0.44	0.44	0.07	0.23	0.23	0.16	0.31	0.31
Volume/Cap:	0.63	0.73	0.48	0.63	0.83	0.83	0.83	0.77	0.77	0.77	0.83	0.83
Delay/Veh:	24.4	34.1	29.7	21.9	28.5	28.5	79.8	40.7	40.7	52.4	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	34.1	29.7	21.9	28.5	28.5	79.8	40.7	40.7	52.4	37.1	37.1
HCM2kAvg:	6	12	6	9	19	19	6	11	11	9	15	15

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 43 Level Of Service: C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	105	244	130	146	376	61	108	895	133	239	903	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	130	146	376	61	108	895	133	239	903	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
PHF Volume:	124	288	153	195	501	81	126	1042	155	284	1072	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	288	153	195	501	81	126	1042	155	284	1072	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	288	153	195	501	81	126	1042	155	284	1072	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.30	0.70	1.00	1.72	0.28	1.00	1.74	0.26	1.00	1.87	0.13
Final Sat.:	1805	2233	1190	1805	3041	493	1805	3083	458	1805	3344	230
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.16	0.16	0.07	0.34	0.34	0.16	0.32	0.32
Crit Moves:		****		****				****		****		
Green/Cycle:	0.26	0.17	0.17	0.32	0.22	0.22	0.56	0.44	0.44	0.66	0.53	0.53
Volume/Cap:	0.51	0.76	0.76	0.59	0.75	0.75	0.35	0.76	0.76	0.63	0.60	0.60
Delay/Veh:	31.9	45.6	45.6	29.5	40.7	40.7	12.3	25.7	25.7	25.9	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	45.6	45.6	29.5	40.7	40.7	12.3	25.7	25.7	25.9	16.6	16.6
HCM2kAvg:	4	8	8	6	10	10	3	17	17	6	12	12

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)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: F[122.8]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	19	0	88	78	1108	0	0	1038	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	88	78	1108	0	0	1038	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	34	0	158	86	1227	0	0	1160	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	34	0	158	86	1227	0	0	1160	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1957	xxxx	591	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	57	xxxx	455	598	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	51	xxxx	455	598	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.67	xxxx	0.35	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	188	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	123	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			122.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[73.9]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	75	4	0	42	39	1084	21	112	1070	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	75	4	0	42	39	1084	21	112	1070	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.60	0.60	0.60	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	82	7	0	70	45	1240	24	129	1236	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	82	7	0	70	45	1240	24	129	1236	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	632	2245	xxxx	659	1318	xxxx	xxxxx	1264	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	428	24	xxxx	411	531	xxxx	xxxxx	557	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	428	15	xxxx	411	531	xxxx	xxxxx	557	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.19	0.45	xxxx	0.17	0.08	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	15.4	xxxxx	xxxx	xxxxx	12.4	xxxx	xxxxx	13.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	123	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	73.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	15.4			73.9			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 101 Level Of Service: D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	154	284	181	177	388	229	115	843	161	149	830	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	284	181	177	388	229	115	843	161	149	830	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.58	0.58	0.58	0.87	0.87	0.87	0.77	0.77	0.77
PHF Volume:	171	316	202	307	672	397	133	973	186	194	1078	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	316	202	307	672	397	133	973	186	194	1078	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	316	202	307	672	397	133	973	186	194	1078	258
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2958	565	1805	3610	1615
Capacity Analysis Module:																		
Vol/Sat:	0.10	0.17	0.12	0.17	0.35	0.25	0.07	0.33	0.33	0.11	0.30	0.16
Crit Moves:	****				****			****			****							
Green/Cycle:	0.10	0.24	0.24	0.25	0.38	0.38	0.09	0.36	0.36	0.12	0.38	0.38
Volume/Cap:	0.92	0.69	0.52	0.69	0.92	0.64	0.79	0.92	0.92	0.92	0.79	0.42
Delay/Veh:	88.7	39.0	34.2	38.9	46.5	27.4	65.6	42.1	42.1	84.7	30.5	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	39.0	34.2	38.9	46.5	27.4	65.6	42.1	42.1	84.7	30.5	23.4
HCM2kAvg:	9	10	6	10	24	11	6	21	21	10	16	6

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 21 Level Of Service: C

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	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																		
Base Vol:	127	274	131	165	503	57	63	571	149	135	640	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	274	131	165	503	57	63	571	149	135	640	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	137	297	142	195	594	67	70	637	166	144	681	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	297	142	195	594	67	70	637	166	144	681	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	297	142	195	594	67	70	637	166	144	681	163
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.69	0.31	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	3502	3610	1615	3502	4589	520	1805	3610	1615	1805	2829	676
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.08	0.09	0.06	0.13	0.13	0.04	0.18	0.10	0.08	0.24	0.24
Crit 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	0.47
Delay/Veh:	44.8	33.3	34.0	39.7	30.3	30.3	46.0	21.1	19.4	36.9	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	33.3	34.0	39.7	30.3	30.3	46.0	21.1	19.4	36.9	15.7	15.7
HCM2kAvg:	3	4	4	3	6	6	3	7	3	4	8	8

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)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: F[189.8]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	35 633		2	37 734		32	15	2	70	13	3	5
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	35 633		2	37 734		32	15	2	70	13	3	5
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.64 0.64	0.64		0.67 0.67	0.67		0.67 0.67	0.67		0.75 0.75	0.75	
PHF Volume:	55 995		3	56 1104		48	23	3	105	17	4	7
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Final Vol.:	55 995		3	56 1104		48	23	3	105	17	4	7
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1152 xxxx xxxxx			998 xxxx xxxxx			1849	2348	576	1772	2370	499
Potent Cap.:	614 xxxx xxxxx			701 xxxx xxxxx			47	37	466	54	35	522
Move Cap.:	614 xxxx xxxxx			701 xxxx xxxxx			37	31	466	34	30	522
Volume/Cap:	0.09 xxxx xxxx			0.08 xxxx xxxx			0.62	0.10	0.23	0.51	0.13	0.01
Level Of Service Module:												
Queue:	0.3 xxxx xxxxx			0.3 xxxx xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.4 xxxx xxxxx			10.6 xxxx xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B *	*		B *	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	139	xxxxx	xxxx	42	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	6.5	xxxxx	xxxxx	2.5	xxxxx
Shrd StpDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	123	xxxxx	xxxxx	190	xxxxx
Shared LOS:	* *	*		* *	*		*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			123.0			189.8		
ApproachLOS:	*			*			F			F		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 34 Level Of Service: C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0 0	0		0 0	0		0 0	0		0 0	0	
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	177 807		153	78 801		51	70	331	174	122	492	90
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177 807		153	78 801		51	70	331	174	122	492	90
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86 0.86	0.86		0.87 0.87	0.87		0.76	0.76	0.76	0.75	0.75	0.75
PHF Volume:	205 934		177	89 918		58	93	438	230	164	660	121
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	205 934		177	89 918		58	93	438	230	164	660	121
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	205 934		177	89 918		58	93	438	230	164	660	121
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.93	0.93		0.95 0.94	0.94		0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00 1.68		0.32	1.00 1.88		0.12	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1805 2962		562	1805 3363		214	1805	3610	1615	1805	2982	545
Capacity Analysis Module:												
Vol/Sat:	0.11 0.32	0.32		0.05 0.27	0.27		0.05	0.12	0.14	0.09	0.22	0.22
Crit Moves:	****			****			****				****	
Green/Cycle:	0.17 0.49	0.49		0.08 0.40	0.40		0.07	0.24	0.24	0.15	0.32	0.32
Volume/Cap:	0.69 0.65	0.65		0.65 0.69	0.69		0.69	0.50	0.59	0.59	0.69	0.69
Delay/Veh:	45.8 20.2	20.2		55.2 26.4	26.4		58.9	33.1	35.7	42.6	31.2	31.2
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8 20.2	20.2		55.2 26.4	26.4		58.9	33.1	35.7	42.6	31.2	31.2
HCM2kAvg:	8 13	13		4 13	13		4	6	7	6	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 34 Level Of Service: C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:												
Base Vol:	477	750	0	0	840	280	0	0	0	469	2	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	750	0	0	840	280	0	0	0	469	2	285
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	477	750	0	0	840	280	0	0	0	469	2	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	750	0	0	840	280	0	0	0	469	2	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	477	750	0	0	840	280	0	0	0	469	2	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	0.89	0.89
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.62	0.01	1.37
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2735	9	2325
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.00	0.00	0.16	0.17	0.00	0.00	0.00	0.17	0.22	0.12
Crit Moves:	****					****					****	
Green/Cycle:	0.38	0.63	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.69	0.33	0.00	0.00	0.64	0.69	0.00	0.00	0.00	0.53	0.69	0.38
Delay/Veh:	28.8	8.5	0.0	0.0	34.6	38.9	0.0	0.0	0.0	27.8	31.2	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	8.5	0.0	0.0	34.6	38.9	0.0	0.0	0.0	27.8	31.2	26.1
HCM2kAvg:	14	5	0	0	9	9	0	0	0	8	12	5

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

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

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.951
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 133 Level Of Service: D

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	814	441	517	813	0	411	7	575	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	814	441	517	813	0	411	7	575	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.86	0.86	0.86	0.92	0.92	0.92	1.00	1.00	1.00
PHF Volume:	0	1004	544	603	949	0	446	8	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	544	603	949	0	446	8	624	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1004	544	603	949	0	446	8	624	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Lanes:	0.00	2.59	1.41	1.00	2.00	0.00	1.41	0.01	1.58	0.00	0.00	0.00
Final Sat.:	0	4248	2301	1805	3610	0	2235	22	2494	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.33	0.26	0.00	0.20	0.34	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.25	0.25	0.35	0.60	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.95	0.44	0.00	0.55	0.95	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	49.5	49.5	55.7	11.0	0.0	25.9	47.4	28.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.5	49.5	55.7	11.0	0.0	25.9	47.4	28.7	0.0	0.0	0.0
HCM2kAvg:	0	16	16	24	8	0	9	23	12	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	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

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	42.4	0.909	D	42.4	0.909	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	B	17.1	0.584	B	17.1	0.584	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	F	51.9	0.000	F	51.9	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	23.0	0.000	C	23.0	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	37.4	0.879	D	37.4	0.879	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	29.6	0.708	C	29.6	0.708	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	31.1	0.000	D	31.1	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	D	41.5	0.884	D	41.5	0.884	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	25.7	0.729	C	25.7	0.729	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	46.5	1.037	D	46.5	1.037	+ 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
PM PEAK HOUR

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

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.909
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 42.4
Optimal Cycle: 91 Level Of Service: D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	247	865	202	262	492	122	235	855	166	223	742	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	865	202	262	492	122	235	855	166	223	742	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	255	894	209	287	539	134	266	966	188	251	835	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	894	209	287	539	134	266	966	188	251	835	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	255	894	209	287	539	134	266	966	188	251	835	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.67	0.33	1.00	1.52	0.48
Final Sat.:	1805	3610	1615	1805	2806	696	1805	2951	573	1805	2648	832
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.13	0.16	0.19	0.19	0.15	0.33	0.33	0.14	0.32	0.32
Crit Moves:		****		****				****		****		
Green/Cycle:	0.46	0.27	0.27	0.43	0.26	0.26	0.16	0.36	0.36	0.15	0.35	0.35
Volume/Cap:	0.61	0.91	0.47	0.73	0.75	0.75	0.90	0.91	0.91	0.91	0.90	0.90
Delay/Veh:	22.1	47.3	31.2	29.1	37.6	37.6	69.6	40.2	40.2	73.2	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	47.3	31.2	29.1	37.6	37.6	69.6	40.2	40.2	73.2	40.3	40.3
HCM2kAvg:	7	17	6	9	11	11	12	21	21	12	20	20

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
PM PEAK HOUR

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

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 26 Level Of Service: B

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	117	147	51	150	167	41	63	1100	75	103	1035	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	147	51	150	167	41	63	1100	75	103	1035	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94	0.87	0.87	0.87
PHF Volume:	120	151	52	159	177	44	67	1165	79	118	1187	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	151	52	159	177	44	67	1165	79	118	1187	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	151	52	159	177	44	67	1165	79	118	1187	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.48	0.52	1.00	1.61	0.39	1.00	1.87	0.13	1.00	1.89	0.11
Final Sat.:	1805	2576	894	1805	2811	690	1805	3346	228	1805	3372	205
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	0.35	0.35
Crit Moves:		****		****				****		****		
Green/Cycle:	0.23	0.10	0.10	0.26	0.12	0.12	0.66	0.60	0.60	0.72	0.64	0.64
Volume/Cap:	0.38	0.58	0.58	0.46	0.52	0.52	0.22	0.58	0.58	0.33	0.55	0.55
Delay/Veh:	32.6	45.5	45.5	31.0	42.2	42.2	7.6	12.9	12.9	8.5	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	45.5	45.5	31.0	42.2	42.2	7.6	12.9	12.9	8.5	10.2	10.2
HCM2kAvg:	4	4	4	5	4	4	1	12	12	2	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: F[51.9]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound						South Bound			East Bound					West Bound			
Movement:	L	-	T	-	R		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign						Stop Sign			Uncontrolled					Uncontrolled			
Rights:	Include						Include			Include					Include			
Lanes:	0	0	0	0	0		0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																					
Base Vol:	0	0	0				13	0	53			25	1267		0		0	1160			19
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00			1.00
Initial Bse:	0	0	0				13	0	53			25	1267		0		0	1160			19
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00				0.74	0.74	0.74			0.96	0.96		0.96		0.87	0.87			0.87
PHF Volume:	0	0	0				18	0	72			26	1316		0		0	1333			22
Reduct Vol:	0	0	0				0	0	0			0	0		0		0	0			0
Final Vol.:	0	0	0				18	0	72			26	1316		0		0	1333			22
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx	xxxxx				6.8	xxxx	6.9			4.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			2.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx	xxxxx				2054	xxxx	678			1355	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx				49	xxxx	400			514	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx				47	xxxx	400			514	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx				0.37	xxxx	0.18			0.05	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																					
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*						B	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT								LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	162	xxxxx						xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx						xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	51.9	xxxxx						xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*						*	*	*	*	*	*				
ApproachDel:	xxxxxx			51.9								xxxxxx			xxxxxx						
ApproachLOS:	*			F								*			*						

CLAREMONT INN/OLD SCHOOL HOUSE TIA
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[23.0]

Street Name:	Berkeley Ave/Project Dwy										Foothill Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	28			0	0	115			80	1235		20		0	1171			146
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00			1.00
Initial Bse:	0	0	28			0	0	115			80	1235		20		0	1171			146
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00			1.00
PHF Adj:	0.56	0.56	0.56			0.73	0.73	0.73			0.98	0.98		0.98		0.87	0.87			0.87
PHF Volume:	0	0	50			0	0	158			82	1263		20		0	1344			168
Reduct Vol:	0	0	0			0	0	0			0	0		0		0	0			0
Final Vol.:	0	0	50			0	0	158			82	1263		20		0	1344			168
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		6.9	xxxxx	xxxx		6.9			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx		3.3	xxxxx	xxxx		3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		642	xxxx	xxxx		756			1512	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx		422	xxxx	xxxx		355			448	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx		422	xxxx	xxxx		355			448	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx		0.12	xxxx	xxxx		0.45			0.18	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	xxxxx	xxxx		0.4	xxxxx	xxxx		2.2			0.7	xxxx	xxxxx		xxxx	xxxxx	xxxxx			
Stopped Del:	xxxxx	xxxx		14.7	xxxxx	xxxx		23.0			14.8	xxxx	xxxxx		xxxx	xxxxx	xxxxx			
LOS by Move:	*	*		B	*	*		C			B	*	*		*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT						LT - LTR - RT				LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	*	*				*	*	*		*	*	*			
ApproachDel:	14.7				23.0						xxxxxx				xxxxxx					
ApproachLOS:	B				C						*				*					

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.879
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	37.4
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	286	416	164	143	338	50	100	942	209	189	931	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	416	164	143	338	50	100	942	209	189	931	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	306	445	176	163	386	57	108	1016	225	212	1046	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	445	176	163	386	57	108	1016	225	212	1046	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	306	445	176	163	386	57	108	1016	225	212	1046	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2875	638	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.11	0.09	0.20	0.04	0.06	0.35	0.35	0.12	0.29	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.31	0.31	0.12	0.23	0.23	0.09	0.40	0.40	0.13	0.44	0.44
Volume/Cap:	0.88	0.77	0.36	0.77	0.88	0.15	0.65	0.88	0.88	0.88	0.65	0.38
Delay/Veh:	60.9	37.5	27.5	58.0	55.1	30.8	52.8	34.3	34.3	71.1	22.7	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	37.5	27.5	58.0	55.1	30.8	52.8	34.3	34.3	71.1	22.7	18.9
HCM2kAvg:	13	14	4	7	15	1	5	21	21	10	13	6

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

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.708
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	36	Level Of Service:	C

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	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	256	652	153	168	469	77	91	999	239	181	762	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	652	153	168	469	77	91	999	239	181	762	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89	0.87	0.87	0.87
PHF Volume:	281	716	168	194	540	89	102	1120	268	209	881	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	716	168	194	540	89	102	1120	268	209	881	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	716	168	194	540	89	102	1120	268	209	881	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.58	0.42	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	3502	3610	1615	3502	4362	716	1805	3610	1615	1805	2771	727
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.10	0.06	0.12	0.12	0.06	0.31	0.17	0.12	0.32	0.32
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.28	0.28	0.08	0.22	0.22	0.09	0.44	0.44	0.16	0.51	0.51
Volume/Cap:	0.57	0.71	0.37	0.71	0.57	0.57	0.62	0.71	0.38	0.71	0.62	0.62
Delay/Veh:	41.7	34.7	29.4	53.3	35.7	35.7	51.0	24.4	19.3	47.2	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	34.7	29.4	53.3	35.7	35.7	51.0	24.4	19.3	47.2	18.2	18.2
HCM2kAvg:	5	11	4	5	6	6	4	15	6	8	13	13

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

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: D[31.1]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	102	656	16	2	396	21	48	8	103	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	656	16	2	396	21	48	8	103	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83	0.38	0.38	0.38
PHF Volume:	113	724	18	2	400	21	58	10	124	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	113	724	18	2	400	21	58	10	124	11	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	422	xxxx	xxxxx	742	xxxx	xxxxx	1002	1382	211	1167	xxxx	371
Potent Cap.:	1148	xxxx	xxxxx	874	xxxx	xxxxx	200	145	801	151	xxxx	632
Move Cap.:	1148	xxxx	xxxxx	874	xxxx	xxxxx	183	131	801	111	xxxx	632
Volume/Cap:	0.10	xxxx	xxxx	0.00	xxxx	xxxx	0.32	0.07	0.15	0.10	xxxx	0.01
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.5	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	351	xxxxx	xxxx	154	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.1	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	31.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			26.9			31.1		
ApproachLOS:	*			*			D			D		

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

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 77 Level Of Service: D

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	185	889	158	187	959	86	150	924	184	223	566	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	889	158	187	959	86	150	924	184	223	566	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	200	961	171	205	1052	94	159	978	195	263	667	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	961	171	205	1052	94	159	978	195	263	667	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	961	171	205	1052	94	159	978	195	263	667	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.70	0.30	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1805	2995	532	1805	3273	294	1805	3610	1615	1805	3057	481
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.11	0.32	0.32	0.09	0.27	0.12	0.15	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.36	0.36	0.13	0.36	0.36	0.14	0.31	0.31	0.16	0.34	0.34
Volume/Cap:	0.88	0.89	0.89	0.89	0.88	0.88	0.65	0.88	0.39	0.88	0.65	0.65
Delay/Veh:	74.0	38.1	38.1	74.4	37.4	37.4	47.0	41.6	27.9	66.1	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	38.1	38.1	74.4	37.4	37.4	47.0	41.6	27.9	66.1	29.5	29.5
HCM2kAvg:	9	20	20	10	20	20	6	18	5	12	11	11

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

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.729
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0	0	0	3 0	1	0	0 0	0	0	1 0
Volume Module:												
Base Vol:	349	896	0	0	958	318	0	0	0	469	5	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	896	0	0	958	318	0	0	0	469	5	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.86	0.86	0.86	1.00	1.00	1.00	0.91	0.91	0.91
PHF Volume:	370	949	0	0	1119	371	0	0	0	516	6	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	949	0	0	1119	371	0	0	0	516	6	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	370	949	0	0	1119	371	0	0	0	516	6	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2648	21	2357
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.00	0.00	0.22	0.23	0.00	0.00	0.00	0.19	0.27	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.28	0.60	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.73	0.44	0.00	0.00	0.68	0.73	0.00	0.00	0.00	0.54	0.73	0.42
Delay/Veh:	37.9	11.2	0.0	0.0	31.1	35.7	0.0	0.0	0.0	25.5	29.8	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	11.2	0.0	0.0	31.1	35.7	0.0	0.0	0.0	25.5	29.8	24.0
HCM2kAvg:	12	8	0	0	11	12	0	0	0	9	14	6

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.037
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	46.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 1	1	0	2 0	0	1	0 1!	0	0	0 0
Volume Module:												
Base Vol:	0	919	593	481	942	0	357	14	677	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	919	593	481	942	0	357	14	677	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.77	0.77	0.77	1.00	1.00	1.00
PHF Volume:	0	999	645	534	1046	0	465	18	883	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	999	645	534	1046	0	465	18	883	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	999	645	534	1046	0	465	18	883	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Lanes:	0.00	2.43	1.57	1.00	2.00	0.00	1.33	0.03	1.64	0.00	0.00	0.00
Final Sat.:	0	3956	2552	1805	3610	0	2070	41	2537	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.30	0.29	0.00	0.22	0.45	0.35	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.29	0.53	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	1.04	1.04	1.04	0.55	0.00	0.52	1.04	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	70.5	70.5	85.2	16.0	0.0	21.1	63.2	27.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	70.5	70.5	85.2	16.0	0.0	21.1	63.2	27.8	0.0	0.0	0.0
HCM2kAvg:	0	20	20	25	11	0	9	33	18	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 MITIGATED CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: E[44.2]

Street Name:	Colby Cir									Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0	19	0	88	78	1112	0	0	1042	20				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	19	0	88	78	1112	0	0	1042	20				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	0	0	0	34	0	158	86	1231	0	0	1164	22				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	34	0	158	86	1231	0	0	1164	22				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1964	xxxx	593	1187	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	56	xxxx	454	596	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	50	xxxx	454	596	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.68	xxxx	0.35	0.15	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	2.7	xxxx	1.5	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	169.7	xxxx	17.1	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	F	*	C	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			44.2			xxxxxx			xxxxxx						
ApproachLOS:	*			E			*			*						

CLAREMONT INN/OLD SCHOOL HOUSE TIA
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[15.8]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	75	0	0	46	39	1088	21	112	1070	71								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	75	0	0	46	39	1088	21	112	1070	71								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.91	0.91	0.91	0.60	0.60	0.60	0.87	0.87	0.87	0.87	0.87	0.87								
PHF Volume:	0	0	82	0	0	77	45	1245	24	129	1236	82								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	82	0	0	77	45	1245	24	129	1236	82								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	634	xxxx	xxxx	659	1318	xxxx	xxxxx	1269	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	426	xxxx	xxxx	411	531	xxxx	xxxxx	554	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	426	xxxx	xxxx	411	531	xxxx	xxxxx	554	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.19	xxxx	xxxx	0.19	0.08	xxxx	xxxx	0.23	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.7	xxxxx	xxxx	0.7	0.3	xxxx	xxxxx	0.9	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	15.4	xxxxx	xxxx	15.8	12.4	xxxx	xxxxx	13.5	xxxx	xxxxx								
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	15.4			15.8			xxxxxx			xxxxxx										
ApproachLOS:	C			C			*			*										

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

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: F[189.8]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 1 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	35	633	2	37	734	32	15	2	70	13	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	633	2	37	734	32	15	2	70	13	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.67	0.67	0.67	0.67	0.67	0.67	0.75	0.75	0.75
PHF Volume:	55	995	3	56	1104	48	23	3	105	17	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	55	995	3	56	1104	48	23	3	105	17	4	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1152	xxxx	xxxxx	998	xxxx	xxxxx	1849	2348	576	1772	2370	499
Potent Cap.:	614	xxxx	xxxxx	701	xxxx	xxxxx	47	37	466	54	35	522
Move Cap.:	614	xxxx	xxxxx	701	xxxx	xxxxx	37	31	466	34	30	522
Volume/Cap:	0.09	xxxx	xxxx	0.08	xxxx	xxxx	0.62	0.10	0.23	0.51	0.13	0.01
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	0.9	xxxxx	xxxx	xxxxx
Stopped Del:	11.4	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	36	xxxx	xxxxx	xxxx	42	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxxx	2.5	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	232.3	xxxx	xxxxx	xxxxx	190	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			57.4			189.8		
ApproachLOS:	*			*			F			F		

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

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: E[36.7]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	13	0	53	25	1267	0	0	1160	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	0	53	25	1267	0	0	1160	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.74	0.74	0.74	0.96	0.96	0.96	0.87	0.87	0.87
PHF Volume:	0	0	0	18	0	72	26	1316	0	0	1333	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	18	0	72	26	1316	0	0	1333	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2054	xxxx	678	1355	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	49	xxxx	400	514	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	47	xxxx	400	514	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	0.18	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.3	xxxx	0.6	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	121.2	xxxx	16.0	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			36.7			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[23.0]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	28	0	0	115	80	1235	20	0	1171	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	28	0	0	115	80	1235	20	0	1171	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.73	0.73	0.73	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	0	0	50	0	0	158	82	1263	20	0	1344	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	50	0	0	158	82	1263	20	0	1344	168
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	642	xxxx	xxxx	756	1512	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	422	xxxx	xxxx	355	448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	422	xxxx	xxxx	355	448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.12	xxxx	xxxx	0.45	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.4	xxxxx	xxxx	2.2	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	14.7	xxxxx	xxxx	23.0	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	C	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.7			23.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 MITIGATED CONDITIONS
PM PEAK HOUR

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

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[31.1]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	102	656	16	2	396	21	48	8	103	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	656	16	2	396	21	48	8	103	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83	0.38	0.38	0.38
PHF Volume:	113	724	18	2	400	21	58	10	124	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	113	724	18	2	400	21	58	10	124	11	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	422	xxxx	xxxxx	742	xxxx	xxxxx	1002	1382	211	1167	xxxx	371
Potent Cap.:	1148	xxxx	xxxxx	874	xxxx	xxxxx	200	145	801	151	xxxx	632
Move Cap.:	1148	xxxx	xxxxx	874	xxxx	xxxxx	183	131	801	111	xxxx	632
Volume/Cap:	0.10	xxxx	xxxx	0.00	xxxx	xxxx	0.32	0.07	0.15	0.10	xxxx	0.01
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx
Stopped Del:	8.5	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	xxxx	xxxxx	xxxx	154	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.6	xxxx	xxxxx	xxxxx	31.1	xxxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			20.3			31.1		
ApproachLOS:	*			*			C			D		

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

Scenario Report

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

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	45.7	0.929	D	45.7	0.929	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	24.2	0.732	C	24.2	0.732	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	E	37.0	0.000	E	37.0	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	15.6	0.000	C	15.6	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	46.0	0.967	D	46.0	0.967	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	28.5	0.607	C	28.5	0.607	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	F	51.4	0.000	F	51.4	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	33.0	0.730	C	33.0	0.730	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	29.2	0.895	C	29.2	0.895	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	C	33.1	0.919	C	33.1	0.919	+ 0.000 D/V

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

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

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.929
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	45.7
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	219	633	277	496	1027	241	113	621	160	326	961	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	633	277	496	1027	241	113	621	160	326	961	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	633	277	496	1027	241	113	621	160	326	961	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	633	277	496	1027	241	113	621	160	326	961	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	633	277	496	1027	241	113	621	160	326	961	250
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.59	0.41	1.00	1.59	0.41
Final Sat.:	1805	3610	1615	1805	2842	667	1805	2781	717	1805	2776	722
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.18	0.17	0.27	0.36	0.36	0.06	0.22	0.22	0.18	0.35	0.35
Crit Moves:	****				****			****				****						
Green/Cycle:	0.33	0.20	0.20	0.53	0.39	0.39	0.07	0.24	0.24	0.20	0.37	0.37
Volume/Cap:	0.70	0.87	0.85	0.76	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93
Delay/Veh:	33.8	49.2	56.6	26.6	40.5	40.5	106.1	51.5	51.5	67.3	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	49.2	56.6	26.6	40.5	40.5	106.1	51.5	51.5	67.3	41.8	41.8
HCM2kAvg:	8	12	11	14	23	23	7	16	16	14	22	22

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

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

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.732
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	24.2
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	150	224	50	264	228	202	173	1086	124	121	1237	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	224	50	264	228	202	173	1086	124	121	1237	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	224	50	264	228	202	173	1086	124	121	1237	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	224	50	264	228	202	173	1086	124	121	1237	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	224	50	264	228	202	173	1086	124	121	1237	125
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.64	0.36	1.00	1.06	0.94	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	1805	2872	641	1805	1780	1577	1805	3191	364	1805	3233	327
Capacity Analysis Module:																		
Vol/Sat:	0.08	0.08	0.08	0.15	0.13	0.13	0.10	0.34	0.34	0.07	0.38	0.38
Crit Moves:		****			****			****				****						
Green/Cycle:	0.23	0.11	0.11	0.32	0.19	0.19	0.66	0.55	0.55	0.63	0.52	0.52
Volume/Cap:	0.51	0.73	0.73	0.60	0.69	0.69	0.54	0.62	0.62	0.37	0.73	0.73
Delay/Veh:	34.1	50.5	50.5	30.1	41.3	41.3	19.4	16.3	16.3	11.2	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	50.5	50.5	30.1	41.3	41.3	19.4	16.3	16.3	11.2	20.0	20.0
HCM2kAvg:	5	6	6	8	7	7	4	13	13	2	17	17

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)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: E[37.0]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	1	1	2	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	24	0	110	97	1252	0	0	1142	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	110	97	1252	0	0	1142	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	110	97	1252	0	0	1142	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	110	97	1252	0	0	1142	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1975	xxxx	584	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	55	xxxx	460	605	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	49	xxxx	460	605	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.49	xxxx	0.24	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.8	xxxx	0.9	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	136.5	xxxx	15.3	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			37.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.6]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	94	0	0	42	39	1222	26	0	1322	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	94	0	0	42	39	1222	26	0	1322	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	94	0	0	42	39	1222	26	0	1322	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	94	0	0	42	39	1222	26	0	1322	71
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	624	xxxx	xxxx	697	1393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	433	xxxx	xxxx	388	497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	433	xxxx	xxxx	388	497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.22	xxxx	xxxx	0.11	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.8	xxxxx	xxxx	0.4	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	15.6	xxxxx	xxxx	15.4	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	C	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.6			15.4			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 163 Level Of Service: D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	230	408	232	275	651	248	102	908	275	215	973	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	408	232	275	651	248	102	908	275	215	973	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	408	232	275	651	248	102	908	275	215	973	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	408	232	275	651	248	102	908	275	215	973	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	230	408	232	275	651	248	102	908	275	215	973	201
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2674	810	1805	3610	1615
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.21	0.14	0.15	0.34	0.15	0.06	0.34	0.34	0.12	0.27	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.28	0.28	0.20	0.35	0.35	0.08	0.35	0.35	0.12	0.39	0.39
Volume/Cap:	0.97	0.76	0.51	0.76	0.97	0.43	0.69	0.97	0.97	0.97	0.69	0.32
Delay/Veh:	92.3	38.7	30.8	46.3	58.4	25.2	57.4	50.3	50.3	94.6	26.7	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	38.7	30.8	46.3	58.4	25.2	57.4	50.3	50.3	94.6	26.7	21.4
HCM2kAvg:	12	13	6	10	26	6	5	24	24	11	13	4

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

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

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 28 Level Of Service: C

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	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	2	1	0	1	0	2	0	1	1	0	1
Volume Module:																		
Base Vol:	250	477	147	156	615	113	96	623	146	191	929	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	477	147	156	615	113	96	623	146	191	929	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	477	147	156	615	113	96	623	146	191	929	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	477	147	156	615	113	96	623	146	191	929	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	250	477	147	156	615	113	96	623	146	191	929	178
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.53	0.47	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	3502	3610	1615	3502	4281	787	1805	3610	1615	1805	2957	567
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.13	0.09	0.04	0.14	0.14	0.05	0.17	0.09	0.11	0.31	0.31
Crit Moves:	****				****			****			****	
Green/Cycle:	0.12	0.27	0.27	0.09	0.24	0.24	0.09	0.38	0.38	0.23	0.52	0.52
Volume/Cap:	0.61	0.50	0.34	0.50	0.61	0.61	0.61	0.46	0.24	0.46	0.61	0.61
Delay/Veh:	44.5	31.5	30.2	44.6	34.9	34.9	50.6	23.8	21.7	33.9	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	31.5	30.2	44.6	34.9	34.9	50.6	23.8	21.7	33.9	17.5	17.5
HCM2kAvg:	5	7	4	3	7	7	4	7	3	6	12	12

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)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[51.4]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	42	742	2	47	874	39	16	2	84	16	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	742	2	47	874	39	16	2	84	16	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	742	2	47	874	39	16	2	84	16	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	42	742	2	47	874	39	16	2	84	16	3	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	913	xxxx	xxxxx	744	xxxx	xxxxx	1444	1816	457	1359	1834	372
Potent Cap.:	755	xxxx	xxxxx	873	xxxx	xxxxx	95	79	557	109	77	631
Move Cap.:	755	xxxx	xxxxx	873	xxxx	xxxxx	83	71	557	83	69	631
Volume/Cap:	0.06	xxxx	xxxx	0.05	xxxx	xxxx	0.19	0.03	0.15	0.19	0.04	0.01
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx
Stopped Del:	10.1	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	xxxx	xxxxx	xxxx	102	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	61.2	xxxx	xxxxx	xxxxx	51.4	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			21.2			51.4		
ApproachLOS:	*			*			C			F		

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: 39 Level Of Service: C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	298	821	243	137	736	106	78	385	156	246	755	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	821	243	137	736	106	78	385	156	246	755	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	821	243	137	736	106	78	385	156	246	755	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	821	243	137	736	106	78	385	156	246	755	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	821	243	137	736	106	78	385	156	246	755	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.54	0.46	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	2691	796	1805	3096	446	1805	3610	1615	1805	2962	561
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.08	0.24	0.24	0.04	0.11	0.10	0.14	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.44	0.44	0.11	0.33	0.33	0.06	0.18	0.18	0.23	0.35	0.35
Volume/Cap:	0.73	0.69	0.69	0.69	0.73	0.73	0.73	0.60	0.54	0.60	0.73	0.73
Delay/Veh:	42.5	23.8	23.8	52.8	32.2	32.2	68.7	39.2	39.3	36.8	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	23.8	23.8	52.8	32.2	32.2	68.7	39.2	39.3	36.8	30.7	30.7
HCM2kAvg:	10	14	14	6	13	13	4	6	5	8	13	13

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.895
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	464	1332	0	0	1242	648	0	0	0	639	0	826
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	464	1332	0	0	1242	648	0	0	0	639	0	826
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	1256	0	0	1057	551	0	0	0	567	0	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	1256	0	0	1057	551	0	0	0	567	0	733
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	438	1256	0	0	1057	551	0	0	0	567	0	733
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.44	0.00	1.56
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2444	0	2662
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.00	0.00	0.20	0.34	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.27	0.65	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.90	0.53	0.00	0.00	0.53	0.90	0.00	0.00	0.00	0.75	0.00	0.90
Delay/Veh:	53.8	9.5	0.0	0.0	24.3	44.7	0.0	0.0	0.0	33.1	0.0	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	9.5	0.0	0.0	24.3	44.7	0.0	0.0	0.0	33.1	0.0	40.7
HCM2kAvg:	17	10	0	0	9	20	0	0	0	13	0	18

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.919
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	33.1
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 1	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1036	758	598	1382	0	744	0	559	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	758	598	1382	0	744	0	559	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1036	758	598	1382	0	744	0	559	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1036	758	598	1382	0	744	0	559	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1036	758	598	1382	0	744	0	559	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.95	0.95	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	2.31	1.69	1.00	2.00	0.00	1.57	0.00	1.43	0.00	0.00	0.00
Final Sat.:	0	3742	2738	1805	3610	0	2716	0	2470	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.33	0.38	0.00	0.27	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.30	0.30	0.36	0.66	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.92	0.58	0.00	0.92	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	41.3	41.3	48.7	9.6	0.0	43.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.3	41.3	48.7	9.6	0.0	43.8	0.0	33.8	0.0	0.0	0.0
HCM2kAvg:	0	17	17	23	12	0	19	0	13	0	0	0

Claremont Inn/Old School House TIA
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Scenario Report

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

Claremont Inn/Old School House TIA
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	F	141.1	1.461	F	141.1	1.461	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	E	75.4	1.103	E	75.4	1.103	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	E	36.8	0.000	E	36.8	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	19.0	0.000	C	19.0	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	F	157.5	1.420	F	157.5	1.420	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	34.6	0.820	C	34.6	0.820	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	34.1	0.000	D	34.1	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	F	166.0	1.452	F	166.0	1.452	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	F	96.7	1.369	F	96.7	1.369	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	F	124.7	1.349	F	124.7	1.349	+ 0.000 D/V

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

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

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.461
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 141.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	297	1100	385	631	630	191	275	1034	179	378	1001	649
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1100	385	631	630	191	275	1034	179	378	1001	649
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1100	385	631	630	191	275	1034	179	378	1001	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1100	385	631	630	191	275	1034	179	378	1001	649
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1100	385	631	630	191	275	1034	179	378	1001	649
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.43	0.92	0.92	0.95	0.93	0.93	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.70	0.30	1.00	1.21	0.79
Final Sat.:	1805	3610	1615	826	2673	810	1805	3010	521	1805	2061	1336
Capacity Analysis Module:																		
Vol/Sat:	0.16	0.30	0.24	0.76	0.24	0.24	0.15	0.34	0.34	0.21	0.49	0.49
Crit Moves:				****			****				****	
Green/Cycle:	0.43	0.23	0.23	0.50	0.29	0.29	0.11	0.29	0.29	0.18	0.36	0.36
Volume/Cap:	0.68	1.35	1.05	1.16	0.82	0.82	1.35	1.17	1.17	1.17	1.35	1.35
Delay/Veh:	25.7	203	100.4	108.5	39.0	39.0	229.0	121	120.9	144.3	193	193.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	203	100.4	108.5	39.0	39.0	229.0	121	120.9	144.3	193	193.3
HCM2kAvg:	9	36	19	35	14	14	20	33	33	23	53	53

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.103
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 75.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	298	266	172	421	416	453	520	945	295	320	1091	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	266	172	421	416	453	520	945	295	320	1091	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	266	172	421	416	453	520	945	295	320	1091	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	266	172	421	416	453	520	945	295	320	1091	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	266	172	421	416	453	520	945	295	320	1091	305
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.89	0.89	0.95	0.88	0.88	0.46	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.21	0.79	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.56	0.44
Final Sat.:	1371	2063	1334	1805	1664	1664	869	2652	828	1805	2728	763
Capacity Analysis Module:																		
Vol/Sat:	0.22	0.13	0.13	0.23	0.25	0.27	0.60	0.36	0.36	0.18	0.40	0.40
Crit Moves:	****					****	****				****	
Green/Cycle:	0.27	0.13	0.13	0.38	0.23	0.23	0.60	0.39	0.39	0.54	0.34	0.34
Volume/Cap:	0.90	0.97	0.97	0.83	1.08	1.17	1.00	0.91	0.91	0.75	1.17	1.17
Delay/Veh:	58.1	77.9	77.9	36.4	92.7	129.9	51.1	37.9	37.9	31.3	120	119.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	77.9	77.9	36.4	92.7	129.9	51.1	37.9	37.9	31.3	120	119.6
HCM2kAvg:	13	11	11	15	21	25	24	22	22	10	37	37

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: E[36.8]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0		16	0		64	30	1456		0	0	1279		24				
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Initial Bse:	0	0	0		16	0		64	30	1456		0	0	1279		24				
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Volume:	0	0	0		16	0		64	30	1456		0	0	1279		24				
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0				
Final Vol.:	0	0	0		16	0		64	30	1456		0	0	1279		24				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		2079	xxxx		652	1303	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Potent Cap.:	xxxx	xxxx	xxxxx		47	xxxx		416	538	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Move Cap.:	xxxx	xxxx	xxxxx		45	xxxx		416	538	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Volume/Cap:	xxxx	xxxx	xxxx		0.35	xxxx		0.15	0.06	xxxx	xxxx		xxxx	xxxx	xxxx					
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx		1.2	xxxx		0.5	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	xxxxx		123.2	xxxx		15.2	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*		F	*		C	B	*	*	*	*	*						
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT					
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*					
ApproachDel:	xxxxxx				36.8				xxxxxx				xxxxxx							
ApproachLOS:	*				E				*				*							

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

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[19.0]

Street Name:	Berkeley Ave/Project Dwy										Foothill Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	35		0	0		115	80	1414		25	0	1307		146				
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Initial Bse:	0	0	35		0	0		115	80	1414		25	0	1307		146				
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Volume:	0	0	35		0	0		115	80	1414		25	0	1307		146				
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0				
Final Vol.:	0	0	35		0	0		115	80	1414		25	0	1307		146				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx		6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	720		xxxx	xxxx		727	1453	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Potent Cap.:	xxxx	xxxx	375		xxxx	xxxx		371	472	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Move Cap.:	xxxx	xxxx	375		xxxx	xxxx		371	472	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Volume/Cap:	xxxx	xxxx	0.09		xxxx	xxxx		0.31	0.17	xxxx	xxxx		xxxx	xxxx	xxxx					
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.3		xxxxx	xxxx		1.3	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	15.6		xxxxx	xxxx		19.0	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	C		*	*		C	B	*	*	*	*	*						
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT					
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*					
ApproachDel:	15.6				19.0				xxxxxx				xxxxxx							
ApproachLOS:	C				C				*				*							

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

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.420
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 157.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	567	902	247	238	765	127	92	1189	536	262	1226	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	902	247	238	765	127	92	1189	536	262	1226	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	902	247	238	765	127	92	1189	536	262	1226	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	902	247	238	765	127	92	1189	536	262	1226	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	567	902	247	238	765	127	92	1189	536	262	1226	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2371	1069	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.47	0.15	0.13	0.40	0.08	0.05	0.50	0.50	0.15	0.34	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.40	0.40	0.11	0.28	0.28	0.06	0.35	0.35	0.10	0.40	0.40
Volume/Cap:	1.42	1.20	0.39	1.20	1.42	0.28	0.86	1.42	1.42	1.42	0.86	0.32
Delay/Veh:	242.2	134	22.0	173.5	236	28.2	92.3	226	226.3	262.6	33.0	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	242.2	134	22.0	173.5	236	28.2	92.3	226	226.3	262.6	33.0	21.2
HCM2kAvg:	42	49	6	16	53	3	5	59	59	21	20	4

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

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 54 Level Of Service: C

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	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	254	843	217	281	921	213	209	1314	242	154	980	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	843	217	281	921	213	209	1314	242	154	980	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	843	217	281	921	213	209	1314	242	154	980	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	843	217	281	921	213	209	1314	242	154	980	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	254	843	217	281	921	213	209	1314	242	154	980	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.88	0.88	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.44	0.56	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	3502	3610	1615	3502	4095	947	1805	3610	1615	1805	2742	753
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.13	0.08	0.22	0.22	0.12	0.36	0.15	0.09	0.36	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.28	0.28	0.10	0.29	0.29	0.14	0.47	0.47	0.11	0.44	0.44
Volume/Cap:	0.78	0.82	0.47	0.82	0.78	0.78	0.82	0.78	0.32	0.78	0.82	0.82
Delay/Veh:	55.5	38.7	30.3	58.7	35.3	35.3	60.3	24.7	16.9	61.0	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	38.7	30.3	58.7	35.3	35.3	60.3	24.7	16.9	61.0	28.4	28.4
HCM2kAvg:	6	14	6	7	13	13	9	18	5	7	19	19

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2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: D[34.1]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 1 0	0	1	0 0 1!	0	0
Volume Module:												
Base Vol:	125	776	20	2	439	25	55	9	118	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	776	20	2	439	25	55	9	118	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	776	20	2	439	25	55	9	118	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	125	776	20	2	439	25	55	9	118	4	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	464	xxxx	xxxxx	796	xxxx	xxxxx	1093	1502	232	1264	xxxx	398
Potent Cap.:	1108	xxxx	xxxxx	835	xxxx	xxxxx	171	123	776	128	xxxx	607
Move Cap.:	1108	xxxx	xxxxx	835	xxxx	xxxxx	156	109	776	93	xxxx	607
Volume/Cap:	0.11	xxxx	xxxx	0.00	xxxx	xxxx	0.35	0.08	0.15	0.04	xxxx	0.00
Level Of Service Module:												
Queue:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx
Stopped Del:	8.7	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	xxxxx	xxxx	130	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	47.3	xxxx	xxxxx	xxxxx	34.1	xxxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.4			34.1		
ApproachLOS:	*			*			C			D		

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.452
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 166.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	676	990	392	385	1040	130	152	961	719	441	610	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	676	990	392	385	1040	130	152	961	719	441	610	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	676	990	392	385	1040	130	152	961	719	441	610	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	676	990	392	385	1040	130	152	961	719	441	610	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	676	990	392	385	1040	130	152	961	719	441	610	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	1.43	0.57	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1805	2475	980	1805	3154	394	1805	3610	1615	1805	2417	1030
Capacity Analysis Module:												
Vol/Sat:	0.37	0.40	0.40	0.21	0.33	0.33	0.08	0.27	0.45	0.24	0.25	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.32	0.32	0.17	0.23	0.23	0.12	0.31	0.31	0.17	0.36	0.36
Volume/Cap:	1.45	1.26	1.26	1.26	1.45	1.45	0.71	0.87	1.45	1.45	0.71	0.71
Delay/Veh:	252.2	161	160.6	184.1	249	248.9	52.8	40.3	249.1	262.4	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	252.2	161	160.6	184.1	249	248.9	52.8	40.3	249.1	262.4	29.7	29.7
HCM2kAvg:	50	41	41	25	42	42	6	17	51	34	13	13

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.369
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	96.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:												
Base Vol:	544	1517	0	0	1679	1148	0	0	0	567	0	814
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1517	0	0	1679	1148	0	0	0	567	0	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1517	0	0	1679	1148	0	0	0	567	0	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1517	0	0	1679	1148	0	0	0	567	0	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1517	0	0	1679	1148	0	0	0	567	0	814
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2395	0	2699
Capacity Analysis Module:												
Vol/Sat:	0.30	0.42	0.00	0.00	0.32	0.71	0.00	0.00	0.00	0.24	0.00	0.30
Crit Moves:	****					****						****
Green/Cycle:	0.22	0.74	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.37	0.57	0.00	0.00	0.62	1.37	0.00	0.00	0.00	1.07	0.00	1.37
Delay/Veh:	220.2	6.1	0.0	0.0	17.5	197.5	0.0	0.0	0.0	86.6	0.0	211.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	220.2	6.1	0.0	0.0	17.5	197.5	0.0	0.0	0.0	86.6	0.0	211.2
HCM2kAvg:	38	11	0	0	13	74	0	0	0	21	0	35

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT ALTERNATIVE 1 CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.349
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	124.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	1117	577	1167	1212	0	929	2	416	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1117	577	1167	1212	0	929	2	416	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1117	577	1167	1212	0	929	2	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1117	577	1167	1212	0	929	2	416	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1117	577	1167	1212	0	929	2	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	2.64	1.36	1.00	2.00	0.00	1.69	0.01	1.30	0.00	0.00	0.00
Final Sat.:	0	4328	2236	1805	3610	0	2920	5	2262	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.65	0.34	0.00	0.32	0.39	0.18	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.19	0.19	0.48	0.67	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	1.35	1.35	1.35	0.50	0.00	1.10	1.35	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	203	202.6	190.6	8.3	0.0	93.2	199	31.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	203	202.6	190.6	8.3	0.0	93.2	199	31.6	0.0	0.0	0.0
HCM2kAvg:	0	29	29	77	9	0	28	46	10	0	0	0

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS MITIGATED - ALTERNATIVE 1
AM PEAK HOUR

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

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: 102 Level Of Service: D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	219	633	277	496	1027	241	113	621	160	326	961	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	633	277	496	1027	241	113	621	160	326	961	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	633	277	496	1027	241	113	621	160	326	961	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	633	277	496	1027	241	113	621	160	326	961	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	633	277	496	1027	241	113	621	160	326	961	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2842	667	1805	2781	717	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.17	0.27	0.36	0.36	0.06	0.22	0.22	0.18	0.27	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.33	0.20	0.20	0.53	0.39	0.39	0.08	0.24	0.24	0.20	0.35	0.67
Volume/Cap:	0.70	0.86	0.84	0.76	0.92	0.92	0.75	0.92	0.92	0.92	0.75	0.23
Delay/Veh:	33.5	48.6	55.8	26.3	39.6	39.6	63.8	52.5	52.5	68.7	31.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	48.6	55.8	26.3	39.6	39.6	63.8	52.5	52.5	68.7	31.0	6.4
HCM2kAvg:	8	12	11	14	23	23	5	16	16	14	14	3

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS MITIGATED - ALTERNATIVE 1
AM PEAK HOUR

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

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: 73 Level Of Service: D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	230	408	232	275	651	248	102	908	275	215	973	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	408	232	275	651	248	102	908	275	215	973	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	408	232	275	651	248	102	908	275	215	973	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	408	232	275	651	248	102	908	275	215	973	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	230	408	232	275	651	248	102	908	275	215	973	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.14	0.15	0.34	0.15	0.06	0.25	0.17	0.12	0.27	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.31	0.31	0.22	0.39	0.39	0.07	0.29	0.29	0.14	0.35	0.35
Volume/Cap:	0.88	0.68	0.46	0.68	0.88	0.39	0.77	0.88	0.59	0.88	0.77	0.36
Delay/Veh:	68.2	33.2	28.1	40.5	39.5	22.3	69.2	42.4	32.7	70.1	31.9	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	33.2	28.1	40.5	39.5	22.3	69.2	42.4	32.7	70.1	31.9	24.5
HCM2kAvg:	10	12	6	9	22	6	5	17	8	10	15	5

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS MITIGATED - ALTERNATIVE 1
AM PEAK HOUR

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

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.730
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	32.3
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	298	821	243	137	736	106	78	385	156	246	755	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	821	243	137	736	106	78	385	156	246	755	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	821	243	137	736	106	78	385	156	246	755	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	821	243	137	736	106	78	385	156	246	755	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	821	243	137	736	106	78	385	156	246	755	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1805	3610	1615	1805	3096	446	1805	3610	1615	1805	2962	561
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.15	0.08	0.24	0.24	0.04	0.11	0.10	0.14	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.41	0.41	0.14	0.33	0.33	0.06	0.18	0.18	0.23	0.35	0.35
Volume/Cap:	0.73	0.55	0.36	0.55	0.73	0.73	0.73	0.60	0.54	0.60	0.73	0.73
Delay/Veh:	42.5	22.7	20.6	42.8	32.2	32.2	68.7	39.2	39.3	36.8	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	22.7	20.6	42.8	32.2	32.2	68.7	39.2	39.3	36.8	30.7	30.7
HCM2kAvg:	10	10	5	5	13	13	4	6	5	8	13	13

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS MITIGATED - ALTERNATIVE 1
AM PEAK HOUR

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

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.773
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	24.2
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:																				
Base Vol:	464	1332		0		0	1242		648		0		0		0	639		0		826
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	464	1332		0		0	1242		648		0		0		0	639		0		826
User Adj:	0.94	0.94		0.94		0.85	0.85		0.85		1.00		1.00		1.00	0.89		0.89		0.89
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	438	1256		0		0	1057		551		0		0		0	567		0		733
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	438	1256		0		0	1057		551		0		0		0	567		0		733
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	438	1256		0		0	1057		551		0		0		0	567		0		733
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	0.92	0.95		1.00		1.00	0.91		0.85		1.00		1.00		1.00	0.90		1.00		0.90
Lanes:	2.00	2.00		0.00		0.00	3.00		1.00		0.00		0.00		0.00	1.44		0.00		1.56
Final Sat.:	3502	3610		0		0	5187		1615		0		0		0	2444		0		2662
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.35		0.00		0.00	0.20		0.34		0.00		0.00		0.00	0.23		0.00		0.28
Crit Moves:	****								****											****
Green/Cycle:	0.16	0.60		0.00		0.00	0.44		0.44		0.00		0.00		0.00	0.36		0.00		0.36
Volume/Cap:	0.77	0.58		0.00		0.00	0.46		0.77		0.00		0.00		0.00	0.65		0.00		0.77
Delay/Veh:	46.7	12.4		0.0		0.0	19.7		28.9		0.0		0.0		0.0	27.7		0.0		30.9
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	46.7	12.4		0.0		0.0	19.7		28.9		0.0		0.0		0.0	27.7		0.0		30.9
HCM2kAvg:	9	12		0		0	8		16		0		0		0	11		0		15

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

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

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.313
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 97.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	297	1100	385	631	630	191	275	1034	179	378	1001	649
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1100	385	631	630	191	275	1034	179	378	1001	649
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1100	385	631	630	191	275	1034	179	378	1001	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1100	385	631	630	191	275	1034	179	378	1001	649
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1100	385	631	630	191	275	1034	179	378	1001	649
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.47	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	892	2673	810	1805	3010	521	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.24	0.71	0.24	0.24	0.15	0.34	0.34	0.21	0.28	0.40
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.24	0.24	0.53	0.31	0.31	0.16	0.27	0.27	0.17	0.28	0.56
Volume/Cap:	0.64	1.26	0.98	1.09	0.77	0.77	0.98	1.26	1.26	1.26	0.98	0.72
Delay/Veh:	22.5	163	78.8	81.2	34.9	34.9	89.2	161	160.7	181.8	58.1	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	163	78.8	81.2	34.9	34.9	89.2	161	160.7	181.8	58.1	18.8
HCM2kAvg:	8	33	17	32	13	13	14	36	36	25	21	16

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

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

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.241
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 115.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	567	902	247	238	765	127	92	1189	536	262	1226	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	902	247	238	765	127	92	1189	536	262	1226	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	902	247	238	765	127	92	1189	536	262	1226	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	902	247	238	765	127	92	1189	536	262	1226	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	567	902	247	238	765	127	92	1189	536	262	1226	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.47	0.15	0.13	0.40	0.08	0.05	0.33	0.33	0.15	0.34	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.25	0.45	0.45	0.13	0.32	0.32	0.05	0.27	0.27	0.12	0.33	0.33
Volume/Cap:	1.24	1.05	0.34	1.05	1.24	0.24	1.02	1.24	1.25	1.24	1.02	0.38
Delay/Veh:	163.2	72.1	18.0	117.3	156	25.0	148.3	154	167.5	186.1	64.9	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.2	72.1	18.0	117.3	156	25.0	148.3	154	167.5	186.1	64.9	26.0
HCM2kAvg:	35	39	5	13	44	3	6	35	32	18	27	5

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

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

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.452
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 140.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	676	990	392	385	1040	130	152	961	719	441	610	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	676	990	392	385	1040	130	152	961	719	441	610	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	676	990	392	385	1040	130	152	961	719	441	610	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	676	990	392	385	1040	130	152	961	719	441	610	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	676	990	392	385	1040	130	152	961	719	441	610	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1805	3610	1615	1805	3154	394	1805	3610	1615	1805	2417	1030
Capacity Analysis Module:												
Vol/Sat:	0.37	0.27	0.24	0.21	0.33	0.33	0.08	0.27	0.45	0.24	0.25	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.27	0.27	0.21	0.23	0.23	0.12	0.31	0.31	0.17	0.36	0.36
Volume/Cap:	1.45	1.01	0.89	1.01	1.45	1.45	0.71	0.87	1.45	1.45	0.71	0.71
Delay/Veh:	252.2	66.3	54.4	86.7	249	248.9	52.8	40.3	249.1	262.4	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	252.2	66.3	54.4	86.7	249	248.9	52.8	40.3	249.1	262.4	29.7	29.7
HCM2kAvg:	50	22	15	19	42	42	6	17	51	34	13	13

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

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

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.216
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 65.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:												
Base Vol:	544	1517	0	0	1679	1148	0	0	0	567	0	814
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1517	0	0	1679	1148	0	0	0	567	0	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1517	0	0	1679	1148	0	0	0	567	0	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1517	0	0	1679	1148	0	0	0	567	0	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1517	0	0	1679	1148	0	0	0	567	0	814
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	3502	3610	0	0	5187	1615	0	0	0	2395	0	2699
Capacity Analysis Module:												
Vol/Sat:	0.16	0.42	0.00	0.00	0.32	0.71	0.00	0.00	0.00	0.24	0.00	0.30
Crit Moves:	****					****						****
Green/Cycle:	0.13	0.71	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	1.22	0.59	0.00	0.00	0.55	1.22	0.00	0.00	0.00	0.95	0.00	1.22
Delay/Veh:	159.9	7.5	0.0	0.0	13.0	127.9	0.0	0.0	0.0	51.4	0.0	143.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.9	7.5	0.0	0.0	13.0	127.9	0.0	0.0	0.0	51.4	0.0	143.2
HCM2kAvg:	18	12	0	0	11	62	0	0	0	17	0	30

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

Occupancy		Average Daily Flow	Peak Daily Flow	Peak Hourly Flow
Apartment Buildings	Bachelor or Single D.U's	100 gal/D.U.	250 gal/D.U.	10.42 gal/D.U.
	1 Bedroom D.U's	150 gal/D.U.	375 gal/D.U.	15.63 gal/D.U.
	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.

Commercial Shops & Stores	100 gal/1000 sq ft gfa	250 gal/1000 sq ft gfa	10.42 gal/1000 sq ft gfa
Hotels	150 gal/room	375 gal/room	15.63 gal/room
Office Buildings	200 gal/1000 sq ft gfa	500 gal/1000 sq ft gfa	20.83 gal/1000 sq ft gfa
Restaurant, Cafeterias, etc.	50 gal/seat	125 gal/seat	5.21 gal/seat

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 Total		8,600gal	21,500 gal	895 gal

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

** - 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.*

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

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

Fixture	Quantities	Water Supply Fixture Units (EACH)	Water Supply Fixture Units (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 Fixture Units			5561.0
Total in Gallons Per Minute			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.

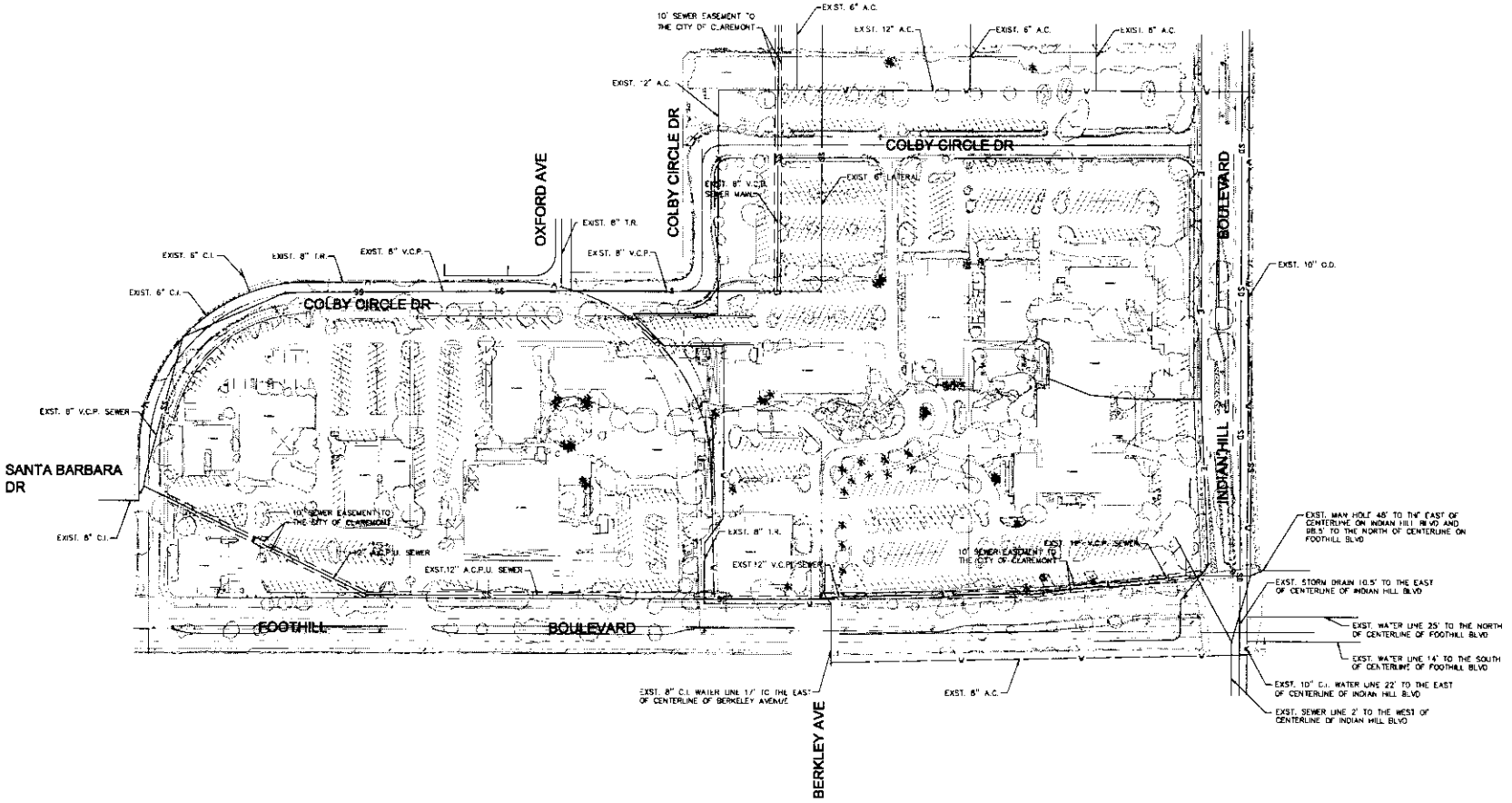
IV. STORM DRAIN

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.



CITY OF CLAREMONT

Utility Report

Claremont Inn/ Old School House Specifi Plan

Claremont, California

DIGALERT
1-800-227-2600

Basis of Bearings:

BENCH MARK:

LIN Consulting, Inc.

REV. NO.	DATE	△	REVISION

SCALE	1"= 80'	DRAWN	RK
DATE	NOV. 23, 2005	CHECKED	DHL
F.B. NO.		RECOMMENDED	
CITY ENGINEER	ROE	DATE	

DRAWING NO. XXX

SHEET 1 OF 1

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.

SUMMARY OF MITIGATION MEASURES
SPECIFIC PLAN FOR OLD SCHOOL HOUSE/CLAREMONT INN REVITALIZATION (FILE #06-SP01) AND REZONING OF THE SUBJECT PROPERTY FROM CM TO SP-9 (FILE #06-Z03)

Mitigation Measure	*Responsible Party*	*Timeframe*	*Monitoring Party*
BIOLOGICAL RESOURCES			
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 & City Engineer**
CULTURAL RESOURCES			
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 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 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 Party*
HAZARDS AND HAZARDOUS MATERIALS			
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**
TRANSPORTATION/TRAFFIC			
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 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.**	

Mitigation Measure	*Responsible Party*	*Timeframe*	*Monitoring Party*
TRANSPORTATION/TRAFFIC (continued)			
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 Foothill 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 Engineer, and found acceptable to the City Engineer and City Planner.	**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 & City Planner**
Mitigation Measure I Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences, as part of the Colby Circle street improvements associated with the development of the Colby Neighborhood residential development, the applicant shall stripe Colby Circle at Indian Hill Boulevard to provide a dedicated eastbound right-turn lane.	**Applicant**	**Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences.**	**City Engineer & City Planner**
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 & City Planner**
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 Party*
TRANSPORTATION/TRAFFIC (continued)			
Mitigation Measure L 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 & City Planner**
Mitigation Measure M 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 & City Planner**
Mitigation Measure N 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 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.	**Applicant**	**1) *Approval of Parking Management Plan* – Prior to design review approval for the parking structure.** **2) *Implementation of Parking Management Plan* – Expiration date of reciprocal parking agreement.**	**City Planner**

Mitigation Measure	*Responsible Party*	*Timeframe*	*Monitoring Party*
TRANSPORTATION/TRAFFIC (continued)			
Mitigation Measure O Prior to the Issuance of grading permits for Building N1, the Applicant shall: A. Conduct traffic counts for one week at the following intersections, during a normal school session: i. Berkeley/Foothill ii. Berkeley/Baughman iii. Colby/Santa Barbara iv. Colby/Lafayette v. Colby/Oxford B. 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: i The south leg of the Berkeley Avenue/Foothill Boulevard intersection and potential removal of westbound left turn pocket at Berkeley/Foothill; ii Santa Barbara Drive between Mountain Avenue and Colby Circle; and iii 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 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.	**Applicant**	1) ***Conducting of traffic counts, payment of deposits and posting of bonds*** – **Prior to issuance of grading permits for Building N1.** 2) ***Traffic and Transportation Commission consideration of traffic-calming measures*** – **Within one (1) year following the date of City Council adoption of the Specific Plan.**	**City Engineer**

Mitigation Measure	*Responsible Party*	*Timeframe*	*Monitoring Party*
TRANSPORTATION/TRAFFIC (continued)			
Mitigation Measure O (continued) C. Post two sixty-thousand dollar ($60,000.00) bonds, each to be separately earmarked for potential future traffic-calming improvements at the following locations: i The south leg of the Berkeley Avenue/Foothill Boulevard intersection, and potential removal of westbound left turn pocket at Berkeley/Foothill; ii Santa Barbara, between Mountain and Colby. Each bond may only be used to fund improvements at the location for which it has been earmarked, and only if the City Council, after receiving a recommendation from the Traffic and Transportation Commission, determines that such improvements are in conformance with the Traffic Calming Policy's Basic Principles; otherwise, the bonds may be retired. Any costs exceeding $60,000 at either roadway segment shall be borne by the directly affected property owners (the determination of "directly affected property owners" shall be as set forth in the Traffic Calming Policy). Further, as stated in the Traffic Calming Policy, no traffic calming measures shall be implemented until after such measures have been approved by the City Council, and then by two-thirds of the affected property owners.			

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909 621-4761

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(2015.5 C.C.P.)

MAIL TO: _____

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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 nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

.....1/13.....

all in the year 20 07....

I certify (or declare) under penalty of perjury that the foregoing is true and correct.
Dated at Claremont
California, this 15 day of JANUARY, 2007.

.....Sandy Hawke.....
Signature

Proof of Publication of

.....

ON BACK

ORDINANCE NO. 2007-01

AN ORDINANCE OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING THE OLD SCHOOL HOUSE/CLAREMONT INN REVITALIZATION SPECIFIC PLAN (#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

WHEREAS, the Mitigated 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 CLAREMONT 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 1930s-era 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 and 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 traffic-calming improvements on Santa Barbara Drive, and at the intersection of Foothill 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 revitalize the Claremont Inn and Old School House Center properties, taking advantage of their strategic location, to provide a mixed-use center including residential, hospitality, entertainment, art, and office uses."

3. The Specific Plan provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the existing zoning classification.

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

1. 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.

3. 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, types of development and development standards permitted in that property described above.

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, and thirty (30) days hereafter, it shall take effect and be in force.

PASSED, APPROVED, AND ADOPTED THIS 9th day of January, 2007.

/s/ Peter S. Yao
Mayor, City of Claremont

ATTEST:

/s/ Lynne E. Pahner
City Clerk, City of Claremont

APPROVED AS TO FORM:

/s/ Sonia R. Carvalho
City Attorney, City of Claremont

EXHIBIT "A"
Old School House/Claremont Inn 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"
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 Revitalization Specific Plan and 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"
Old School House/Claremont Inn Revitalization
Specific Plan and Corresponding Zone Change Map

The Specific Plan/zoning map is provided on the following page.

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
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:

AYES: COUNCILMEMBERS: CALAYCAY, TAYLOR, MCHENRY, BALDONADO, 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